

To: Road Rally Event Organisers / Clubs / Regional Associations / RLO's

3rd October 2025

Dear all,

In our last open letter to the Road Rally community on the 19th of March, Motorsport UK spelled out the significant risks facing the discipline if compliance with UK Government legislation, route authorisation, and the National Competition Rules (NCR) was not maintained.

The high-profile issues which occurred on two events in the first quarter of 2025, and gave cause for us to write that letter, were extremely concerning. However, we had hoped that these were isolated incidents, not representative of the attitude of the wider community, and that the requests made in that letter would be heeded.

It is alarming, then, that despite our clear warning as to the potential consequences, we have seen further, deeply troubling breaches of the NCR and general poor practice by organisers and competitors alike.

Despite our insistence that driving standards must improve, and the work done by many officials and organisers to promote adherence to the Road Traffic Act, we continue to receive concerns about events on the public highway.

The sport cannot exist without the cooperation and support of police authorities and residents. It is a real worry that the police are becoming increasingly concerned about poor driving standards and when necessary, have called clubs and Motorsport UK to meet with them to discuss serious incidents and complaints caused during events. Residents are also becoming alienated by poor driving standards and sub-standard PR work which has resulted in areas traditionally used in rallies for many years now being turned into blackspots.

We have received a large volume of correspondence regarding the increasing cost, if not outright impossibility in obtaining insurance cover for Road Rallies.

It is not a coincidence that the price of insurance has increased, while the number of insurers willing to offer cover for events with competition on the public highway has decreased, as the number of videos of competitors driving in a manner incompatible with general safety has increased.

Further compounding this challenge are events and organisers which fail to discharge even the most basic aspects of their responsibilities. Falsely reporting or failing to report incidents to Motorsport UK severely inhibits our ability to negotiate with insurers, and act to safeguard you as officials, volunteers and competitors.



The deterioration in standards that has been witnessed in 2025 has necessitated a number of changes to the sport.

In both the Moonbeam and JJ Brown National Court Inquiries, it was recommended that all Clerks of the Course and Senior Club Officials which manage events running on 'Rallying – Road Timed' permits should be provided support and training by Motorsport UK.

To this end, a licencing scheme for Clerks of the Course of **Rallying – Road Timed**, **Rallying – Road** and **Rallying - Navigation** permitted events will be introduced for 1st of January 2026. All events running on those permit types must have a licenced Clerk of the Course. Any Deputy Clerks of the Course must also possess the 'Clerk of the Course' licence. Assistant Clerks of the Course must possess the 'Assistant Clerk of the Course licence'.

The scheme will entail an online learning module and assessment specific to the discipline, to ensure all individuals responsible for the safe and compliant running of events with competition on the public highway are fully aware of their legal responsibilities. This online learning module will be available from end of October. Licence holders will be required to keep their knowledge levels topped up by participating in annual seminars.

Individuals who have served as Clerk of the Course, Deputy Clerk of the Course or Assistant Clerk of the Course on events run on those permit types since 1st January 2024 may, at the discretion of Motorsport UK, be invited to apply for their licence.

Motorsport UK will continue to assign Observers to events and will continue to undertake spot checks throughout 2026 to ensure compliance with the Motor Vehicles (Competition and Trials) Regulations (MVCTR) and NCR. Any breaches will be investigated appropriately.

For the sake of clarity, we can confirm that **Navigational Scatter**, **12 Car Navigational**, **Targa**, **Road Historic**, **Economy/Vintage/Veteran** and other **Exemption of Permit** events are **not** included in this scheme. However, organisers of these events are reminded that they have the same responsibility to comply with the MVCTR and NCR.

Further to the introduction of the Clerk of the Course licencing scheme, the Road Rallies Working Group has considered a number of changes to the safety, sporting and technical regulations governing Road Rallies. A consultation document detailing their findings and next steps will be circulated in the coming days, we strongly encourage you to provide constructive responses to this consultation.

Motorsport UK reiterate our commitment to the future of Road Rallying – we wish for the sport to continue for as long as possible, but it cannot be at any cost. Breaches of



legislation and regulation, together with continued disregard to driving standards will only serve to damage Road Rallying beyond repair and put all forms of Rallying in the UK at risk. Finding a balance is not always straightforward, but with your support and cooperation, it is entirely possible.

With Kind Regards,

Motorsport UK



Road Rallying – Frequently Asked Questions

1. Which permit types will require Clerks to be licensed moving forward?

All **Rallying – Road Timed**, **Rallying – Road** and **Rallying - Navigation** permitted events will require a licensed Clerk of the Course from 1st January 2026.

2. When will the assessment be made available?

The online learning module is to be made available by end of October via the Learning Hub which can be found on the Motorsport UK website.

3. I run a 12-car Rally – do I need to be a licensed Clerk of the Course?

No, **Navigational Scatter**, **12 Car Navigational**, **Targa**, **Road Historic**, **Economy/Vintage/Veteran** and other **Exemption of Permit** events are **not** included in this scheme.

4. How do I know if I qualify for this?

If you have run a **Rallying – Road Timed**, **Rallying – Road** or **Rallying – Navigation** event in the last 2 years, you will be invited to apply for this licence. New applicants must be nominated by a Club who organise Road Rallies, where they will begin with an Assistant Clerk of the Course licence.

5. The rumour mill tells me there are going to be some changes to the regulations for Road Rallies – is this true?

The Road Rally Working Group has met 4 times so far this year and have put forward a number of recommendations. Some of these relate to technical regulations, but their work has considered safety and how events are run just as much as the cars competing in them. These are in the process of being finalised via Rallies Committee and a formal consultation period will begin shortly. This consultation sheet will be available on the Motorsport UK website and via Clubs and Regional Associations.

6. There have been references recently to guidance being made available to help organisers – when will this be available?

A new Road Rally Organisers Guidance document will be available at the end of October. This is an evolution of the fantastic work undertaken by two of our valued RLOs and we hope will go a long way to sharing some brilliant best practice.