

## Regulation Changes Approved by Motorsport UK Board

24 June 2025

| App | Committee                           | Proposal  | Date of Implementation                | Conclusion |
|-----|-------------------------------------|---|---------------------------------------|------------|
| 1A  | Kart                                | <b>Ch.18 App.8</b> Simplification of rear wheel protection (rear bumper) requirements   | 01 Jan 2026                           |            |
| 1B  | Kart                                | <b>Ch.18 App.7 Art.1.4</b> Timing of pre-Event scrutineering for PSE  | 01 July 2025                          |            |
| 1C  | Kart                                | <b>Ch.18 App.8 Art.16.2</b> CIK-FIA Homologated Bodywork  | 01 Jan 2026                           |            |
| 2A  | Race                                | <b>Ch.12 App.12 Art.3</b> Mandatory requirement for fire-resistant balaclavas   | 01 Jan 2026                           |            |
| 2B  | Race                                | <b>Ch.12 App.7 Art.1.5.f</b> Removal of 'deliberate' crowding   | 01 Jan 2026                           |            |
| 2C  | Race                                | <b>Ch.2 App.Art.1.4.1 – 1.4.2</b> Allowing British Titled Championships to run the ISC Judicial System  | 01 July 2025                          |            |
| 2D  | Race                                | <b>Ch.12 App.7 Diagram 1</b> Addition of Track Limits diagram   | 01 July 2025                          |            |
| 3A  | Technical                           | <b>Ch.7 App.2</b> FIA Homologated Ballast Mounting  | 01 July 2025                          |            |
| 3B  | Technical                           | <b>Ch.7 App.11 Art.1, 3 &amp; 4</b> EV Modifications  | 01 July 2025                          |            |
| 4A  | Trials                              | <b>Ch.17 App.1 Art.3.11 – 14 &amp; App.2 Art.12.7 – 8</b> Organisers' ability to choose how to score timed Events   | 01 July 2025                          |            |
| 4B  | Trials                              | <b>Ch.17 App.5 Art.9.1</b> Removal of redundant wording<br><b>Ch.17 App.6 Art.12.2 &amp; 14.2</b> locked or lockable torque biasing or limited slip differentials not permitted   | 01 Jan 2026                           |            |
| 5   | Autotest                            | <b>Ch.19 App.4</b> Provision of non-competitive test for novice Drivers   | 01 July 2025                          |            |
| 6   | Medical                             | <b>Ch.6 App.2 Art.7.2</b> Vision Test Requirements  | 01 Jan 2026                           |            |
| 7   | Timekeeping                         | <b>Ch.5 Part A App.7 Art.5 &amp; 9, App.18</b><br><b>Ch.13 App.13 Art.8</b> Rally Timekeeper's ability to act as Chief Timekeeper for Single Venue Events with automatic timing   | 01 July 2025                          |            |
| 8A  | Speed Events (S&HC)                 | <b>Ch. 14 App.1 Art.4.2</b> Removal of Art 4.2.b as out of date.  | 01 July 2025                          |            |
| 8B  | Speed Events (S&HC)                 | <b>Ch.14. App.2 Art.27</b> Mandatory use of flame resistant Balaclavas  | 01 Jan 2026                           |            |
| 8C  | Speed Events (Rallycross)           | <b>Ch.16 App.8</b> Mandatory use of flame resistant Balaclavas  | 01 Jan 2026                           |            |
| 8D  | Speed Events (Drag)                 | <b>Ch.15 App.Art.5</b> compliance with the Drag Racing Yearbook   | 01 July 2025                          |            |
| 9   | Motorsport UK Executive (Insurance) | <b>Ch.3 App.4 Art.1</b> Amendment of Competitor Signing-On Declaration  | 01 July 2025                          |            |
| 10  | Rallies Committee                   | <b>Ch.1 App.1</b> Historic Category 5 definition.<br><b>Ch.13 App.2 Art.4.34 / App.17 Art.2 – 9</b> Enablement of Cat 5 Historics<br><b>Ch.13 App.15 Art.13</b> Tyre profiles<br><b>Ch.13 App.24 Art.1</b> Clarification on cubic capacity of cars<br><b>Ch.13 App.11C Art.3 / App.15 Art.3</b> clarification on the use of use of intermediate adapter devices | Various (as detailed in Action Sheet) |            |

Updated: 30 June 2025

## REGULATION CHANGES APPROVED

|                                |                                   |
|--------------------------------|-----------------------------------|
| Committee:                     | Kart Committee                    |
| Date of Meeting:               | 11 March 2025                     |
| Closing date for consultation: | 17 April 2025                     |
| Email for comments:            | kartconsultation@motorsportuk.org |

Changes post Rules

## Proposed Regulation

### Chapter 18, Appendix 8 – General Technical Regulations

#### 20. ~~Rear Bumper~~ **Wheel Protection**

- 20.1. ~~There is no mandatory requirement for a CIK-FIA Homologated rear wheel protection for National Events~~ For all **Short Circuit** non-gearbox **Karts** (except **Bambino**) only a **CIK-FIA** Homologated rear wheel protection homologated for 2022 or later is permitted unless otherwise specified in **Class** or **Championship Regulations**.
- ~~20.2. For all Classes except 210 National and Superkart 250 Mono a CIK-FIA Homologated rear wheel protection in accordance with the CIK-FIA regulations may be used in lieu of a rear bumper.~~
- ~~20.3.~~ 2. For all gearbox **Classes** where a **CIK-FIA** Homologated rear wheel protection is not used a rear bumper to gearbox rear bumper regulations (**Art.25**) must be used.
- 20.4.3. **The rear bumper wheel protection must:**
- ~~Be constructed from magnetic Steel tubing with minimum outside diameter of 18mm and a minimum wall thickness of 1.4mm~~ Under no circumstance be located above the plane defined by the top of the rear wheels.
  - ~~Consist of a minimum of a single horizontal tube with outer extensions forming a closed loop with two link tubes to the Chassis Frame anchorage points (as per App.9 Drawing 3 Diagram 1) at least 450mm apart at any point. The radius of the outer extension is free but it should not be less than 2.5 times the tube outside diameter~~ Not comprise cuttings or openings other than those homologated.
  - ~~Have its tube and uppermost extension element between 160mm and 200mm above the ground in dry configuration~~ Be fastened to the **Chassis Frame** by at least two points using supports homologated with the protection. These supports must be mounted (including by means of a flexible system) on the two main tubes of the **Chassis Frame**. This support, excluding the rear wheel protection itself and the bracket it is mounted to, can be secured with a cable or cable tie to the **Chassis Frame**.
  - ~~Have its upper tube and extension loops made from a single piece of tubing.~~

