Rally Bulletin – October 2026

With both the FIA World Rally Championship and British Rally Championship titles now decided following exciting season finales, it's been a fantastic year of rallying, with plenty of memorable moments along the way. Congratulations to our newly crowned champions and to everyone who has played a part in making this season such a success.

As we approach the final months of 2026, there's still plenty to look forward to, with several championships across Stage, Road and Targa Rallies yet to be decided. With 2027 also starting to come into view, we wanted to share a few updates and reminders to help everyone enjoy a safe and successful end to the year.

Elfyn Evans & Scott Martin – World Rally Champions

The only way we can open this edition of the Rally Bulletin is by celebrating the World Championship titles won by our Team UK graduate and 2016 British Rally Champion Elfyn Evans, and his co-driver Scott Martin – himself no stranger to BRC success.

Collecting the UK's first World Rally Championship title since Phil Mills in 2003, we could not be more proud of Elfyn and Scott. Da iawn i chi!

Osian Pryce and James Morgan – British Rally Champions

Osian Pryce and co-driver James Morgan have been crowned 2026 Motorsport UK British Rally Champions following a thrilling season finale at the Lewis & Hunter Cambrian Rally in North Wales.

Battling challenging weather conditions and fierce competition, the pair secured victory by just 1.2 seconds ahead of Max McRae and Cameron Fair, with the title decided on the final stage. The result marks Pryce's second British Rally Championship title, following his first in 2022, and Morgan's maiden championship crown.

Congratulations to the champions and all competitors on a fantastic season!

Seat Extension & New FIA Standard

Following enquiries from members throughout 2026, we would like to provide some clarification on the eligibility and validity of competition seats.

We understand that some competitors may not be aware of the two-year extension available for seats manufactured to the FIA 8855-1999 standard, as outlined in Chapter 13, Appendix 16, Article 12.8 of the National Competition Rules (NCR).

This extension allows eligible seats to continue being used for up to two years beyond their original homologation expiry date, providing a total period of validity commonly referred to as '5+2' years.

We would also like to highlight the newer FIA 8855-2021 standard, which allows competition seats to be used for up to 10 years. A number of manufacturers now offer seats meeting this standard, providing competitors with an additional option when considering replacements.

We encourage competitors to familiarise themselves with the relevant regulations and check the eligibility of their seats to ensure they remain compliant ahead of their next event.

Rally2 / R5 Eligibility Clarification

Following the most recent meeting of the Rallies Committee, a change to the eligibility of 'modified' Rally2/R5 vehicles (and other Category 2 vehicles based on FIA Appendix J Article 261 designs) has been proposed.

This change would see any vehicle that was either homologated and originally constructed as a Rally2 or R5 vehicle by the original manufacturer, or with a body shell constructed according to a manufacturer's homologated design, prohibited from being modified to Category 2 regulations.

Currently, if granted a Category 2 vehicle passport, such vehicles are permitted to run in Class 2 on Stage Rallies. Those which have already been granted a Category 2 passport may continue to be used for the life of the vehicle, however the following timeline will be applied for those currently in the planning or build stage:

- 31st December 2026 – deadline for submitting an application to start the Category 2 process
- 1st March 2027 – deadline by which the completed application form must have been received by the Technical Department of Motorsport UK

Any applications either not received or not completed per the above timeline will not be accepted.

Further to the above, it is proposed that all modified Rally2/R5 vehicles in Class 2 must run a 32mm turbo restrictor.

The reasons for making these changes are to preserve Class 1 as the highest-performance vehicles eligible for Stage Rallies, while ensuring other Class 2 vehicles based on road-going cars are not unduly affected.

The consultation document is available to view here.

Non-Homologated Historic Stage Rally Cars

Following a recent enquiry from the owner of a rally car that competed extensively in UK rallies during the 1970s and 1980s, but was never homologated by the FIA, we are keen to understand how many similar vehicles may still be in garages across the country.

We would be particularly interested to hear from owners of these vehicles who may wish to return them to competition in Historic Stage Rallies.

We are also exploring how a defined period specification could be established and regulated for vehicles without homologation papers, and whether they could be accommodated within the current Historic Stage Rally structure.

We would welcome feedback from anyone with an interest in this topic, to share your thoughts, please contact our Rally and Technical teams.

Smart Glasses

Following feedback from competitors and discussions online, we would like to provide some clarification on the regulation regarding the use of smart glasses in competition, which was introduced for 2026.

In line with FIA Appendix L, an update was made to Chapter 7, Appendix 9, Article 1.8 of the National Competition Rules (NCR) for 2026. This regulation prohibits competitors from wearing glasses that have functions beyond correcting eyesight or protecting against glare.

The regulation has been introduced with competitor safety in mind. Some smart glasses feature built-in screens or displays that could cause distractions, while the presence of

electronics and batteries close to a competitor's face could present additional risks in the event of an impact or fire.

