

REGULATION CHANGES FOR CONSULTATION

Committee:	Rallies Committee
Date of Meeting:	26 th February 2025
Closing date for consultation:	16 th May 2025
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Proposed Regulation

CHAPTER 1 GENERAL GOVERNANCE AND ESTABLISHMENT

Appendix 1 - Definitions and Nomenclature

Period Defined Vehicles (Rally).

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

Historic Category 1 – **Cars** of a specification valid before 1 Jan 1968 that comply with Chapter 13 App.15 Art. ~~6.9.2~~2.a or Chapter 13 App.17 Art. ~~4.2.3~~4.2.3.a.i.

Historic Category 2 – **Cars** of a specification valid between 1 Jan 1968 and 31 Dec 1974 that comply with Chapter 13 App.15 Art. ~~6.9.2~~9.2.b or Chapter 13 App.17 Art. ~~4.2.3~~4.2.3.a.ii.

Historic Category 3 – **Cars** homologated in Groups 1, 2, 3 or 4 between 1 Jan 1975 and 31 Dec 1981 that comply with Chapter 13 App.15 Art. ~~6.9.2~~9.2.c or Chapter 13 App.17 Art. ~~4.2.3~~4.2.3.a.iii.

Historic Category 4a – **Cars** homologated in Groups A, N and B between 1 Jan 1982 and 31 Dec 1985 (1 Jan 1982 and 31 Dec 1985 for Road Rally) excluding any cars that were regulated out by the **FIA** that comply with Ch.13 App.15 Art.9.2.d or Ch.13 App.17 Art.2.3.a.iv and v.

Historic Category 4b – **Cars** homologated in Groups A, N and B between 1 Jan 1986 and 31 Dec 1990 (1 Jan 1986 and 31 Dec 1990 for Road Rally) excluding any cars that were regulated out of **Competition** by the **FIA** that comply with Ch.13 App.15 Art.9.2.d or Ch13 App.17 Art.2.3.a.v.

Historic Category 5 – **Cars** homologated between 1 January 1991 and 31 December 1999 that comply with Ch13 App.17 Art.2.3.a.vi.

Special Test

A **Test**, permitted in road **Rallies** which takes place off the **Public Highway** in which a **Competitor** is required to perform a manoeuvre or **Series** of manoeuvres set by the **Organisers**. If timed, the **Competitor** shall not be required to exceed an average speed of 30mph or 40mph for **Endurance Road Rallies**. No benefit shall accrue to any **Competitor** exceeding the set average speed. **Road Rallies** with Standard Sections timed to an accuracy of less than a minute may ~~only~~ include a **one Special Test** at the start of the itinerary, **and one additional Special Test at the same location, between the hours of midnight and 0200.** ~~and all Competitors must complete the Special Test before midnight.~~

Date of Implementation: Immediate

Reason: In the case of Period Defined Vehicles (Rally), this is an update to reflect the addition of the new Category 5 Historic Cars, together with clarification of the Historic Category dates for Road Rally.

Regarding Special Test, this is an alteration to acknowledge the proposed regulation update for Road Rallies, which would permit one additional Special Test at the same location between the hours of midnight and 2am. This is also shown under Chapter 13 Appendix 4 Article 8.11.

CHAPTER 13 RALLY

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

4.38. If the normal running of a **Special Stage** is red Signalled prior to any Competitors completing that Stage competitively and where circumstances allow the stage to be re-started, the Clerk of the Course may give to each crew which has not been able to cover the Stage in the normal manner a notional time corresponding to the time set by the first following **Competitor** who completes the stage competitively after the interruption, however if this time represents a complete anomaly, the next **Competitor's** time may be retained (and so on until the 5th recorded time following Stage re-start).

- i 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.
- ii 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.

Date of Implementation: 1st January 2026

Reason: The above additions are proposed to provide a mechanism to Clerks of the Course to apply a notional, or adjusted, time to Competitors who are delayed due to matters out of their control. Previously, the regulations did not take these scenarios into account. It is hoped that these additions will improve Competitors responsiveness to providing assistance to fellow Competitors and remove any concerns that any time lost will not be recovered. Tracking data will assist the Clerk of the Course with their enquiries.