- ~~e. In side view have a rearward rake of between 20 and 45 degrees to the vertical (see **App.9 Drawing 3 Diagram 3**).~~
- ~~f. Have an overall width not exceeding the rear width of the **Kart** at any time (measured to the outside of the rear wheels or tyres whichever is the greater).~~
- ~~g. Cover at least 50% of each rear wheel / tyre at all times.~~
- ~~h. Have any attachment fasteners made of high tensile **Steel**.~~
- d. Have any studs with more than three threads protruding from the rear of the **Kart** covered with appropriate nuts caps or suitable protective cover.
- e. Have a gap between the front of the rear wheel protection and the surface of the rear wheels of 15mm minimum and 50mm maximum.
- f. Have a ground clearance of 25mm minimum and 60mm maximum in at least three spaces of a 200mm (180mm for Cadet and Inter) minimum width, located in the extension of the rear wheels and the centreline of the chassis.
- g. Have a rear overhang of 400mm (370mm for Cadet and Inter) maximum.
- h. Have a width of minimum 1340mm (1040mm for Cadet and Inter) and maximum that of the overall rear width, at any time, in any condition and under any circumstance.
- i. In all conditions, be in line with the outside of the rear wheels (not applicable to Cadet and Inter).
- j. Have the two adjustable outer parts in a colour that is clearly different from the main part of the rear wheel protection (not applicable to Cadet and Inter). This can be done by a dedicated sticker kit or by different colour plastic.

**Date of Implementation: 01 January 2026**

**Reason:** Simplification of rear wheel protection requirements – reducing from three options (steel, older-style CIK-FIA and newer-style CIK-FIA) to just one option for non-gearbox karts (newer style CIK-FIA). These rules align with current CIK-FIA rules for the newer-style rear wheel protection. Libre and legacy classes will still be permitted the use of the original steel rear bumper and older style CIK-FIA rear wheel protection via Class Regulations.

## REGULATION CHANGES APPROVED

|                               |                                   |
|-------------------------------|-----------------------------------|
| Committee:                    | Kart Committee                    |
| Date of Meeting:              | 11 March 2025                     |
| Closing date for consultation | N/A                               |
| Email for comments:           | kartconsultation@motorsportuk.org |

## Proposed Regulation

### Chapter 18 Appendix 7 – Competitors Regulations including Personal Clothing and Licences

- 1.4. No **Kart** may be driven in ~~Practice or in a~~ any **Competition** (to include any qualifying, qualifying practice or timed qualifying) until it has been inspected, passed and logged during a scheduled pre-event scrutineering session by ~~the~~ an **ASN Scrutineer** appointed for that role at the **Event**.
- 1.4.1 Additionally, no **Driver** may drive in **Practice** or in a **Competition** until their Personal Safety Equipment (PSE) has been inspected and passed during a scheduled pre-Event scrutineering session by an **ASN Scrutineer** appointed for that role at the **Event**.

**Date of Implementation:** Immediate

**Reason:** Clarification to ensure appropriate timing of pre-event safety scrutineering for personal safety equipment (PSE) and for karts. Acknowledging that the point in time at which kart equipment is confirmed for competition use (e.g. submission of scrutineering document) is prior to the qualifying/timed qualifying session – before that point (during practice) equipment may be freely changed. Scrutineering of karts prior to qualifying/timed qualifying ensures that the equipment that will be used in competition is safety scrutineered. Pre-event scrutineering of PSE is separated out from kart equipment, as it is essential that this is checked in all cases prior to any on track activity.

## REGULATION CHANGES APPROVED

|                                |                                   |
|--------------------------------|-----------------------------------|
| Committee:                     | Kart Committee                    |
| Date of Meeting:               | 11 March 2025                     |
| Closing date for consultation: | 17 April 2025                     |
| Email for comments:            | kartconsultation@motorsportuk.org |

Changes following Rules

## Proposed Regulation

### Chapter 18 Appendix 8 – General Technical Regulations

- 16.2. All bodywork fitted to **Short Circuit Karts** (with the exception of **Bambinos** and pre-2023 900mm Cadet chassis) must be **CIK-FIA** Homologated ~~with the sole exception of the rear protection.~~ **CIK-FIA** Homologated bodywork that ~~expired in 2008~~ **was homologated from 2015** or later **must** ~~may continue to be used,~~ **with the exception of the Rear Wheel Protection (Art.20).**

**Date of Implementation:** 01 January 2026

**Reason:** Ensuring all karts utilise the more recent generations of homologated bodywork. 2015 is the point at which the current version of the CIK-FIA detachable front fairing mounting kit was introduced, so anything homologated from this point onwards is relevant for use with the kit. Rear Wheel Protection will be subject to a different requirement, via a separate proposal.

## EDITORIAL CHANGES APPROVED

|                                |  |
|--------------------------------|--|
| Committee:                     | Race Committee   |
| Date of Meeting:               | 26 <sup>th</sup> March 2025  |
| Closing date for consultation: |  |
| Email for comments:            | <a href="mailto:raceconsultation@motorsportuk.org">raceconsultation@motorsportuk.org</a> |

## Proposed Regulation

### NCR Ch.12 App.12 Art.3

#### 3. Driver Personal Safety Equipment

- 3.1. A **Driver** shall throughout the **Competition** wear properly fastened and positioned:
- A crash helmet to a standard specified in the current **Regulations** and bearing an **ASN** approval sticker, which fits properly and is in a serviceable condition (see Ch.9 Art.5 - 9).
  - Goggles or visor of splinter-proof material (unless in a closed **Vehicle** with a full-size windscreen in use) sufficient to protect their eyes.
  - Flame Resistant Overalls** which shall cover arms, legs and the torso up to the neck. The use of flame-resistant ~~balaclava~~ socks and underwear is strongly recommended ~~(mandatory from 1 January 2026)~~. Flame resistant **balaclava**, gloves and shoes are mandatory.
  - For **Events** outside the UK the mandatory minimum standards for **Drivers** in **Circuit Racing** would normally be **FIA** specification personal protection equipment.
  - An **FIA** approved FHR device fitted in accordance with **Ch.9 Art.10** is mandatory for **Drivers** in **Circuit Racing** except for **Period Defined Vehicles** for which it is recommended.

#### Date of Implementation: **Immediate 1<sup>st</sup> January 2026**

**Reason:** Following fires resulting in facial burns Race Committee were asked by Safety Committee to consider mandating the use of balaclavas which are currently strongly recommended. During this discussion the recommendation of flame resistant underwear and socks was also reevaluated.

