

To: Road Rally Event Organisers / Clubs / Regional Associations / RLOs / Competitors

29th October 2025

Dear all,

The Road Rally Working Group has been meeting over the last 5 months to discuss in detail the current position of Timed to the Second Road Rallies, a discussion which spanned every part of the Sport.

When commencing this work, Motorsport UK provided the group with 4 pillars to structure discussions, these are:

1. Events
2. Technical Regulations
3. Officials / Volunteers
4. Safety

The group were briefed on the basis that “nothing is off the table”, a message that was embraced by the entire group. When re-forming the group from its original foundations, Motorsport UK sought to include a broad cross section of contributors with Event Organisers, Competitors, RLOs, Scrutineers and Association Members have all been involved in the process.

The Action Sheet you see below is the culmination of many hours of discussions and, whilst you see the initial output, many more concepts have been considered along the way.

Now, we have arrived at the point of the process where we open up the consultation to the community to get your feedback on the work to date. We were very disappointed to learn recently that a draft of this Action Sheet was leaked to the community, please disregard any copies you may have seen previously as the Action Sheet below does contain changes. We also appreciate that some of the below will be unsettling and will create significant discussion, but it is **very important** that you take note of the following:

1. As noted on the Action Sheet, please respond to ralliesconsultation@motorsportuk.org and **not** any other Motorsport UK inbox or email address
2. It is important that all responses are sent via the above email to allow the collation of themes and data. Any phone calls or messages will not constitute a formal response.



3. **All** responses are considered, both positive and negative. Typically, we only receive negative responses, positive responses are also welcomed and play their part in the next steps.
4. **Please** be constructive in your responses, we will not tolerate anything that is abusive and/or factually incorrect.

This consultation is the Road Rally community's opportunity to ensure they play their part in shaping the future of the Sport, please make sure you use this opportunity wisely.

The consultation is open for a period of three weeks and so will firmly close on the 19th November. Any responses after this date will not be considered.

With kind regards,

Rallies Team
Road Rally Working Group
Rallies Committee

REGULATION CHANGES FOR CONSULTATION

Committee:	Rallies Committee (Road Rally Working Group)
Date of Meeting:	24 th July 2025
Closing date for consultation:	19 th November 2025
Email for comments:	ralliesconsultation@motorsportuk.org

Proposed Regulation

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

6. Public Relations

- 6.2. Where an **Organiser** is intending to publish a guide to the route or specific locations for spectators to see the **Event** **they must** ensure that:
- c. ~~Ensure that~~ Each PR crew prepares reports on each visit and these are available to the Clerk of the Course and the Stewards on the day of the Event and to the RLO on request.
 - e. For all **Road and Navigational Rallies**, any such specifically advised location must be preceded by a manned control a maximum of 50 metres in advance.

Date of Implementation: 1st January 2026

Reason:

As recommended by the Road Rally Working Group, in order to control competitors approaching spectator points, a manned control (either passage, time, or DSO) must be established a maximum of 50 metres in advance.

Appendix 3 – Specific Regulations for Road Events

~~11. — Endurance Road Rally~~

~~11.2. All Events~~

~~Road Safety Events~~ and any other form of Event that use the ~~Public Highway~~ All **Event** types detailed in **Arts.2–10 above inclusive**, and any other form of **Event** captured within this **Chapter** that uses the **Public Highway for Competition** must comply with the following:

- c. **Competitors** must not carry any form of Intercom (i.e. any method of voice amplification) or any radio transmitting device. Exceptionally **dispensation may be granted for Competitors who are able to demonstrate a medical need to use an Intercom system.** Mobile telephones are permitted if the **Official Documents** specifically allow them. Failure to conform will be penalised by **Disqualification** from the **Event**.
- d. No regular assistance organised in advance may be used by **Competitors** in **Rallies** defined in **Arts.2-10** above inclusive except when permitted in the **Official Documents** for **Vintage** or **Veteran Events** or **Targa Road Rallies** taking place at a **Single Venue**.
- i. **Other than for Targa Road Rallies, where App.11C Art. 2.2 applies,** the use of in car cameras is forbidden. Breach of this **Regulation** will result in **Disqualification** from the **Event**, with any competitor found to be in breach reported to the **ASN**.
- k. **Organisers** should only use arrows to define junctions on **Standard** or **Regularity Sections** on the **Public Highway** where it is necessary to do so to prevent **Competitors** passing **Sensitive Areas** or locations where issues have been raised during pre-**Event** PR work.
- l. Any **Special Test, Standard** or **Regularity Section** that requires **Competitors** to drive through buildings such as open barns, sheds or warehouses, or any similar structure, will not be authorised.

