2026 BTRDA CLUBMAN'S RALLYCROSS CHAMPIONSHIP
Appendix 3
SuperModified Technical Regulations

5.3.1 INTRODUCTION

The following Technical Regulations are set out in accordance with the Motorsport UK specified format and it should be clearly understood that if the following texts do not clearly specify that you can make a modification you should work on the principle that you cannot.

The provision of evidence to determine eligibility is the responsibility of the entrant/driver.

5.3.1.a Class open to cars of rigid construction complying with FIA Super 1600, FIA Touring Car, plus two-wheel drive cars not eligible in Supercar but complying with the following regulations and having been homologated in Group N, A or B of FIA Appendix 'J' or in groups 1, 2, 3 or 4 of 1981FIA Appendix 'J' although homologation may have lapsed.
5.3.1.b Super Modified cars permitted, and class splits are;
i) SuperModified up to 1600cc
ii) SuperModified over 1601cc and up to 2100cc
iii) SuperModified over 2101cc
iv) Modified, as defined in the 2026 Modified Car regulations as published by the BTRDA.
5.3.1.c Series Production Cars, as defined by the 2026 Motorsport National Competition Rules may be permitted.
5.3.1.e Space framing of chassis is permitted but the vehicle must remain externally recognisable as the series production model and have a current, valid Rallycross Competition Car Logbook for a spaceframe vehicle. Motorsport UK National Competition Rules Ch.16B App.10 Art.1.2.8.
5.3.1.f deleted.

5.3.2 GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS

5.3.2.a Cars must comply with the Technical Regulations published by the Organisers for **The Championship** throughout official practice, qualifying heats and finals. (See SR.4.)
5.3.2.b All cars must comply fully with the current Motorsport UK National Competition Rules Ch.7, Ch.9 and Rallycross Technical Sections Ch.16B App.10 inclusive and these supplementary regulations.
5.3.2.c No approved modification may give rise to an unapproved one.
5.3.2.d The use of magnesium alloy sheet is not permitted. Titanium sheet may only be used for heat shields.

5.3.3 SAFETY REQUIREMENTS

5.3.3.a Minimum, all cars must comply fully with the 2026 Motorsport UK National Competition Rules Ch.7, Ch.9 and Ch.16B App.10 as appropriate. Double longitudinal door bars must be fitted to the driver's side of the roll cage in accordance with NCR Ch.7 App.13 diagrams number 21(g) or 21(h).
In addition:
5.3.3.b Roll over structure to Ch.16B App.10 Art.11.2A as a minimum is mandatory.
5.3.3.c Seats must comply with Ch.7 App.7 Art.2. As per the Motorsport UK National Competition Rules Section Ch.16B App.10 Art.12.8 it is mandatory for all seats to be FIA homologated. As per Ch.16B App.10 Art.12.9 FIA homologated seats manufactured to FIA Standard 8855-1999 may be used for up to two years beyond the expiration of the original homologation label validity. FIA homologated seats manufactured to FIA Standard 8862-2009 and FIA Standard 8855-2021 may be used until 31st December of the year stated on the label. The seat must be entirely mounted to one side of the vehicle's centreline.
5.3.3.d Race harnesses minimum requirement; complying with Ch.7 App.7 Art.5, Ch.7 App.7 Art.8.1 and Ch.7 App.7 Art.10. For clarity, harnesses must be a minimum of a six-point harness (Ch.7 App.7 Art.9.1). FIA homologated harnesses are strongly recommended. Harnesses which are homologated to FIA standard 8853-2016 may be used for up to five years after the year stated on the label as per Ch.7 App.7 Art.10.5.
5.3.3.e From a 'race ready' position with race harness fastened, the driver must be able to vacate the car in 10 seconds. Refer to Ch.7 App.2 Art.20.2.

5.3.3.f A fire extinguisher MUST be fitted; the minimum specification must be to current Motorsport UK Regulations (Ch.7 App.6 Art.1 or Ch.7 App.6 Art.3 minimum).
5.3.3.g Clothing and personal safety equipment as per Motorsport UK National Competition Rules Ch.16B App.8 Art.4.5a-e inclusive. For clarity. A crash helmet which complies with Ch.9 Art.5-9 inclusively and bearing an ASN approval sticker. The helmet must be of a standard listed in Ch.9 Art.7.1.a (for Motorsport UK National events). Flame-resistant balaclavas (Ch.9 Art.12.3) and flame-resistant gloves (Ch.9 Art.12.6) are mandatory. Flame-resistant socks, shoes and underwear are strongly recommended.
5.3.3.h If the engine/motor(s) is run with the drive engaged whilst the vehicle does not have any of the driven wheels in direct contact with the ground the vehicle must be securely supported on stands (not jacks) and:
a) a competent person must be in the driver's seat while the engine/motor(s) is running and
b) there must be a safe zone around the car with only essential personnel admitted while the engine/motor(s) is running and
c) each driver/entrant is responsible for controlling and managing the above obligations within their own paddock space and for briefing their own personnel on all matters of safe work practices.