FIA guidance on protective clothing is available here:

[https://www.fia.com/sites/default/files/guidelines\\_safety\\_clothing\\_web\\_0.pdf](https://www.fia.com/sites/default/files/guidelines_safety_clothing_web_0.pdf)

The Committee supported the proposal to mandate the use of flame resistant balaclavas for the 2025 season and also that flame resistant underwear and socks should be mandated from 1<sup>st</sup> January 2026.

Following comments received during consultation Race Committee confirm that balaclavas will be mandated from 1<sup>st</sup> January 2026 with underwear and socks continuing to be strongly recommended.

## REGULATION CHANGES APPROVED

|                                |  |
|--------------------------------|--|
| Committee:                     | Race Committee   |
| Date of Meeting:               | 16 <sup>th</sup> October 2024 / 26 <sup>th</sup> March 2025                              |
| Closing date for consultation: | 3 <sup>rd</sup> January 2025   |
| Email for comments:            | <a href="mailto:raceconsultation@motorsportuk.org">raceconsultation@motorsportuk.org</a> |

Changes following Consultation

## Proposed Regulation

### CHAPTER 12 RACE

#### Appendix 7 - Track Regulations and Driving Standards

1.5. A **Vehicle** alone on the **Track** may use the full width of the **Track**

....

- f. Manoeuvres liable to hinder other **Drivers** such as ~~deliberate~~ crowding of a **Vehicle** beyond the edge of the **Track** or any other abnormal change of direction are strictly prohibited

**Date of Implementation:** ~~1<sup>st</sup> January 2025~~ 1<sup>st</sup> January 2026

**Reason:** The Committee considered crowding deliberate or not, is not acceptable and therefore propose removal of 'deliberate' from the regulations.

In such circumstances the judicial official has the ability to mitigate against the circumstances when deciding the appropriate penalty to impose.

Having considered the two comments received during consultation the Committee agree to proceed with removal of the word 'deliberate' as deliberate intent is difficult to identify. The action of crowding is itself considered to be a deterioration of driving standards.

## REGULATION CHANGES APPROVED

|                                |  |
|--------------------------------|--|
| Committee:                     | Race Committee   |
| Date of Meeting:               | 19 <sup>th</sup> June 2024 / 26 <sup>th</sup> March 2025                                 |
| Closing date for consultation: | 29 <sup>th</sup> August 2024   |
| Email for comments:            | <a href="mailto:raceconsultation@motorsportuk.org">raceconsultation@motorsportuk.org</a> |

## Proposed Regulation

### Section D – Organisers

#### National Competition Rules – Chapter 2, Judicial

##### Chapter 2 - Judicial

1.4. The Judicial proceedings at an Event are specified in and shall be conducted in accordance with App 3 except:

- 1.4.1.** That the regulations for the British Touring Car Championship are permitted to vary the judicial procedures to enable as follows:
- In respect only of driving offences listed under Chapter 2 App.12 Art.1.2 in order that Penalties not referred to in these NCR may be imposed including but not exclusively deduction of Championship Points as a consequential ~~p~~Penalty.
  - So that the structure of Appeals and consequential procedures permitted by the applicable Championship Regulations may be varied from that contained in these NCR.
  - So that in limited technical categories (as notified annually to the ASN) eligibility Decisions may be appealed to the Stewards of the Event with right of continued Appeal to the National Court preserved.
    - In the above event the current British Touring Car Championship Regulations will replace the part or parts of these NCR that have been varied.
- 1.4.2.** That subject to the approval of the ASN, a British titled Championship may vary the judicial procedures contained in the NCR to allow the Stewards of the Event to act as the first Judicial Body in all Judicial proceedings by the applicable Championship Regulations:
- Offences reported by Judges of Fact will be reserved under the powers of the Clerk of the Course, specifically excluding judgements of fact regarding Technical Regulations which will be referred to the Stewards of the Event.
  - The ASN may approve any variation provided in 1.4.1. a.-c. above at their discretion.

**Date of Implementation: Immediate**



**Race Committee Action Sheet**19<sup>th</sup> June 2024

Page 2 of 2

**Reason:** Following consultation and presentation to Rules Committee in 2024 this element of the proposal for National (Open) status was removed with the request that a framework be developed that stipulated the elements of the FIA ISC that could be adopted. In consultation with the Chair of Judicial Committee this framework is now set and will allow for standardisation of operation for these Championships. Upon consideration we no longer need to make reference to the FIA International Sporting Code as the new format of NCR allow for Stewards to act of the first judicial body and is also inline with that prescribed within the karting regulations.

## EDITORIAL CHANGE APPROVED

|                                |  |
|--------------------------------|--|
| Committee:                     | Race Committee   |
| Date of Meeting:               | 26 <sup>th</sup> March 2025  |
| Closing date for consultation: |  |
| Email for comments:            | <a href="mailto:raceconsultation@motorsportuk.org">raceconsultation@motorsportuk.org</a> |

Images Update to provide further clarity following Rules Committee

## Proposed Regulation

### NCR Ch 12, Ap 7

- 1.6. Drivers must use the Track at all times and may not leave the Track without a justifiable reason. For the avoidance of doubt:
- The white lines defining the Track edges are considered to be part of the Track.
  - A Driver will be judged to have left the Track if any part of the contact patch of the tyre of the Vehicle goes beyond either the outer edge of any kerb or the white line where there is no kerb in accordance with Diagram 1.

**Diagram 1**



**Date of Implementation: IMMEDIATE**

**Reason:** To support the Track Limit rules the attached diagram has been designed and will be placed under Article 1.12 with Appendix 7.

## REGULATION CHANGES APPROVED

|                  |                            |
|------------------|----------------------------|
| Committee:       | Technical Committee        |
| Date of Meeting: | 1 <sup>st</sup> April 2025 |

### Chapter 7 Appendix 2 – General Technical Regulations

#### Proposed Regulation

##### 19. Weight / Ballast

- 19.1. If subject to a minimum weight that must be the weight of the **Vehicle** in the condition in which it crosses the finishing line (excluding **Driver** and **Passenger**) or at any time during the **Competition** and / or **Practice** (except for certain classes or formulae which include the **Driver** in the total weight).
- 19.2. Any ballast required must be attached to the shell / **Chassis as Homologated by the FIA or**, via at least 4 mounting points a minimum ~~M10~~ **M8** grade 8.8 or 10.9 steel fasteners, each with steel counter plates of at least 400 sq mm surface area and 3mm thickness.
- 19.3. Provision must be made for the fixation of seals by **Scrutineers** if deemed necessary.
- 19.4. Where ballast is fitted to touring sports, sports racing or GT **Vehicles** it shall be fitted **as Homologated by the FIA or**, in the **Passenger's** location.
- 19.5. Single seat racing cars are exempt from the above mounting requirements.