Appendix 4 – Road Events – Routes and Sections

8.11 **Road Rallies** with Standard Sections timed to an accuracy of less than a minute may include one **Special Test** at the start of the itinerary and one additional **Special Test** at the same location, between the hours of midnight and 0200.

Date of Implementation: Immediate

Reason: The above regulations are proposed to address safety concerns on Road Rallies. By permitting one additional Special Test between the hours of midnight and 2am, at the same location, this will provide a suitable location for Spectators to attend in a safe manner, away from the public highway.

Appendix 10 – Competitors Specific Regulations for Special Stage Rallies

5. Historic Special Stage Rally

5.1. As **Art.2** and **4** above but participation is limited to **Vehicles** complying with the appropriate **Technical Regulations** for ~~Historic or Post-Historic~~ **Special Stage Rally Vehicles**.

Appendix 11A - Specific Regulations for Special Stage Rallies

5. Historic Special Stage Rally

5.1. As above Arts.2 and 4 but participation is limited to Vehicles complying with the appropriate Technical Regulations for ~~Historic or Post-Historic~~ **Special Stage Rally Vehicles**.

- 5.2. **Historic Vehicles** in each of Categories 1, 2, 3, ~~and 4~~ **and 5** must compete in separate Classes with separate Class results and awards to give a clear distinction between the periods of **Vehicles**. Refer to Appendix 24 of this Chapter for the recommended classes.

Date of Implementation: Immediate

Reason: The above regulations are part of the wider enablement of Category 5 Historics together with the tidying up in relation to the definition of 'Post Historic'.

Appendix 12 – Special Stage Routes and Sections

- 3.46. The barrier must consist of one or more of the following:

- a. **large truck and/or tractor type** tyres permanently joined in threes
- b. straw or silage bales, wrapped or unwrapped
- c. earthbanks or similar immovable objects.

Date of Implementation: Immediate

Reason: The above regulations are proposed due to safety concerns in relation to the existing use of smaller car tyres, which are only acting to increase the risk rather than mitigate as intended. By providing further clarity regarding the size of the tyres, this will act to provide a greater physical block when implemented.

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

3. Engines and Transmissions

- 3.4. For **two-wheel drive cars with** diesel and petrol engines under ~~1500~~ **1600**cc actual capacity forced induction is permitted providing that the complete original induction system is retained unmodified other than the replacement of the air filter element.

13. Wheels Tyres and Brakes

- 13.6. ~~The fitting of tyres with an aspect ratio of less than 65% is prohibited.~~ Deleted

Date of Implementation: 1st January 2026

Reason: The above regulations are proposed to enable more modern vehicles to enter the discipline, with the vast majority of car manufacturers now producing 1600 turbo vehicles. The inclusion of the text 'two wheel drive' will ensure that the more powerful Toyota GR Yaris type cars are not permitted, protecting the landscape of the discipline and not creating a 'Formula' one make championship scenario.

Regarding the deletion of 13.6, this will enable cars to use the correct profile of tyres for their Historic Road Rally cars, as run in period.