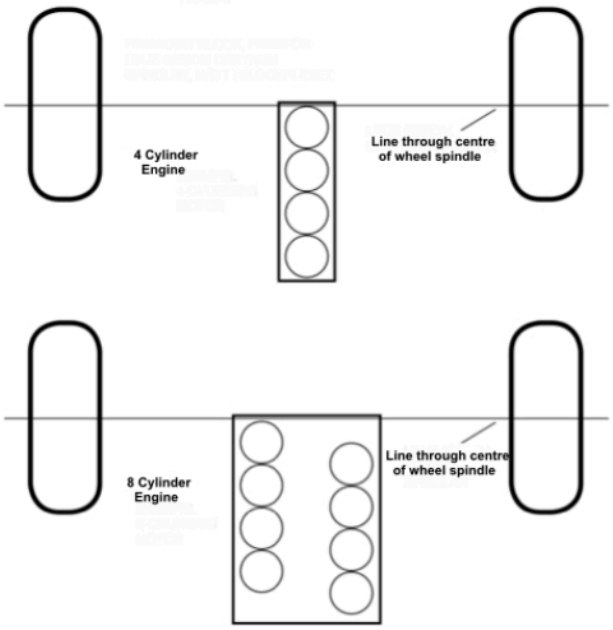
5.3.4 CHASSIS and BODYWORK

5.3.4.a If bumpers are removed, both must be removed, and all supports must also be removed. It is prohibited to reinforce the front apron.
5.3.4.b Have any under tray provided with drainage holes to prevent accumulation of liquids.
5.3.4.c Must have a windscreen as Ch.16B App.10 Art.2.5 and Ch.7 App.2 Art.22.8. All side and rear windows may be replaced with polycarbonate of minimum 4mm thickness.
5.3.4.d Have an operative windscreen wiper and washer system.
5.3.4.e A wire mesh stone guard adequately affixed to the bodywork and with a minimum matrix of 1in is permitted with any type of windscreen.
5.3.4.f When viewed from above wheels must be covered by rigid material at all times. The outside shape of the original coachwork must be retained except as concerns the wings.
5.3.4.g Have a bulkhead separating the cockpit from the engine compartment. It must retain its original material and place, measured in respect of the relevant standard car. Installing components up against or passing through this bulkhead is however permitted, providing it does not protrude into the cockpit more than 20cm (as measured perpendicularly to the bulkhead). This will be measured at the point of intrusion, and parallel to the ground. If this is to include the engine, the cam/valve cover may not extend further back than the forward most point of the windscreen aperture when viewed directly from above. For scrutineering purposes, a 13mm diameter hole must be drilled at the forward most point of the Screen aperture. Refer Ch.7 App.2 Art.6.1. Modification of the bulkhead beyond this is only permitted when converting a car from front wheel drive to rear wheel drive (see regulation 5.3.5.b in its entirety (including 5.3.5.b (i) to 5.3.5.b (iii)). In this case it is permitted to modify the bulkhead for the purpose of installing the engine and gearbox in North/South position for rear wheel drive. The bulkhead material must be the same or stronger than the material of the original car. The materials must be iron-based and must be welded to the bodywork to maintain the structural integrity of the bulkhead.
5.3.4.h Openings may be made in the bonnet or boot lid for ventilation, providing they do not make mechanical components visible.
5.3.4.i Bumpers, if fitted, must both be as originally fitted to the mass-produced vehicle. The supports must also be as originally fitted to the mass-produced vehicle. No reinforcing of bumpers or supports is permitted.
5.3.4.j Have internal bonnet locks removed and external positive locking fasteners fitted.
5.3.4.k Have towing eyes of adequate strength and size fitted front and rear. These should be painted a contrasting bright colour. Refer to Ch.16B App.10 Art.12.11.c.
5.3.4.l Be fitted with at least one mirror of minimum surface area 50sq.cm securely mounted and positioned to give a clear view to the rear. The edges of the mirror must be protected by a suitable cover to reduce the possibility of injury in event of an accident.
5.3.4.m Under no circumstances can any part of the bodywork or the suspended parts of the car be below a horizontal plane passing 40mm above the ground, the car being in normal race trim with the driver strapped into the seat
5.3.4.n Aerodynamic devices – general.
i) Homologated devices may be used provided competitors provide the FIA and/or Motorsport UK papers,
ii) Measurements will be taken as per FIA standards.
5.3.4.o Aerodynamic devices - Front

