

REGULATION CHANGES FOR CONSULTATION

Committee:	Rallies Committee
Date of Meeting:	11 th June 2025
Closing date for consultation:	27 th August 2025
Email for comments:	ralliesconsultation@motorsportuk.org

Proposed Regulation

CHAPTER 13 RALLY

Appendix 1 – Regulations Applying to All Rallies including Public Relations and Sound Testing

1. General

- 1.13 Any **Organising Club** or **Promotor** who proposes to establish a new **Stage Rally**, **Road Rally** or **Targa Road Rally**, or **Rally Championship**, must complete an **Expression of Interest** form and submit this to the **ASN Head of Rallying** in advance for ratification. No promotion must take place prior to ratification by the **ASN**.

Date of Implementation: 1st January 2026

Reason: This is a minor amendment to include With the introduction of a licensing scheme for Road Rally Clerks of the Course scheduled for January 2026, any new events should be vetted prior to any promotion taking place

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

- 4.4 **Competitors** must be seeded numerically in order of anticipated performance with the first Competitor having the best performance potential unless ASN has given prior approval to the contrary. as follows:
- a) Numerically in order of anticipated performance with the first **Competitor** having the best performance potential **OR**;
 - b) Only for **Multi-Venue Stage Rallies** in **Forestry**: Classes 8 to 13, Class H1(a) and Class H1 are permitted to run at the front of the field numerically in order of anticipated performance with the best performance potential at the front. All

other Classes to run numerically in order of anticipated performance following a suitable time gap.

- c) **ASN** reserves the right to give prior approval for other methods of seeding.

Date of Implementation: 1st January 2026

Reasons:

App. 2 Art. 4.4 – This proposal has recently been revisited by Rallies Committee, giving due consideration to the management of risk with inexperienced crews running first on the road. Additionally, it was felt that the current position of reverse seeding 2wd cars was increasing the number of seeding anomalies and, as a result, an increase in the number of cars being caught within a stage.

As progress continues to be made with the management of Spectators and the level of Safety within Motorsport UK Permitted Events, it is felt that this proposal will manage the risk attached to inexperienced Competitors and also removes the pressure associated with running first on the road.

Furthermore, it has been evidenced on Permitted Events in 2025 that ‘traditional’ seeding in anticipated performance order on forestry events is accepted by Competitors.

Appendix 4 – Road Events – Routes and Sections

2. Routes

- 2.10 Any **Control or Check (App. 5)** is deemed to extend for 50m around the actual point at which Officials are making their records **or where the Code Board is situated and should be preceded by a Control Board 50m in advance.** ~~unless clearly visible sign are displayed to indicate a different area.~~

- a. If a different area is specified, the preceding **Control Board** may be placed accordingly.
- b. The location of any such **Control or Check** with a differing area must be provided to **Competitors** in advance, except for Regularity Intermediate Time Controls (Art. 6.2) and **Checks** operated by Judges of Fact established in accordance with Ch. 13 App. 2 Art. 3.3.
- c. An example of all **Official Boards** must be on display at **Signing On** for the **Event**.

2.13 Quiet Zones – should be passed through in as high a gear as possible to minimise noise, and without the use of auxiliary lights (except as permitted by relevant law when driving in fog or falling snow)

- a. Any **Quiet Zone** in a **Standard** or **Regularity Section** must be monitored by a **Driving Standards Observer**.
- b. The **start and** end of a **any Quiet Zone** must be indicated by ~~an end of QZ~~ / **End of QZ** Boards.

4. Standard Sections

4.3 Standard Sections must not include any road with a ~~30 or 40mph limit~~ **speed limit of 40mph or lower** without the express permission of the **RLO**.

Date of Implementation: 1st January 2026

Reasons:

2.10 – It is standard practice for all controls or checks on the majority of road rallies to be preceded by a control board 50 metres in advance, unless a shorter distance is specified / a diagram provided. However, not all organisers follow this approach, which can result in confusion for competitors. The only specific reference to Control Boards for road rallies is made in Ch. 13 App. 4 Art. 6.3 (regarding intermediate time controls on Regularity Sections). Updating this rule in line with best practice will provide clarity for both organisers and competitors.

2.13 – No formal definition of what a Quiet Zone actually is, or how it should be treated by Competitors, is presently included in the NCR, and there is significant variation between regions and events as to how they are implemented.