#### Date of Implementation: **Immediate**

Reason: The previous amendment published to specify a minimum M10 grade bolt for ballast mounting has highlighted a number of issues not previously considered. For many FIA homologated vehicles (GT3 etc.) the ballast mounting is part of the FIA homologation to avoid any potential conflict, we will accept any FIA homologated ballasts mounting. It has also come to light that in Production based vehicles it is common to use the passenger seat or similar mounting points for ballast fixation, mounting points which commonly use an M8 fixing. Original vehicle manufacturers' seat mounting points will have appropriate strength for ballast fixation and thus specifying an M8 size fastening covers existing vehicles.

## REGULATION CHANGES APPROVED

|                                |  |
|--------------------------------|--|
| Committee:                     | Technical Committee  |
| Date of Meeting:               | 1 <sup>st</sup> April 2025   |
| Closing date for consultation: | 7 <sup>th</sup> May 2025   |
| Email address:                 | <a href="mailto:technicalconsultation@motorsportuk.org">technicalconsultation@motorsportuk.org</a> |

## Chapter 7 Appendix 11 – Electrified Vehicles

### Proposed Regulation

#### 1. Technical

- 1.10. A **Modified Vehicle** is a **Standard Vehicle** with non-powertrain modifications only (including fitment of safety equipment including **ROPS** which alters the **Vehicle** structure). No modifications to the internal combustion engine (ICE) and / or electrified propulsion system are permitted **other than non-Powertrain HV systems (such as HVAC etc.) which may be removed. The exposed HV connectors must be capped with suitable blanking plugs that maintain HVIL functionality. Driver displays, and powertrain cooling systems may be replaced with alternative commercially available parts.**

#### Scrutineering

#### 3. Safety

- 3.1. **Except for Standard EVs in non-Speed Events, o**Only ASN EV trained Scrutineers will perform safety scrutineering on EVs. **It is recommended that all Scrutineers Scrutineering EVs complete the EV Awareness online training module.**
- 3.2. **Except for Standard EVs in non-Speed Events a** A valid VP or EVP must be provided at Safety Scrutineering.
- 3.3. HV Vehicle Safety scrutineering procedures will include but not be limited to visual inspection of the EV system and demonstration of the correct function of the safety and indication systems.
- 3.4. **For Bespoke EVs** ~~the~~ Team HV qualified person must be present at Safety scrutineering equipped with their own set of HV safety equipment and tools as required.
- 3.5. The Vehicle specific Emergency Response Guide must be provided to the circuit/Venue/Organiser's emergency services team before the Vehicle is allowed to compete.
- 3.6. ASN Technical Officials can require the Vehicle to be re-inspected at any time during an Event.

#### 4. Eligibility

- 4.1. **Except for Standard EVs in non-Speed Events, o**Only ASN EV trained Scrutineers will perform eligibility scrutineering on EVs.

## Technical Committee Action Sheet

1<sup>st</sup> April 2025

Page 2 of 2

- 4.2. ASN Technical Officials reserve the right to request access to any set-up information or data from the Vehicle ECU(s) and other electrical devices at any time during an Event including data that proves compliance with Arts.7.3 and 7.5.
- 4.3. It is the responsibility of the Competitor to prove that the Vehicle has not exceeded any control parameter limits during an Event (e.g. maximum power, maximum voltage etc.).
- 4.4. ASN Technical Officials reserve the right to request that the Vehicle be fitted with a data logger.
- 4.5. **For Bespoke EVs** the Team HV qualified person must be present at Eligibility scrutineering (equipped with their own set of HV safety equipment and tools as required) and be prepared to safely isolate the HV system and remove any HV components for more detailed inspection at the request of the Scrutineer.
- ~~4.6. Sealing requirements for HV system components will be developed and published in due course.~~

**Date of Implementation: Immediate**

Reason:

This proposal provides additional clarity on what modifications are permitted for a modified Electrified Vehicles.

It also updates the Scrutineering and Electrified Vehicle Passport requirements for Standard EVs on non-Speed events (such as Autosolo, Autotest, Navigational Rallies etc.) so that the NCR matches the requirements in the 'Electrified Vehicles: Guidance for Organisers' document.

## REGULATION CHANGES APPROVED

|                                |  |
|--------------------------------|--|
| Committee:                     | Trials Committee   |
| Date of Meeting:               | 12 February 2025   |
| Closing date for Consultation: | 11 April 2025  |
| Email for comments:            | <a href="mailto:trials@motorsportuk.org">trials@motorsportuk.org</a> |

Changes following Rules.

## Chapter 17 - Trials

### Appendix 1 – General Organisers Regulations

#### Proposed Regulations

**17.1.3.11** A minor proportion (up to 30%) of the sections can be timed but any time penalties must be related using a published formula to points lost on a section, which shall be published in the **Official Documents**.

**17.1.3.12** Timed sections must be a maximum of 200m long and the maximum time allowed for the section shall be stated in the **Official Documents**.

**17.1.3.13** The **Official Documents** must specify the starting Signal, the method of timing and when timing commences.

**17.1.3.14** No Competitor exceeding the specified average speed (App.2 Art.12.8) should gain any advantage nor be penalised.

**17.1.3.15** Competitors must not receive any award for equalling or improving upon the target time or achieving the fastest times or least penalties for such sections.

#### Date of Implementation: **Immediate**

Reason: The reason for this proposed change is to allow Organisers to time minor proportions of their Events to add a different element into the Competition, this proposal also allows the Organisers to choose how they wish to score the timed Section as long as they state this in their Official Documents.

## Appendix 2 – Competitors Regulations

### Proposed Regulations

**17.2.12.7** At the **Organisers'** discretion a minority (up to 30%) of the **Observed Sections** may be timed if provided for in the **Official Documents**. The following conditions shall apply:

**17.2.12.8** Only those sections which the **Organisers** anticipate will be completed without penalty by the majority of **Competitors** may be timed.

- a. Any such timed section must be less than 200m long.
- b. No **Sub-Sections** of an arduous or demanding nature can be used.
- c. The maximum time allowed for each timed section must be stated in the **Official Instructions** prior to the commencement of the Test.
- d. The maximum time allowed for each timed section must not require any **Competitor** to exceed 15mph or 30 seconds per 200m.