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

6. Miscellaneous

- 6.3 **Vehicles** must use **Permitted Fuel** as defined in **Chapter 8 App.1 Art.1.7** part a), c), or d).

14. Miscellaneous

- 14.1 **Vehicles** must not use racing style numbers nor carry advertising other than event sponsor decals. ~~**Permitted Fuel** must be used as defined in **Chapter 1 App.1 (Nomenclature and Definitions).**~~
- 14.4 **Permitted Fuel** must be used as defined in **Chapter 8 App.1 Arts.1.7.a, c, or d.**

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

Deletion of 11 (Endurance Road Rally) – No Endurance Road Rallies have run in the last five years, and Targa Road Rallies have effectively replaced this category of Event. The separate definition and related technical regulations should be removed from the NCR to reflect current practice.

New 11 (12 All Events) – Tidying up the general wording to improve clarity and ensure all branches of the discipline are included (for example, single-venue Targa rallies would previously not have been captured in these provisions).

11.c. Codifying the established practice of granting dispensation for competitors with medically recognised hearing deficiencies.

11.d. Ensuring that the existing practice of competitors servicing their own cars on single venue Targa Rallies, as allowed by App. 11C Art. 1.1.e, is not prohibited by the general wording change above.

11.i. Removing the contradiction between App. 3 Art. 12.1.i and App. 11C Art. 2.2 regarding the use of in-car cameras on Special Tests of Targa Rallies.

11.k. It was found that Organisers have been using arrows on competitive sections to define the route rather than to ensure Competitor avoid PR sensitive areas, which is the intended and stated use. Therefore, a recommendation of the Road Rally Working Group was to limit the use of arrows on junctions on road rallies.

11.l. Having competitive sections or tests that include driving through buildings or similar structures is an insurance risk; this can no longer be tolerated.

6.3 / 14.1 / 14.4 - This amendment is to clarify the permitted fuels authorised for use in Road, Endurance and Historic Road Rally Cars, as those specifically available from public petrol stations only.

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

2. Body

2.7. If a Roll Over Protection System (ROPS) is fitted:

- a. All aspects of the design and installation should be in compliance with **Ch.7 App.3**.
- b. Trim including the rear seat may be cut to allow the Safety Cage to be fitted.
- c. Padding must be fitted to any part of the Safety Cage which the Driver or Navigator's bodies or heads could come into contact with.

3. **Engine and Transmissions**

3.1. **All Vehicle** engines must have:

- a. A maximum of four cylinders.
- b. A maximum displacement of 2060cc.
- c. A cylinder block of the same material and configuration as the original.
- d. Appropriate means by which to be sealed in accordance with **Ch. 7 App. 12 Art. 1.9**.

3.2. Engines with one camshaft per bank of cylinders may be used provided that:

- a. They have a maximum of two carburettor chokes (two single or one double).
- b. Fuel injection may be fitted where it was standard equipment by the manufacturer for that engine type and where the original **inlet manifold and throttle body are retained unmodified** for that engine type.

3.3. Engines with more than one camshaft per bank of cylinders may be used provided that:

- a. They were originally fitted with fuel injection.
- b. The fuel injection system complete with inlet manifold and throttle body is retained unmodified except as permitted in **Art.3.4.c below**.
- c. Any replacement engine comprises a block and cylinder head from the same engine family.

