



Bulletin 2026-11

Mid-Season Revisions

8/24/2026

The following changes to the ARA General Competition Rules, Rally Competition Rules, and Rally Technical Rules are effective immediately.

GCR Updates

2. Terminology

Parc Fermé

An area in which no repairs or ~~outside~~ assistance is possible, except in the cases expressly provided for by the Rally Regulations, the Event Supplementary Regulations or by special permission of the Steward(s) of the Event.

Rationale: clarification on the type of assistance (not) permitted.

4.9 Withdrawal

The withdrawal shall be made by ~~telephone or electronic means~~ use of the withdrawal form on the online notice board. An entrant or competitor accepted to take part in a competition who withdraws other than in the above manner or who does not take part in that competition but takes part in another on the same day may be held in breach of these GCRs.

Rationale: Clarify the withdrawal process utilizing the Sportity online notice board and align the rules with existing practice.

9.1 Right to Protest

- a) The right to protest lies with any entrant or competitor ~~or driver~~ who may consider himself/herself aggrieved by any decision, act or omission of a promoter, organizer, official, competitor, ~~driver~~ or other person connected with any competition in which he/she is or has been taking part, except that there shall be no right to protest against refusal of entry. Unless noted elsewhere, decisions by the Stewards may only be appealed.

Rationale: Clarify the protest process and align the rules with existing practice.

9.2 Submission of a Protest

When an entrant or competitor intends to protest, notice of intention to protest must be submitted, in writing, to the Steward(s). This must be accompanied by the stipulated protest fee. The protest itself

must be lodged within 48 hours of the posting. Every protest shall be in writing and signed by the person ~~competitor~~ making the protest. ~~It must be accompanied by the stipulated protest fee.~~ Unless otherwise decided by the Steward(s) of the Event for special reasons, the protest fee shall normally be forfeit if the protest is not upheld.

b) Notice of intent to protest shall be posted to the notice board by the Steward(s) when received.

Rationale: Clarify the protest process and align the rules with existing practice.

9.5 Protest Meetings

c) The protest meeting shall not be held sooner than 48 ~~24~~-hours after the notice of protest meeting is posted, except by agreement of all parties.

Rationale: Extend when a protest meeting can happen to allow for post-event travel and align the rules with existing practice.

10.1 Right of Appeal

- a) Any person (or body) shall have a right of appeal against a sentence or other decision pronounced on them by the Steward(s) or aggrieved by the actions of the Steward(s). They must however, under pain of forfeiture of their right to appeal, notify the Steward(s) in writing within 30 minutes of the announcement of their decision to appeal. (For the time limits within which appeals must be made and the method by which to appeal see GCRs 10.3 and 10.5).
- b) Notice of intent to appeal shall be posted to the notice board by the Steward(s) when received.

Rationale: a) is intended to broaden and assure that the right to appeal is available to people that may be affected by actions of the Stewards. b) is intended to align the rules with existing practice.

RCR Updates

4.9 Technical Zone

The purpose of a Technical Zone (TZ) is to ensure continued compliance with the technical rules throughout the rally route. The locations will be specified in the itinerary, Supplementary Regulations, or route book and may be combined with a Regroup Control. As in a Regrouping Control, the control area starts with a yellow Time Control sign, which is followed by a red Time Control sign, where check-in takes place, and ends with a beige End of Control sign or combined with another control, such as a Time Control releasing competition vehicles into Service.

Rationale: Expand the list of event documents where Technical Zones locations may be specified to match actual practice.

4.12.3 Assistance Forbidden

Except where specifically provided for elsewhere in the regulations, while the vehicles are subject to Parc Fermé rules, any repair, assistance or refueling is strictly forbidden, under penalty of exclusion. Engine compartments and trunks must remain closed, unless opening is directed by and supervised by an official. In case of safety concerns, such as a fire, crew still must obtain permission of an official to open those compartments.