Appendix 17 – Technical Regulations – Historic Special Stage Rally Cars

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:
 - i. **Historic Category 1 Rally Cars: Vehicles** of a specification valid before 1 January 1968.
 - ii. **Historic Category 2 Rally Cars: Vehicles** of a specification valid between 1 January 1968 and 31 December 1974.
 - iii. **Historic Category 3 Rally Cars: Vehicles** homologated in Groups 1, 2, 3 or 4 between 1 January 1975 and 31 December 1981. **Vehicles** in Category 3 must comply with their **Homologation**.
 - iv. **Historic Category 4a Rally Cars: Vehicles** homologated in Groups A, N and B between 1 January 1982 and 31 December 1985 excluding any **Vehicles** that were regulated out by the **FIA** in period from rallies for safety reasons. **Vehicles** in Category 4 must comply with their **Homologation** forms and Appendix J of the 1985 **FIA Yellow Book**. **Vehicles** with an effective engine capacity exceeding 2000cc must have been issued with a valid **FIA Historic Technical Passport (HTP)** and must always conform with that document and with the current FIA Appendix K.
 - v. **Historic Category 4b Rally Cars: Vehicles** homologated in Groups A, N and B between 1 January 1986 and 31 December 1990 excluding any **Vehicles** that were regulated out by the **FIA** in period from rallies for safety reasons. **Vehicles** in Category 4b must comply with their **Homologation** forms and Appendix J of the 1990 **FIA Yellow Book** and **Vehicles** with an effective engine capacity exceeding 2000cc 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.

- vi. **Historic Category 5 Rally Cars: Historic Rally Cars** homologated between 1 January 1991 and 31 December 1999 **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 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**.
- vii. **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**.

3 Historic Categories 1, 2, 3, ~~and 4~~ and 5

- 3.1. A valid **Historic Rally Vehicle Identity Form (HRVIF)** (or **FIA Historic Technical Passport (HTP)** issued by an **FIA** registered **ASN**, as appropriate), in addition to a **CCLB/ Vehicle Passport** must be obtained from the **ASN** and both must be presented at scrutineering. No **Vehicle** is permitted to compete on an **Event** unless those documents are presented at scrutineering. The **HRVIF** is the definitive document for the technical specification of the vehicle for which it has been issued.
- 3.2. The **HRVIF** will remain valid for a period of 10 years from the date of issue and must be renewed whenever the registered owner of the **Vehicle** changes.
- 3.3. **Vehicles** in any of the **Categories** registered after the appropriate date may be permitted to hold an **HRVIF** in the absolute discretion of the **ASN**. An applicant for **HRVIF** for such a car must provide documentary evidence to the **ASN Technical Department** with the identity form application to show that the specific **Vehicle** (not model) was manufactured within the specified period. This evidence will include any technical documentation supplied by the manufacturer and any documents relative to the **Vehicle** and any information available concerning Chassis and engine numbers and any other details from reliable and authenticated sources as may be available. On receipt of satisfactory evidence the **ASN** may issue an **Historic Rally Vehicle Identity Form** which must be presented at scrutineering with the registration document in accordance with Art.2.2 above.

- 3.4. **Category 3, ~~and~~ Category 4 and Category 5 Vehicles** must also present their **Homologation** forms at scrutineering.
- 3.5. Upon issue of the validated HRVIF the applicant will be issued with two individually numbered **ASN** Registered Historic Rally Vehicle stickers (see App.23 Drawing Number 3). These stickers are a visual affirmation of conformity with these Regulations and therefore must be affixed to the **Vehicle** one per side located on the rear section of the front wing and failure to respect this requirement is a breach of these Regulations and will render the **Vehicle** ineligible to compete and the **Competitor** subject to Judicial action.
- 3.6. A Licenced Eligibility Scrutineer may remove the **ASN** stickers (see App.23 Drawing Number 3) if the **Vehicle** is found not to comply with any of the provisions of this Appendix 17.

4 Permitted Modifications

- 4.1. Only period modifications **legally** used in rallying on the particular make and model of car are permitted for Historic Category 1, 2, 3, ~~and~~ 4 and 5 Rally Cars. The modifications must be detailed on the HRVIF (**or FIA Historic Technical Passport (HTP), as appropriate**) and be duly ratified by the **ASN** (**or FIA as appropriate**).
- 4.2. Modifications are only allowed if they were available before:
- 1 January 1968 for Historic Category 1 Rally Cars.
 - 1 January 1975 for Historic Category 2 Rally Cars.
 - 1 January 1982 for Historic Category 3 Rally Cars.
 - 1 January 1986 for Historic Category 4a Rally Cars.
 - 1 January 1991 for Historic Category 4b Rally Cars.
 - 1 January 2000 for Historic Category 5 Rally Cars.**
- 4.3. In all cases the onus of proving a modification as being period rests with the **Competitor** who must submit the required documentary evidence.
- 4.4. Exceptionally the **ASN** in its absolute discretion may grant a dispensation to use non-original parts and or parts from a different model and or parts from a later period provided that the use of these parts does not confer any advantage in either performance or reliability. The **ASN** will give consideration to written requests from **Competitors** who can evidence that they are unable to source vital components.
- 4.5. **Competitors** will be notified by means of an **ASN** Official Bulletin of any part subject to dispensation and a full list of dispensations will be published on the **ASN** website.