3.4. In respect of **Art.3.3 above** it is permitted to make the following modifications to effect installation:

- a. Alternative engine mountings, sump pan and exhaust manifolds.
- b. Relocation of ancillaries such as alternators and steering pumps.
- c. To change the orientation of the **original and** otherwise unmodified inlet manifold provided it is fitted directly to the cylinder head without the addition of an intermediate adapter device. **It is not permitted to fit an aftermarket inlet manifold, or an inlet manifold which was fitted to a similar engine in a different make or model of Vehicle.**

- 3.5. For two-wheel-drive **Vehicles** fitted with petrol engines under 1600cc and diesel engines under 2000cc actual capacity, forced induction is permitted providing that:
- The complete original induction, fuel, charge, electronic and exhaust systems are retained unmodified, other than the replacement of the air filter element.
 - Forced induction engines may only be used where fitted as original equipment and may not be transplanted into other makes or models.
- 3.6. Rotary engines are prohibited.
- 3.7. Engines must have induction air filter elements and exhaust silencers fitted that ensure the **Vehicle** complies with noise regulations established in **Ch.13 App. 1 Art.7** at all times.
- 3.8. Only H shift pattern manual transmissions or standard equipment automatic transmissions in their original configuration are permitted. Dog engagement transmissions are expressly prohibited. The gear lever must remain the only means of changing gear, unless an alternative method was originally fitted by the **Vehicle** manufacturer as standard and is retained unmodified.
- 3.9. The number and location of the driven wheels must remain as original to the model of **Vehicle**.

4. Wheels and Tyres

- 4.1. All wheels and tyres fitted to a **Vehicle** must fit within the standard, unmodified wheel arch.
- 4.2. The following wheel and tyre size restrictions apply:

Wheel Diameter	Max. Wheel Rim Width	Max. Tyre Width
Up to 13"	6"	185mm
14"	6.5"	195mm
15"	7"	205mm
16" and above	8"	225mm

- 4.3. **Vehicles** fitted as standard with wider wheel rims or tyres than those stated in the table in **Art.4.2 above** may use their original manufacturer supplied wheels.
- 4.4~~2~~ **Vehicles** must be fitted with tyres that are always legal for use on the **Public Highway**.
- 4.5~~3~~ Tyres must comply with **Ch. 8 App.4 Arts.2-3**.

- 4.6. **Vehicles** must not be fitted with spiked or studded tyres or any non-skid attachments other than chains if permitted by the **Official Documents**.
- 4.7. A maximum of two spare wheels may be carried in competing **Vehicles**. All spare wheels must be securely fastened in position.
- 4.8. Wheels and tyres may be marked by a **Scrutineer** to ensure compliance with **Event** tyre limits or restrictions. This mark may be in the form of a sticker, paint or other method deemed appropriate by the **Scrutineer**.

5. Electrical Systems

- 5.6. Auxiliary lamps unless fitted by the manufacturer as standard equipment using gas discharge or LED technology are not permitted and gas discharge or LED headlamp units may not be retro-fitted. **The maximum voltage of any auxiliary lamps must not exceed 14v when the Vehicle is running.**
- 5.9. **Vehicles** must have all lights fitted and used according to **Motor Vehicle Lighting Regulations** to comply with construction and use. Reversing lights must be extinguished when the **Vehicle** is travelling forwards in accordance with relevant legislation, namely the **Road Vehicles Lighting Regulations 1989**.

6. Miscellaneous

- 6.7. **Competitors** are required to carry a **First Aid Kit**, high visibility vests or jackets, OK/SOS board, **Spill Kit**, warning triangle, combined seat belt cutter / window glass hammer, and for **Events** run during the hours of darkness a torch. It is recommended that all **Competitors** carry a fire extinguisher that is positioned and secured appropriately.

~~7. ENDURANCE ROAD RALLY~~

7.1. to 7.16. Deleted.

Date of Implementation: 1st January 2027

Reasons:

2.7. – Following feedback from Scrutineers concerning the standard of preparation of some Road Rally vehicles, it is recommended that all ROPS should comply with the safety regulations in

Chapter 7 App.3. Competitors fitting a new ROPS or replacing a previous cage, should comply with Ch.7 App.3.

