



## Bulletin 2025-6

### Rally Technical Rule Changes for 2025

1/13/2025

The following changes to the ARA Rally Technical Rules are effective immediately and in place in the published 2025 Rally Technical Rulebook.

#### Helmet Standard Additions

##### 1.1 Helmets

##### 1.1.1 Helmet Standards

Only helmets meeting one of the following standards will be accepted for competition in any performance rally and must be worn by all competitors when travelling on special stages:

- FIA Standards - 8860-2010, 8859-2015, 8860-2018, or 8859-2024
- Snell Foundation certification – SA 2015, EA 2016, SA 2020, or SA 2025.

For helmets with dual FIA/SA certification, the later expiration date shall take precedence.

**Rationale:** The FIA and Snell Foundation have both released new standards which have been added.

## Modification to Hans Tethers Rules

### 1.2.2 Tethers

Tethers for FIA Certified devices must be FIA approved ~~and be dated less than 5 years old~~. The Frontal Head Restraint system should be considered as an ensemble which involves the seat, the harnesses, the frontal head restraint unit, its tethers, and helmet. For more details, "Guide for the use of HANS in International Motor Sport" published by the FIA Institute for Motor Sport Safety, can be found on [www.fia.com](http://www.fia.com) under the heading FIA Sport – Regulations – Drivers' Equipment.

**Rationale:** It appears the previous rule was enacted based on incorrect information. This rolls back that change. It is still required by the manufactures for the tethers to be replaced after any crash and inspected frequently.

## Helmets Accessories

### 1.1.3 Helmet Modifications and Attachments

A helmet cannot be modified from its specification as designed. Drilling holes or attaching (permanent or temporary) non-homologated accessories is not permitted. Specifically, cameras may not be mounted to any part of the helmet, unless approved or homologated by the manufacture. Adding or modifying intercoms or audio systems is allowed as long as modifications to the structure or padding of the helmet is minimal.

Care shall be given to follow manufacturer instructions for any painting or decorating of a helmet.

**Rationale:** After advisement and review of available information, there is safety concern for cameras and other items attached to helmets increasing the applied forces and mechanisms for injury in crashes.

## Undergarment Clarification

### 1.3.3 Garments

Garments manufactured of synthetic materials (such as nylon, polyester, etc) are not permitted to be worn under the driving suits during competition, unless the material is flame-resistant. Undergarments meeting SFI Spec 3.3, FIA 8856-2000, or FIA 8856-2018 are recommended to be worn.

**Rationale:** The undergarments worn by crew has been raised as a concern. Synthetic materials can cause greater injuries in fires, while the appropriate materials would lessen or even nullify injuries.

## OEM Carbon Roofs Addition

### 2.2.12 Roofs

Movable metal sunroofs and/or roof panels must be fixed in the closed position. Sunroofs and/or roof panels of any other material must be replaced with metal of equivalent strength of the roof panel and must be fixed in the closed position by welding or steel fasteners.

OEM roof panels made of non-metallic material, such as carbon fiber, may be submitted to the ARA Technical Director for consideration. The panels will only be considered if originally offered on the year, make, and model by the OEM.

#### 4.1.2 Exterior Bodywork

b) Roof, A & B pillars must be metallic and retain factory profile. C pillars must retain factory profile. OEM roof panels made of non-metallic material, such as carbon fiber, may be submitted to the ARA Technical Director for consideration. The panels will only be considered if originally offered on the year, make, and model by the OEM manufacturer.

**Rationale:** Several new production vehicles are being built with OEM carbon roofs (such as the Corolla GR). Because these roofs go through rigorous testing and approval, they are permitted for competition.

## Adding Rear Windshield Banner Space

### 3.2.4 Windscreen Banner

The top 4 inches of the front windshield and rear window ~~windscreen~~ is reserved for use by ARA and/or its sponsors. No other advertising is permitted anywhere on the front windshield. Competitors have the option of installing a solid black background at the top of the windshield and back window. The sponsor's decal is installed over this background.

**Rationale:** As the series pursue new sponsors, additional space is necessary to allow promotion without changing the base visual package and create a burden to the competitors.

## Adding Regional Rally2/R5 Equivalency Cars

### 4.7 RC2 Class

4.7.1 Summary Vehicle conforming to FIA rules for the following vehicle categories are eligible to compete in the RC2 class:

- Group Rally2 (VRa2) and Group R5 (VR5)  
Vehicles conforming to the most current Appendix J, Art. 261
- Group R4 (VR4)  
Group R4 cars conforming to Appendix J 2018, Art. 260 Cars fitted with R4 Kit conforming to the most current Appendix J, Art. 260E
- Group NR4 over 2000cc (current N4)  
Group N cars conforming to Appendix J 2019, Art. 254
- S2000-Rally: 1.6T engine with a 28mm restrictor
  - Super 2000-Rally cars (conforming to Appendix J 2013, Art. 255A) fitted with a restrictor complying with Art. 255A-5.1.1-b except for the following points:
    - a) The maximum internal diameter of the restrictor is 28mm,
    - b) The external diameter of the restrictor at its narrowest point must be less than 34mm. The diameter must be maintained over a distance of 5mm to each side of the narrowest point.
  - The diameter of the turbo compressor restrictor may be revised by the FIA at any time without notice.
- S2000-Rally: 2.0 atmospheric  
Super 2000 cars (conforming to Appendix J 2013, Art. 254A)
- Regionally homologated vehicles with Rally2 or Group R5 equivalency may compete with special permission from the ARA Technical Director. Requests must be made via email.
  - Examples include Argentinian Maxi Cars or AP4 vehicles

**Rationale:** There have been several requests to bring in regionally homologated vehicles to the US and compete with Rally2 and R5 cars. The cars requested were developed to be cost effective alternatives to the international FIA cars.



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