**Date of Implementation: Immediate**

Reason: The reason for this proposed change is to allow Organisers to time minor proportions of their Events to add a different element into the Competition, this proposal also allows the Organisers to choose how they wish to score the timed Section as long as they state this in their Official Documents.

## Appendix 5 – Technical Regulations – National Car Trials Formula

### Proposed Regulations

**17.5.9.1** Duplicated driving wheels are not permitted. ~~unless specified in the Official Documents.~~

**Date of Implementation:** 01 January 2026

Reason: The reasoning for this proposal is that following the Trials Committee meeting, it agreed that the wording 'unless specified in the Official Documents' is not necessary for this regulation and as such, to remove it.



**Appendix 6 – Technical Regulations – Historic Sporting Trial Car Formula (HST)****Proposed Regulations**

**17.6.12.2 Vehicles** ~~must should~~ not use any locked or lockable torque biasing or limited slip differentials or any other automatic device which is designed to achieve the same result.

**17.6.14.2 Wheels** ~~must should~~ not carry any chains, spikes or non-skid attachments.

**Date of Implementation: 01 January 2026**

Reason: This proposal is designed to remove any ambiguity about the above regulations and reaffirm that locked or lockable torque biasing or limited slip differentials and any such devices are not permitted. Furthermore, the same principle is being applied with regard to the use of chains, spikes or non-skid attachments.

## REGULATION CHANGES APPROVED

|                                |                                       |
|--------------------------------|---------------------------------------|
| Committee:                     | Autotest Committee                    |
| Date of Meeting:               | 30 <sup>th</sup> September 2024       |
| Closing date for Consultation: | 7 <sup>th</sup> November 2024         |
| Email for comments:            | autotestconsultation@motorsportuk.org |

Changes following Rules

## Chapter 19 – Autotest

### Proposed Regulation

### Appendix 4 - Autotests – Specific Regulations

#### Unlicensed Drivers and Minimum Ages

**2.1.** Entries may be accepted from Drivers who are aged **15** years and over and are at least **135cm** in height (subject to any medical or disability exemption) who do not hold a valid, full RTA Licence subject to the following:

- (a) Except where provided for in Art.2.1.b, the Vehicle must by definition be a **‘Touring Car’**;
- (b) With the **ASN’s** written permission and where the **Official Documents** permit, the use of by definition production **‘Sports Cars’** or an open car are permitted provided they are fitted with safety roll-over bars to at least the specification in **Ch.7 App.3 Art.20**, and the roof erected or hard top fitted.
- (c) Engine capacity must not exceed 1400cc;
- (d) Forced induction is not permitted.

**2.2** It is recommended that a separate non-competitive test is provided in the itinerary so that novice Drivers without a valid, full RTA Licence can familiarise themselves with their Vehicle and its controls without penalty and to be observed to the satisfaction of the Clerk of the Course or another Senior Official before the Competition starts.

**2.2.1** In the event that a separate non-competitive test is not provided, novice Drivers must demonstrate that the provisions of 2.2 are satisfied (including observation Clerk of the Course or another Senior Official) before proceeding into and utilising the competitive test.

#### Date of Implementation: Immediate

Reason: To attempt to reduce barriers of entry into the Sport and attempt to retain competitors or potential competitors that are being lost to other unregulated disciplines where they can compete at a younger age. Creating a safe environment for which younger people can compete, by completing a non-competitive test before being given permission by the Senior Officials to enter the competition.

## Proposed Regulation

### Appendix 5 - Production Car Autotests – Specific Regulations

#### Unlicensed Drivers and Minimum Ages

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

- (a) **Except where provided for in Art.3.1.b,** The vehicle must by definition be a **‘Touring Car’**;
- (b) With Motorsport UK’s written permission and where the **Official Documents** permit, the use of by definition production **‘Sports Cars’** ~~or an open car~~ are permitted provided they are fitted with safety roll-over bars to at least **Ch.7 App.3 Art.20** and the roof erected or hard top fitted.
- (c) The vehicle engine must not exceed 2000cc including forced induction;
- (d) The passenger must be carried who holds a valid, full RTA License and be experienced in Autotests or AutoSOLOs.

**3.2** It is recommended that a **separate** non-competitive test is provided in the itinerary so that novice Drivers without a valid, full RTA Licence can familiarise themselves with their Vehicle and its controls without penalty and to be observed **to the satisfaction of** the Clerk of the Course or another Senior Official before the Competition starts.

**3.2.1** In the event that a **separate** non-competitive test area is **not** provided, Drivers must demonstrate that the provisions of 3.2 are satisfied (including observation by the Clerk of the Course **or another Senior Official**) before proceeding into and utilising the competitive test.

#### Date of Implementation: Immediate

Reason: To attempt to reduce barriers of entry into the Sport and attempt to retain competitors or potential competitors that are being lost to other unregulated disciplines where they can compete at a younger age. Creating a safe environment for which younger people can compete, by completing a non-competitive test before being given permission by the Senior Officials to enter the competition.

## Proposed Regulation

### Appendix 6 - AutoSOLOs – Specific Regulations

#### Unlicensed Drivers and Minimum Ages

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

- (a) **Except where provided for in Art.4.1.b,** The vehicle must by definition be a **‘Touring Car’**;
- (b) With ASN’s written permission and where the **Official Documents** permit, the use of by definition production **‘Sports Cars’** ~~or an open car~~ are permitted provided they are fitted with safety roll-over bars to at least **Ch.7 App.3 Art.20** and the roof erected or hard top fitted.
- (c) The vehicle engine must not exceed 2000cc including forced induction;
- (d) The passenger must be carried who holds a valid, full RTA Licence and be experienced in Autotests or AutoSOLOs.

**4.2** It is recommended that a **separate** non-competitive test is provided in the itinerary so that novice Drivers without a valid, full RTA Licence can familiarise themselves with their Vehicle and its controls without penalty and to be observed **to the satisfaction of** the Clerk of the Course or another Senior Official before the Competition starts.

**4.2.1** In the event that a **separate** non-competitive test area is **not** provided, Drivers must demonstrate that the provisions of 4.2 are satisfied (including observation by the Clerk of the Course **or another Senior Official**) before proceeding into and utilising the competitive test.

#### Date of Implementation: Immediate

Reason: To attempt to reduce barriers of entry into the Sport and attempt to retain competitors or potential competitors that are being lost to other unregulated disciplines where they can compete at a younger age. Creating a safe environment for which younger people can compete, by completing a non-competitive test before being given permission by the Senior Officials to enter the competition.