4.3 – in September 2023, the default speed limit on restricted roads in Wales was lowered from 30mph to 20mph. In line with the recommendation in Paragraph 41 of inquiry J2025/12 regarding the JJ Brown Road Rally, this wording should be updated to better cover the use of restricted roads on standard sections.

Appendix 5 – Road Events Controls and Timing Including Results

3. Types of Control or Check

3.4. Main Time Control

- d. ~~An example of all Official Boards must be on display at documentation for the Event.~~

6. Results

6.6 Competitors will start with zero fails and/or ~~marks~~ **time penalties**. **Classification** will be made from **Competitors** who have incurred the least number of fails.

- a. **Competitors** who have incurred an equal number of fails will be classified by reference to total ~~marks lost~~ **time penalties accumulated**.
- b. In the event of a tie the **Competitor** who has completed the greater portion of the **Competition** from the **Start** including **Tests** (if any) without **Penalty** (or if both incurred **Penalty** at the same point then with the lesser **Penalty**) will be judged the winner unless another method of resolving ties is specified in the **Official Documents**

Date of Implementation: 1st January 2026

Reasons:

3.4 – The update to Chapter 13 Appendix 4 Article 2.10 is a more sensible place to include this rule.

6.6 – No other reference to ‘marks’ is made in the NCR. This update will bring the terminology in line with that used in Chapter 13.

Appendix 9 – Competitors Regulations including Licensing

4. The Crew

- 4.3** ~~Except in accordance with official approval or instructions~~ **The** persons carried at the start must not be varied during the **Event**, unless authorised by the **Official Documents**.

Date of Implementation: 1st January 2026

Reasons:

4.3 – It became clear during a recent Event that the wording under NCR 13.9.4.3 concerning the change of Driver or Co-Driver during an event was ambiguous. Therefore, the wording has been amended to make it clear that the crew cannot be changed once the Event has started, unless authorised by the Event SR's.

Appendix 11B – Specific Regulations for Single Venue Stage Rallies and Rally Time Trials

2. Single Venue Stage Rallies

- 2.5 A Co-Driver who has signed on must be carried in each competing Vehicle, **except Cross Car (XC)** as appropriate.

5. Cross Car (XC)

- 5.4 **Cross Car (XC)** are permitted within approved **Rally Time Trials** and **Single Venue Stage Rally** Events only. All **Events** must gain approval from the Rallies Department prior to advertising the inclusion of these **Vehicles**.
- 5.5 All **Vehicles** must comply with the **Technical Regulations** in Appendix 16 of this Chapter as applicable.
- 5.6 All Crews must comply with the **Regulations** in Apps.10 and 11A

Appendix 16 – Technical Regulations - Special Stage Rally Cars

13. Cross Car (XC)

- 13.1 **Cross Car (XC)** are rear engine 4 wheeled (2 wheel rear drive) single seater **Vehicles** with a multi-tubular spaceframe chassis which must have a safety cage as an integral part of the **Chassis**. The **ASN** have adopted the FIA technical regulation guidelines and these are available upon request.
- a. **XC – Cross Car**. A **Competitor** may participate from their 17th birthday. The minimum **Vehicle** weight with the **Driver** wearing full racing apparel on board and with the fluids remaining at the time the measurement is taken will be 425kg with a recommended vehicle power of 130hp.
- b. **XC Jnr. – Cross Car** are not permitted.
- c. The minimum **Vehicle** weight with neither the **Driver** nor full racing apparel and with the fluids remaining at the time the measurement is taken is 345kg. At no time during the **Competition** may a **Vehicle** weigh less than this minimum weight.

Date of Implementation: **1st January 2026**

Reasons:

App. 11B Art. 2.5, App. 16 Art. 13.1 a-c – These changes and additions are to enable the addition of Cross Cars (XC) to the Vehicles eligible for approved Rally Time Trial and Single Venue Stage Rallies. To be clear, Cross Cars are not permitted on every event and must be approved, via the Rallies Department, prior to their inclusion. Cross Cars (XC) are **not permitted** on Multi-Venue Stage Rallies.

Only Vehicles complying with the current FIA Appendix J 279B (Technical Regulations for Cross Cars) are permitted to compete on specified Rally events. Drivers must be 17 or over to ensure there is clear distinction between existing Junior Rally Championships and Cross Cars with Cross Car Junior Vehicles not permitted at this time.

It is important that we consider all Vehicles in the future of the Sport and Cross Cars will allow Rallying to be accessible to different audiences who may progress within the discipline.