Competitors may have seen the FIA trialling a helmet camera system at Rally Italia Sardegna, with similar devices potentially becoming available to purchase in the future. However, it is important to note that only homologated devices of this type are permitted for use in helmets during Stage Rallies in the UK.

Smart glasses, in-visor camera systems and devices attached to helmets or visors remain prohibited.

We hope this provides some helpful clarification and encourages competitors to familiarise themselves with the updated regulations ahead of their next event.

Road Rally Rule Change Guide

A guidance document covering the forthcoming changes to the Technical and Sporting Regulations for Road Rallies for 2027 may be found here.

This comprehensive document covers exactly what is changing, the reasoning behind the changes, and how competitors can ensure they are ready for their first event of the new year.

Competitors and organisers with further queries should contact the Rally Team.

Impact Data Recorders

Following the recent publication of Edition 5 of the National Competition Rules, Impact Data Recorders (IDRs) will become mandatory for Stage Rally vehicles from 1 January 2027.

Designed to help improve safety across motorsport, these small, lightweight devices record important data following an impact, helping us better understand incidents and inform future safety improvements.

With the 2027 season approaching, now is the time to get prepared. IDRs are available to pre-order, giving competitors time to arrange their devices ahead of the new season.

To help competitors prepare for the upcoming changes, we've outlined the key information, including what you need to do, how to order an IDR and what to expect ahead of the new season.

Find out more here → https://motorsportuk.org/news/impact-data-recorders-confirmed-for-2027-your-next-steps

Sunstrips

With the publication of the most recent (Version 5) of the NCR, the rules regarding sunstrips for Road, Targa and Historic Rallies have been amended, effective immediately. These may be found in Ch. 13 App. 11C Art. 6.6 for Targa and Ch. 13 App. 15 Art. 6.9 for Road and Historic.

Competitors may now display either the name of a registered charity, a Motorsport UK affiliated Motor Club, or a recognised good cause for which approval has been given by the Rally Department of Motorsport UK. Details of these approved good causes may be checked, if required, by scrutineers and organisers by contacting the Rally Team.

Judges of Fact / DSOs

We would like to remind organisers of the importance of ensuring that Judges of Fact (JoFs) and Driving Standards Observers (DSOs) are appropriately appointed, positioned and briefed ahead of events. This applies across all disciplines, not just road rallies.

When properly appointed and briefed, these officials play an important role in maintaining sporting fairness and ensuring the safety of competitors, members of the public and other road users.
The role requires a high level of experience, a thorough understanding of the regulations and strong communication skills. As their reports may not be appealed against, it is essential that Judges of Fact and Driving Standards Observers carry out their responsibilities with the highest standards of fairness, consistency and integrity.

On road events, we would like to remind officials that competitors should not be held for extended periods as a form of penalty for failing to stop correctly at a give way junction. This can create additional safety concerns and may cause delays for following competitors.

Similarly, officials should not sign a competitor's time card or verbally confirm that they have completed a manoeuvre correctly, only to subsequently report them to the Clerk of the Course for non-compliance.

Where possible, organisers should position Judges of Fact and Driving Standards Observers at locations where any failure to comply with regulations can be clearly identified. This should also allow officials to provide immediate feedback to

competitors and submit reports to the Clerk of the Course as soon as reasonably practicable.

For Road events, officials should be positioned safely at the roadside, where they can stop competitors if required.

On Stage Rallies, where officials are often appointed to monitor driving standards on liaison sections, their vehicles must be clearly identified. Any incidents should be reported to the Clerk of the Course promptly, allowing judicial procedures to be managed efficiently and competitors to be informed of any potential penalties at the earliest opportunity.

We appreciate the important contribution these officials make to our events and encourage all organisers to ensure they are fully supported and appropriately briefed to carry out their roles safely, fairly and effectively.

Rally Regulations for Consultation

There are currently a number of regulation changes open for consultation, on a variety of topics including Regularity Sections, Arrival Control procedure, Stage Rally Clerks of the Course, and the previously-mentioned changes to modified Rally2 / R5 eligibility. These can be accessed here, and we encourage you to get in touch with your views.

Forestry Rates for 2027

Organisers of Forest Stage Rallies will receive updated rate cards by email for 2027 shortly. We have worked to finalise these with the three national forestry bodies as soon as possible, to ensure those planning events in the first quarter have a clear picture of what their event will cost to run.

With the British Rally Championship now decided following a thrilling season finale in Llandudno, attention turns to the remaining championships across Stage, Road and Targa Rallies, where there is still plenty to play for.

As we head into the final months of the year, we look forward to more exciting competition. However you might be involved, we wish you a safe and enjoyable end to 2026.

Motorsport UK Rallies Team