## REGULATION CHANGES APPROVED

|                  |                   |
|------------------|-------------------|
| Committee:       | Medical Committee |
| Date of Meeting: | 27 March 2025     |

## Chapter 6 - Licensing

### Appendix 2 – Medical

#### Proposed Regulations

##### Race, Truck and Race Venue Karting

**7.2.** Applicants renewing from the age of 45 ~~to 69~~ years ~~and over~~ are required to complete a vision test every ~~3-5~~ years see **Art.6.7 above** and ~~b-~~.

**7.3** 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.6.7 above**.

**Date of Implementation:** 01/01/2026

|  |
|--|
| Reason: To align with current GP medical requirements and the medical declaration. |
|--|

## REGULATION CHANGES APPROVED

|                  |                               |
|------------------|-------------------------------|
| Committee:       | Timekeeping Committee         |
| Date of Meeting: | 30 <sup>th</sup> October 2024 |

Changes post Rules

## Chapter 5 Part A Appendix 7 – Timekeepers and Handicappers

### 5. Upgrading

- 5.1. Subject to prior arrangement with the **Chief Timekeeper** of an **Event** new **Timekeepers** are encouraged to attend observe and assist at all types of **Event** with a view to eventual upgrading.
- 5.2. Specific upgrading requirements are available from the **ASN**.
- 5.3. Application for the grade of **Rally Timekeeper** must be made via the **Regional Association** of the **Club** requesting the appointment.

### 9. Rally

- 9.1. **International Rally**: may take charge at all **Rallies** up to and including **International**.
- 9.2. **National Rally**: may take charge at all **Rallies** up to and including **National** status
- 9.3 **Rally Timekeeper**: may take charge at all **Single Venue Rallies** up to and including **Interclub** status (~~Manual timing only~~).

## Chapter 5 Part A Appendix 18 – Charts

Chart 1

### MINIMUM ACCEPTABLE TIMEKEEPER LICENCE REQUIRED

| Event Status  | Race                        | Kart (1)                    | Speed<br>incl. Records       | Single Venue Stage<br>Rally   | Multi Venue Stage<br>Rally   |
|---|-----------------------------|-----------------------------|------------------------------|-------------------------------|------------------------------|
| International   | **International Race        | **International Kart        | **International Speed        | **International Rally         | **International Rally        |
| National  | National Race<br>Timekeeper | Timekeeper<br>Kart National | National Speed<br>Timekeeper | *National Rally<br>Timekeeper | National Rally<br>Timekeeper |
| Interclub   | National Race<br>Timekeeper | Timekeeper<br>Kart          | National Speed<br>Timekeeper | *National Rally<br>Timekeeper | National Rally<br>Timekeeper |
| Clubman   | National Race<br>Timekeeper | Timekeeper<br>Kart          | Timekeeper<br>Speed          | *National Rally<br>Timekeeper | National Rally<br>Timekeeper |
| <p>* Includes Timekeepers proposed by Regional Associations and approved by the ASN but only when manual timing is used. When automatic timing is used minimum grade is National Rally with Certificate of Competence from timing equipment manufacturer.</p> <p>** Where an International Event has no National content, an International Timekeeper Licenced by an ASN may be appointed.</p> <p>(1) For <b>Race Venue Karting</b> a <b>Race Timekeeper</b> of the appropriate grade may be appointed.</p> |                             |                             |                              |                               |                              |

## Chapter 13 Appendix 13 – Special Stage Controls, Timing and Penalties

### 8. Timing

- 8.1. All **Special Stage Rallies** may use either **Target Timing** or **Scheduled Timing**.
- 8.2. An **ASN** or ~~Regional Association~~ approved **Rally Timekeeper** or **above** must be appointed as a **Chief Timekeeper** for all **Clubman and Interclub Single Venue Stage Rallies** ~~that use manual timing.~~
- 8.3. **National Single Venue** and all **Multi Venue Stage Rallies** ~~intending to use any form of automatic timing~~ must appoint an **ASN**-approved ~~Rally Timekeeper~~ of **National Rally Timekeeper** or higher grade ~~who holds a Certificate of Competence issued by the manufacturer of the equipment to be used.~~
- 8.4. **Times** will be recorded to whole minutes on all sections except **Special Stages** which will be timed to the nearest preceding whole second unless the **Official Documents** specify that timing will be to the nearest preceding 1/10th of a second. **Penalties** will be applied in accordance with **App.8(f)** or **App.14(g)** as applicable.
- 8.5. All **Timekeepers** will be **Judges of Fact** in respect of time recorded.

**Reason:** Most events now use automatic timing, and their use on single venue events does not require as much training/experience as a multi venue event. This is a proposal to permit a Rally Timekeeper grade official to be appointed as Chief Timekeeper for Single Venue events using Automatic timing.

**Date of implementation:** Immediate

## REGULATION CHANGES APPROVED

|                                |   |
|--------------------------------|---|
| Committee:                     | Speed Events Committee                                    |
| Date of Meeting:               | 9 <sup>th</sup> October 2024 / 9 <sup>th</sup> April 2025 |
| Closing date for consultation: | 7 <sup>th</sup> December 2024                             |
| Email for comments:            | speedconsultation@motorsportuk.org                        |

Change following consultation

## NCR Chapter 14 Sprint, Hill Climb and Hot Lap Challenge

### App 1 Organisers Regulations including Scrutineering

- 4.2 All **Vehicles** competing in **Hill Climbs** or **Sprints** must be presented for scrutineering with a valid **Competition Car Log Book / Vehicle Passport** or an **ASN Recognised Vehicle Identity Document** unless the **Vehicle** is currently licensed for use on the Public Highway and is competing in a road legal condition. The onus of proof rests with the **Competitor**. See **Appendix 4 Technical Regulations**.
- 4.2.1 Any alteration or modification made to the Vehicle or any amendment to the original details shown in the **Competition Car Log Book / Vehicle Passport** must be in accordance with the prescriptions of **Chapter 7 App.1**.
- a. ~~Vehicles other than those used for Hot Lap Challenge may be liable to annual inspection by a Technical Commissioner or designated Scrutineer if:~~
    - i. ~~Fitted with an engine of a greater capacity than that with which it was constructed; and/or~~
    - ii. ~~Altered or modified causing a change in classification~~

**Date of Implementation: Immediate**

**Reason:** Following review it was considered that 4.216. above is out of date and is already covered within the Vehicle Passport /pre-event Scrutineering process. The Sub-Committee believe there are no unintended consequences in proposing the deletion of this regulation but are agreed that items 4.317 and 4.418 remain to ensure that vehicles are reinspected at Events.