5 Engine

- 5.1. ~~Cylinder bores may be 60 thousandths of an inch oversize without affecting class eligibility.~~ Series Production Engines retaining the original stroke may be bored by up to sixty (60) thousandths of an inch over the original production bore without affecting class eligibility.
- 5.2. Four-wheel drive vehicles fitted with forced induction are prohibited in Historic Categories 1, 2 and 3.
- 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**. Such **Vehicles** in Category 1, 2 and 3 will be classified as having an engine capacity increase of one third. **Vehicles** in Category 4a and 4b 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. **Vehicles in Category 5 must be fitted with a restrictor of dimensions in compliance with the current FIA Appendix K and will be classified by the corrected capacity as detailed on the FIA Historic Technical Passport (HTP).**
- 5.4. Engines must comply with **ASN** silencing levels. Exceptionally and with the permission of the **Chief Scrutineer** those cars for which 5000rpm is inappropriate may be tested at 3/4 of maximum rpm.
- 5.5. **Vehicles** in Category 4 equipped with rotary engines will be subject to an equivalency factor of 2:1.

7 Wheels Tyres and Brakes

- 7.1. Wheels and tyres must be fitted in compliance with **Chapter 8 List 3** and **Arts 11–15** of this Appendix except as follows: **Appendix 16 to this Chapter Arts: 4.2** and **7.2** and **7.4** and **7.6–7.8** and **7.10–7.14** and must conform with the following:
 - a. For Categories 1, 2 and 3 the diameter of wheel may not differ from that originally fitted by more than 10%.
 - b. For Categories 1, 2 and 3 the complete wheels (flange + rim + tyre) are free providing that they are housed within the permitted bodywork and that they do not exceed the following widths in relation to the cubic capacity of the **Vehicle**:
 - i. Up to 1150 cc: 7in
 - ii. Over 1150cc and up to 1600 cc: 8in
 - iii. Over 1600 cc: 9in.

- c. For Category 4, 5 and **Vehicles** competing under **FIA Appendix K** all wheels and tyres must comply fully with **FIA Appendix K Regulations** for **Vehicles** in **Rallies**.

9 Stage Rally Class Structures

- 9.1. Refer to App. 24 Art.1.1. All **Stage Rallies** must use the **Class** structure detailed in App.24, Chart 50.

Date of Implementation: **Immediate**

Reason: The above regulations are proposed to include the new Category 5 Historics into the lists of eligible cars, enabling the eligibility of these vehicles together with outlining the requirement of technical and homologation documentation.

Appendix 24 – Class Requirements

1. Stage Rally Class Structures

- 1.1. All **Stage Rallies** must use the Class structure detailed in Chart 50. Events may choose to utilise all, or some, or amalgamate the Classes but must not deviate from the list.
- 1.2. **Class eligibility relates to the actual cubic capacity of the car irrespective of any forced induction coefficient.**
- 1.3. **For Class(es) 6, 8, 9, 10, 11, 12, 13 and 14, Series Production Engines retaining the original stroke may be bored by up to sixty (60) thousandths of an inch over the original production bore without affecting class eligibility. Cha13 App.17 Art.5.1 applies for **Historic Vehicles**.**

Date of Implementation: **Immediate**

Reason: To provide clarity in relation to the cubic capacity of cars within each Class and the application of the forced induction coefficient. Together with clarification in relation to the boring of engines without affecting class eligibility.