3.1. – A displacement limit of 2000cc plus 60 thousandths overbore allowance, and a prohibition of replacing ferrous material cylinder blocks with aluminium, have been proposed by the Road Rally Working Group. These changes are intended to contribute to the improvement of driving standards, reduce costs and limit the outright performance of road rally cars, thereby maintaining the accessibility and spirit of the discipline. The provision for engines to be sealed is a necessary part of ensuring fairness of competition, and is consistent with other disciplines.

3.2. – In rewriting 3.1, the wording regarding single camshaft engines / carburettors is existing, but has been moved due to being better placed in its own Article. Equally, engines with more than one camshaft per bank of cylinders has its own Article. The wording from the present 3.5 has been moved here as this is the only situation in which it applies, since all multi-cam engines must be fitted with fuel injection.

3.3. – A simple reordering to place the ‘same engine family’ condition last for the sake of simplicity, as very few engines have their heads or blocks swapped for alternatives. The prohibition of alternative-material cylinder blocks goes a long way to cover this also.

3.4.c. – A clarification that using rare inlet manifolds from limited-run models, or aftermarket copies of such inlet manifolds, is not permitted (e.g. Caterham Duratec inlet manifolds fitted to Ford or Mazda Duratec engines).

3.5. – Following positive feedback to a proposal to allow 1600cc turbocharged petrol engines to participate in road rallies, this Article has been rewritten to allow a greater variety of turbocharged vehicles eligible to participate in road rallies, in line with engine capacities of modern road cars. This comes with a transplant restriction, to prevent these engines from being fitted to older, lighter model and a restriction to two-wheel drive to prevent cars such as the Toyota GR Yaris being used.

3.6. – In the last thirty years, no road car manufacturer has offered a Rotary engine for sale which complies with Articles 3.1 – 3.5. All are either twin- or triple-rotor, and as such would be considered six- or nine-cylinder, and some are turbocharged. In order to avoid confusion, particularly with the rules concerning forced induction changing, it makes sense to clarify that such engines may not be used.

3.7. – This article was transcribed in an incomplete manner from the 2024 Yearbook and has been updated with reference to the relevant part of Chapter 13.

3.8. – Dog engagement transmissions enable drivers to approach junctions and corners at higher speed, brake more aggressively/late which is a safety risk to road users and spectators.

Throughout 2025, multiple instances have been observed where vehicles equipped with such transmissions have approached junctions at speeds considered reckless and well below the standard of driving expected and mandated for operation on public highways. Therefore, a prohibition on using dog-engagement gearboxes has been proposed by the Road Rally Working Group. The rest of the wording has been changed slightly for clarity.

4.1. – ‘Wheel and tyre sizes are free’ removed as a maximum wheel and tyre width relative to the diameter has been added at 4.2.

4.2. – A maximum wheel rim and tyre width, proportional to the wheel rim diameter, has been proposed by the Road Rally Working Group. We are aware that some vehicles have been modified with altered wheel arches to accommodate wider wheels. Wider wheels offer improved braking performance and corner speed which contributes to potentially unsafe driving on the open public highway, as identified above. Therefore, it has become necessary to mandate specific maximum wheel widths, rather than relying solely on the requirement that the wheels fit within the wheel arches.

4.3. – Standard, unmodified road cars which are fitted with larger wheels as standard should not be affected by the restrictions in 4.2.

4.6. and **4.7.** – These have been separated since the present 4.4. groups spiked tyres and spare wheels together.

4.8. – Scrutineers and organisers must have the right to mark or seal wheels to ensure additional wheels are not used, or tyres changed during an Event by outside assistance.

5.6. – Running on 24v presents a distinct advantage, and the Road Rally Working Group proposes to remove this possibility.

5.9. – Reversing lights which are not extinguished when the vehicle is travelling forwards are anti-social and a potential safety risk - it is also illegal.

6.7. – This has been amended, in line with Targa requirements, with the addition of seat belt cutter / window glass hammer. These are an easy and cost-effective safety upgrade for road rally competitors.

7. - No Endurance Road Rally has run in the last five years, with Targa Road Rallies effectively replacing this discipline, as detailed in the reason for **Ch.13 App.3 Art.11.**