Having only received one comment during consultation the proposal proceeds with clarification included in the reason above to reflect the checks undertaken during the pre-event scrutineering process.



## REGULATION CHANGES APPROVED

|                                |   |
|--------------------------------|---|
| Committee:                     | Speed Events Committee                                    |
| Date of Meeting:               | 9 <sup>th</sup> October 2024 / 9 <sup>th</sup> April 2025 |
| Closing date for consultation: | 7 <sup>th</sup> December 2024                             |
| Email for comments:            | speedconsultation@motorsportuk.org                        |

Changes following consultation

## NCR Chapter 14 Sprint, Hill Climb and Hot Lap Challenge

### App 2 Competitors Regulations, Scrutineering

**Drivers**

27. **Competitors** are required to wear flame-resistant gloves (see ~~Chapter 7~~ **Ch.9 Art.12.6**) with the exception of **Standard Cars** and **Road Cars** where their use is recommended. ~~The use of a flame-resistant balaclava (Chpt 9, Article 60~~ **Ch.9 Art.12.3**) is mandatory with the exception of open bodywork **Period Defined Vehicles (Non-Rally) A-D, Standard Cars and Road Cars** where their use is recommended. For all categories the wearing of flame-resistant socks (~~Chpt, Art. 61~~ **Ch.9 Art. 12.4**) and underwear (~~Chpt, Art. 59~~ **Ch.9 Art. 12.2**) is strongly recommended.

**Date of Implementation: Immediate 1<sup>st</sup> January 2026**

**Reason:** Following a number of fires resulting in facial burns the Sprint & Hill Climb Sub-Committee were asked to consider mandating the use of balaclavas. During this review it was also noted that the overriding recommendation for fire resistant underwear was also noted as absent from the discipline regulations.

FIA guidance on this is available here: [https://www.fia.com/sites/default/files/guidelines\\_safety\\_clothing\\_web\\_0.pdf](https://www.fia.com/sites/default/files/guidelines_safety_clothing_web_0.pdf)

It was therefore considered appropriate to follow the exception for fire resistant gloves for Standard Cars and Road Cars.

Having considered the few comments received during consultation, which have been considered by the Sub-Committee, the Committee agree that the proposal should proceed with the inclusion of wording specifically referring to 'flame-resistant'. In consideration of the imminent season start they propose that mandatory requirement is to be changed from immediate to 1<sup>st</sup> January 2026.

With concerns being raised during consultation that there is exemption provided for both the Standard and Road Car categories this reflects the PPE requirements within each category. Where flame-resistant overalls are mandated it is only appropriate that the use of the flame-resistant balaclava would also be required. It remains strongly recommended for any driver in an exempted vehicle.

In addition reflecting the provision to allow ACU or FIM approved leather overalls for open bodywork Period Defined Vehicles (Non-Rally) A-D the exception has also been incorporated (Chapter 9 Art. 3.2).

## REGULATION CHANGES APPROVED

|                                |   |
|--------------------------------|---|
| Committee:                     | Speed Events Committee                                    |
| Date of Meeting:               | 9 <sup>th</sup> October 2024 / 9 <sup>th</sup> April 2025 |
| Closing date for consultation: | 7 <sup>th</sup> December 2024                             |
| Email for comments:            | speedconsultation@motorsportuk.org                        |

## NCR Chapter 16 Autocross, Rallycross and Off-Road Racing

### Part B Rallycross, Appendix 8

#### 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:

c. Flame-resistant overalls covering arms, legs and torso up to the neck. The use of a flame resistant balaclava (**Ch 9, Art. 12.3**) and gloves (**Ch 9, Art. 12.6**) are mandatory (**Arts.11 – 21 of Chapter 9**). Flame resistant socks (**Ch9, Art. 12.4**), shoes and underwear (**Ch9, Art. 12.2**) ~~is~~ are strongly recommended. Arts.3–4 of Chapter 9

d. ~~Complete gloves (not mitts or gloves with open backs). The use of flame-resistant gloves is strongly recommended.~~

#### Date of Implementation: 1<sup>st</sup> January 2026

**Reason:** Following a number of fires resulting in facial burns the Autocross & Rallycross Sub-Committee were asked to consider mandating the use of balaclavas. The Sub-Committee were advised that their use is already mandatory across the 5 Nations Championships and BTRDA were asked to consider mandating their use in their 2025 Rallycross Championship regulations.

Mandating the use of flame-resistant gloves in Rallycross was also considered which is already a mandatory requirement in the 5-Nations Championships and is subsequently proposed.

The importance of the use of flame-resistant clothing should also be noted to supplement the proposal and is available [here](#). Although it was agreed to continue with strongly recommending flame resistant clothing in Autocross, competitors should be provided information to support their decision making in this respect.

There had been no comments received during consultation and the Sub Committee were advised that BTRDA had replicated the mandatory use of balaclavas and gloves in their 2025 Championship Regulations.

## REGULATION CHANGES APPROVED

|                                |                                    |
|--------------------------------|------------------------------------|
| Committee:                     | Speed Events Committee             |
| Date of Meeting:               | 9 <sup>th</sup> April 2025         |
| Closing date for consultation: | n/a                                |
| Email for comments:            | speedconsultation@motorsportuk.org |

### Chapter 15, Drag Race

#### Article 5. Vehicles

5.1. Unless stated hereafter Vehicles must comply with **the Drag Racing Yearbook Chapter 7.**

#### 7. Drivers

- 7.1. Throughout **Practice** and **Competition**, upon exiting from and until returning to the **Paddock** when the Driver is seated in the **Vehicle** they must wear clothing, helmet and goggles complying with Chapter 9 or where appropriate the specific **Class** regulations for **Drag Races** **the Drag Race Yearbook.**
- 7.2. ~~Overall~~ **Protective Clothing** in accordance with GSR10.10 of the **Drag Racing Yearbook** ~~is~~ **are** mandatory.
- 7.3. ~~Competitors~~ are required to wear flame-resistant gloves (**Ch.9 Art.12.6**) or in accordance with GSR10.10 of the **Drag Racing Yearbook** standard. ~~Deleted.~~
- 7.4. An **FIA** approved FHR device fitted in accordance with **FIA** regulations is mandatory for all **Classes** where specified in the **Drag Racing Yearbook.**
- 7.5. All these items required by **Arts.7.1–7.4** above must be produced for inspection and approval at scrutineering.
- 7.6. Only the **Driver** may be in a **Vehicle** during the **Competition** or **Practice.**

#### Date of Implementation: Immediate

**Reason:** The Drag Race Yearbook provides detailed requirements for the build of Drag Race vehicles and therefore the reference to Chapter 7 is to be removed for clarification to avoid confusion.