The competition vehicles shall be subject to the Parc Fermé rules:

- a) from the moment they enter a starting area (if one exists) or a regrouping area, until they leave it;
- b) from the moment they enter or are checked into a control area until they leave it;
- c) ~~from the moment they enter a refueling zone until they leave it;~~
- d) ~~from the moment they reach the end of the rally until the time for lodging an inquiry as per GCR 8.2.c has expired and/or the Steward(s) have authorized the opening of the Parc Fermé.~~

Rationale: This clarifies what actions can be performed in Parc Ferme. Additionally, sections were removed that are now redundant.

4.14 Post-Event Impound

From the moment a crew reaches the end of the rally and until the time for lodging an inquiry as per GCR 8.2.c has expired and/or the Steward(s) have authorized the opening of the Impound, Competition vehicles are subject to Parc Fermé rules. Any repair, assistance or refueling is strictly forbidden, under penalty of exclusion.

- a) A crew is considered to be in Parc Ferme when they enter the final control of the event.
- b) Crews may remove series equipment, personal items (except helmets and frontal head restraints), or cameras from the competition vehicle when exiting the vehicle or under supervision of an official.
- c) As soon as each crew has parked their competition vehicle inside Parc Fermé, they must leave the Parc Fermé area. No crew or service crew may remain in the Parc Ferme area without permission of officials.

Rationale: This is intended to codify post-event impound practices that have been followed without clear supporting rules.

4.11 Parc Expose

4.11.3 The penalty for not attending a Parc Expose, on a non-competition day, shall be up to \$1,000 at the discretion of the organizer and will not be referred to the stewards.

Rationale: There was previously a penalty for being late to a Parc Expose, but not missing one. With more Parcs Expose taking place on non-competition days, this was a gap in the rules.

Exclusion by CoC Updates

2.3.2 Failure to Comply with Regulations

An entrant failing to comply with these regulations and/or with the event's Supplementary Regulations before the close of registration and technical inspection may be referred to the steward(s) for consideration under RCR 6.4 ~~excluded~~ by the Organizer as the result of an inquiry submitted according to GCR 8.2.a.

4.1.7 Marshal Instructions

Crews are obliged to follow the instructions of the marshal in charge of any controls. Failure to do so will ~~result in a penalty which may go as far as exclusion, at the discretion of~~ referred to the Steward(s) for consideration under RCR 6.4.8 by the organizer.

5.2.4 Presentation of Time Card

c) Any correction or amendment made to the time card will be referred to the steward(s) for consideration under RCR 6.4 by the Organizer, unless the correction or amendment has been approved by the Clerk of the Course, ~~unless such correction or amendment has been approved by the appropriate marshal or rally official.~~

5.2.5 Record of Passage Through All Controls

The absence of a time entry on the time card for each time control entered, or the failure to hand in the time card at each control, including the final control, will ~~result in exclusion~~ be referred to the steward(s) for consideration under RCR 6.4.7 by the Organizer.

5.12.9 Stopping Before Stop Control

Crews must not stop between the red Flying Finish sign and the Stop Control sign, unless physically obstructed from reaching the Stop Control sign, ~~on penalty of exclusion~~ violations will be referred to the steward(s) for consideration under RCR 6.4 by the Organizer.

5.12.10 Penalty For No Time Card Entry

If, through a fault of the crew, the time entry cannot be made, the following penalties shall be imposed:

- a) at the start: exclusion-violations will be referred to the steward(s) for consideration under RCR 6.4.7 by the Organizer
- b) at the Stop Control: 5-minute time penalty

6.9.1 Limitation on Practicing

Practicing in the area of any event shall be banned for a period of 90 days prior to each rally.
Violations must be referred to the Stewards for review under RCR 6.4. ~~The penalty is exclusion from all rallies held in that area.~~

Rationale: The intent of the following is to identify certain rules which currently force the CoC to exclude a crew and shift the consideration of these violations to the Steward(s).