In addition to avoid conflict with the NCR it is agreed that reference to the Drag Race Yearbook alone is required in order to take account of the increased requirements for Drag Racing.

## REGULATION CHANGES APPROVED

|                  |                                     |
|------------------|-------------------------------------|
| Committee:       | Motorsport UK Executive (Insurance) |
| Date of Meeting: | N/A                                 |

### Proposed Regulation

## NCR Chapter 3 Organisers Appendix 4 Article 1

### Participant Undertakings and Declarations

1. **Every Entrant, Driver and Passenger ('Competitor') before taking part in any Competition must sign an undertaking as follows:**

*'I declare that I have been given the opportunity to read the NCR and if any the Official Documents for this Event and agree to be bound by them. I declare that I am physically and mentally fit to take part in the Event and I am competent to do so. I acknowledge that I understand the nature and type of the Competition and the potential risk inherent with motor sport and agree to accept that risk.*

*'I understand that motorsport can be dangerous and accidents causing death injury disability and property damage can and do happen. I understand that these risks may give rise to my suffering personal injury or other loss and I acknowledge and accept these risks.*

*In consideration of the acceptance of this Entry I agree that neither any one of or any combination of the ASN and / or its associated Clubs, the Organisers, the Track owners or other occupiers, the promoters and their respective, officers, servants, representatives and agents (the "Parties") shall have any liability for loss or damage which may be sustained or incurred by me as a result of participation in the Event ~~including but not limited to~~ such as damage to property, economic loss, consequential loss, reputational loss or financial loss howsoever caused ("Losses"). Nothing in this clause is intended to or shall be deemed to exclude or limit liability for death or personal injury. To the fullest extent permitted by law I agree to indemnify and hold harmless each of the Parties in respect of any Losses or damage whatsoever and howsoever arising from my participation in the ~~is~~ Event. Further I agree to accept responsibility for and where necessary compensate the Parties in respect of any Losses arising or howsoever caused by my negligence or actions where they are determined to be in breach of the Motorsport UK National Competition Rules as they apply to my participation in the Event."*

*'I declare that to the best of my belief the Driver(s) possess(es) the standard of competence necessary for an Event of the type to which this Entry relates and that the vehicle entered is suitable and roadworthy for the Event having regard to the course and the speeds which will be reached'*

**Date of Implementation: Immediate**

**Reason:** After extensive consultation with both internal and external stakeholders, concerns were raised regarding the broad scope of the indemnity imposed on Competitors—particularly their obligation to indemnify all parties for any losses incurred, regardless of cause.

Current practice is that most incidents/situations would be covered broadly under our policy and therefore, the Parties would not need to rely on the indemnity. However, our insurers retain discretion in certain cases – particularly where the cause of an incident falls outside the specific terms or intent of the policy wording. In such instances, the insurer may choose to decline cover.

The intention behind the current wording is to respond to valid concerns regarding Competitor exposure and reflect current practice, but still address those edge cases where cover is not guaranteed, this could include both negligent and reckless causes. By including these provisions, we aim to ensure protection in scenarios where the insurer may otherwise have grounds to withhold indemnity due to the nature or circumstances of the incident.

## REGULATION CHANGES APPROVED

|                                |                                      |
|--------------------------------|--------------------------------------|
| Committee:                     | Rallies Committee                    |
| Date of Meeting:               | 26 <sup>th</sup> February            |
| Closing date for consultation: | 16 <sup>th</sup> May                 |
| Email for comments:            | ralliesconsultation@motorsportuk.org |

Change post consultation

### 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. ~~6.3.2~~<sup>9.2</sup>.a or Chapter 13 App.17 Art. ~~4.2.3~~<sup>2.3</sup>.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. ~~6.3.2~~<sup>9.2</sup>.b or Chapter 13 App.17 Art. ~~4.2.3~~<sup>2.3</sup>.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. ~~6.3.2~~<sup>9.2</sup>.c or Chapter 13 App.17 Art. ~~4.2.3~~<sup>2.3</sup>.a.iii.

**Historic Category 4a** – **Cars** homologated in Groups A, N and B between 1 Jan 1982 and 31 Dec 1985 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 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 **Ch.13 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, which the first Competitor must start no earlier than midnight, and all Competitors must complete before 03:00. 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, and to enable their eligibility checks during the season, which was missed during the implementation of the class structure. Regarding Special Test, this is an alteration to acknowledge the proposed regulation update for Road Rallies, following National Court, 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**

- 4.34. Should the normal running of a Special Stage be stopped 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 may give to each crew which has not been able to cover the Stage in the normal manner a notional time corresponding to the slowest time set up to the moment of interruption.
- 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 **relative to their performance during the event.**
  - 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: 1<sup>st</sup> 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, which the first **Competitor** must start no earlier than midnight, and all **Competitors** must complete before 03:00

**Date of Implementation: Immediate**

Reason: The above regulations are proposed to address safety concerns on Road Rallies, following the recent National Court hearings. 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, or existing tyre barriers available at circuit based venues,
- 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

### 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: 1<sup>st</sup> January 2026**

Reason: 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.
- 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. This is required to enable the eligibility checking of these new category of cars which was an oversight when adding them to the Class Structure at the beginning of the season.

**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.~~ Where reference is made to forced induction, the relevant coefficient is already included.

**Date of Implementation: Immediate**

Reason: This is a clarification in relation to the cubic capacity of cars within each Class and the application of the forced induction coefficient, following feedback received from the community.

**Clarification:****Appendix 11C – Specific Regulations for Targa Road Rallies****3. Engines and Transmissions**

- 3.3 It is permitted to make the following modifications to ~~aeffect~~ installation;
  - c. it is permitted to change the orientation of the otherwise unmodified inlet manifold ~~provided it is fitted directly to the cylinder head without the addition of an intermediate adapter device.~~

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

### 3. Engines and Transmissions

3.3 In respect of **Art.3.2 above**, it is permitted to make the following modifications to effect installation;

c. To change the orientation of the otherwise unmodified inlet manifold **provided it is fitted directly to the cylinder head without the addition of an intermediate adapter device.**

**Implementation Date: Immediate**

Reason: 3.3c – This is a clarification, as the use of an intermediate adapter device to change the orientation of an inlet manifold is not in keeping with the principle of an unmodified fuel injection system complete with inlet manifold and throttle body.