RTR Updates

Add to 2.1 Definitions

Automatic transmission

A traditional passenger-vehicle based configuration, produced in a quantity of more than 2500 units, utilizing concentric epicyclic (planetary) gear sets and a hydrodynamic torque converter as the primary method of power coupling from the engine crankshaft to the transmission geartrain.

Rationale: Changes to the rules required defining an automatic transmission.

2.3.5.a.ii. Fire Extinguishers

4) The following are considered equivalent substitutes for one 10-B:C hand held extinguisher:

Minimum quantity of extinguishant:

- AFFF 2.4 liters
- FX G-TEC 2.0 kg
- Viro3 2.0 kg
- Novec 1230 2.0 kg
- 4Fire ~~2.0~~ 2.4 liters
- Ecolife Plus 2.4 litres
- FK5-1-12 2.0 kg

Rationale: Update for current extinguishants and minimum quantities in alignment with FIA.

Add to 4.1.7 Electronically Controlled or Actuated Components

Automatic transmissions may utilize aftermarket or standalone Transmission Control Units (TCUs). Manual gear selection via steering-wheel-mounted paddles or buttons is permitted for these transmissions.

Rationale: Several requests have been made by competitors to use alternative controllers for OEM-produced automatic transmissions.

4.4.5 Unibody

Unibody chassis must remain intact as manufactured without weight reductions. Mounting tabs and unnecessary brackets may be removed, but the major unibody structure must remain. Modifications to the unibody may be permitted only to the extent necessary to facilitate other modifications, as allowed by the regulations. Requests to modify the unibody must be submitted to the ARA Technical Director for consideration and noted in the Log Book if approved.

Examples of modifications that may be permitted

- a) Clearance for fuel cell mounting
- b) Modifications for transmissions or driveline components
- c) Clearance for suspension arms
- d) Modifications for spare tire mounting

Rationale: Clarify the situations where unibodies can be modified. This has been followed in practice but not clear in the rules.

4.4.8 Strut/Shock Towers

Strut/Shock towers may be raised upward no more than 3.5" in the axis of travel only. OEM tower walls must remain but may be modified only to the extent necessary to accept a coilover style strut.

Rationale: Some vehicles are not able to use a coilover due to space limitations. It has been decided to allow more flexibility for competitors to accept a coilover.

4.4.17 Valve Train Components

Valves ~~and valve spring retainers~~ must be OEM with respect to materials and dimensions. Camshafts ~~and valve springs, and valve spring retainers~~ are free.

Rationale: Aftermarket options for valve springs using the same material as OEM are becoming more difficult for some vehicles.

4.6.4 Unibody

Unibody chassis must remain intact as manufactured without weight reductions. Mounting tabs and unnecessary brackets may be removed, but the major unibody structure must remain. Modifications to the unibody may be permitted to facilitate other modifications as allowed by the regulations. Requests to modify the unibody must be submitted to the ARA Technical Director for consideration and noted in the Log Book if approved.

Examples of modifications that may be permitted

- a) Clearance for fuel cells
- b) Modifications for transmissions or driveline components
- c) Clearance for suspension arms
- d) Modifications for spare tire mounting

4.6.5 Chassis Modifications

Tunnels may be modified to accommodate improved exhaust clearance or other required components.

- a) Rear subframe must remain OEM. One suspension connection point only may be moved.
- b) Strut/Shock towers may be raised upward no more than 3.5" in the axis of travel only. OEM tower walls must remain but may be modified to accept a coilover style strut.
- c) Front door structure cannot be modified, although interior door cards are free.
- d) No modifications of the wheel tubs. Rolling the wheel arches is allowed, no flaring.

4.6.11 Engine Components

- a) Valves and ~~valve spring retainers~~ must be OEM with respect to materials and dimensions. Camshafts and valve springs, and valve spring retainers are free.

Rationale: Duplicate the permitted changes for L4WD in L2WD.

As of January 1, 2028, roll cages without windshield support braces will not be eligible for competition regardless of homologation status.



J.B. Niday
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