Material and shape are free but must:
i) Be made from a material that is not less than 2mm and not more than 5mm thick.
ii) Not protrude beyond the vertical projection of the front bumper of the homologated car.
iii) Be contained within the vertical plane passing through the axis of the front wheels and the horizontal plane passing through the lowest point of the door opening.
5.3.4.p Aerodynamic devices – Rear
Material and shape are free but must:
i) Be made from a material that is not less than 2mm and not more than 5mm thick.
ii) Must be contained entirely within the frontal projection of the car without its rear-view mirrors and within the plan of the car seen from above.
5.3.4.q At the start of each heat or race the car must be fitted with mud-flaps behind all four wheels extending to a minimum of 38mm either side of the tyre tread and to a maximum of 76mm above the ground the 2026 Motorsport UK National Competition Rules Ch.16B App.10 Art.9.1.
5.3.4.r Glass sunroofs MUST be replaced as per Motorsport UK National Competition Rules Ch.12 App.13 Art.11.8.
5.3.4.s When viewed from above wheels must be covered by rigid materials at all times. The outside shape of the original coachwork must be retained except as concerns the wings.

5.3.5 ENGINE

5.3.5.a. The engine is free, but the block must be that of a mass-produced engine from a vehicle manufacturer, although actual production may have lapsed, and must have the same number of cylinders as an engine originally fitted to a vehicle from the same manufacturer.
5.3.5.a (i) Specialist competition engines, as defined in the National Competition Rules Ch.1 App.1 are also permitted (Ch.16B App.10 Art.3.2 refers).
5.3.5.a (ii) Motorcycle derived engines from any manufacturer are not allowed.
5.3.5.b The engine must be located within the original engine compartment, however it must comply with 5.3.5.b (i) and 5.3.5.b (ii).
5.3.5.b (i) Front wheel drive engine position is free once it is within the original compartment.
5.3.5.b (ii) For cars being converted from front wheel drive to rear wheel drive the engine may be moved backwards, but the front edge of the engine block (measured at the outer edge of the gasket) must be in front of a line through the front wheel spindles. See drawing below.



5.3.5.c Twin-engine configurations are not permitted unless mass produced in that form.
5.3.5.d If not on a return system the must have catch tanks fitted.

5.3.5.e Have any oil tank, which is, situated outside the chassis or main structure of the vehicle suitably covered with a protective coating (e.g. GRP).
5.5.5.f Supercharged or turbocharged cars must not be equipped with any device which allows the boost pressure, or the electronic management system controlling the boost pressure, to be adjusted by the driver whilst in a seated position (for avoidance of doubt, this is when seated in the driver's seat with harnesses fastened) (except the throttle pedal). For clarity, a driver must not be able to alter the boost pressure whilst the vehicle is in motion, except for through the use of the throttle pedal.
5.5.5.g Cars with forced induction will be subject to a coefficient of 1.7:1 as per current Motorsport UK National Competition Rules Ch.7 App.2 Art.8.2.

5.3.6 TRANSMISSION

5.3.6.a Transmission is free other than as below.
5.3.6 b The clutch and its control are free, but automatic operation of the clutch is prohibited, unless fitted by the manufacturer to that body style. The clutch must be operated by the driver's feet, unless an alternative method of operation is fitted by the manufacturer to that body style.
5.3.6.c Gear selection mechanism must be mechanically operated. Electronic, hydraulic or pneumatic mechanisms are prohibited, unless fitted by the manufacturer to that body style.
5.3.6.d The final drive assembly, differentials, propshafts and driveshafts are free.
5.3.6.e Electronically controlled systems are prohibited.

5.3.7 SUSPENSION and STEERING

5.3.7.a Suspension is free other than as below.
5.3.7.b Active suspension and any system which allows control of the spring flexibility, shock absorption or trim height when the car is moving, are prohibited.
5.3.7.c Have steering column locks rendered inoperative.

5.3.8 BRAKES

5.3.8.a Brakes are free other than as below.
5.3.8.b An effective handbrake is obligatory. The handbrake may be modified for fly-off operation. There must be at least two hydraulic systems so that, in the event of failure of one system braking is maintained on at least two wheels (not on the same side).
5.3.8.c The braking system on all vehicles must be capable of demonstrating its efficiency without impairing the driver's control when tested immediately prior to an event.
It must be possible under all conditions, running or stationary, for 25% minimum braking effort to be applied by the driver through the braking system to each axle.
5.3.8.d Brake balance adjusters must not be capable of adjustment during running if they contravene (b). It must comply with Motorsport UK National Competition Rules Ch.16B App.10 Art.8.3 and Ch.16B App.10 Art.8.4.
5.3.8.e Anti-lock devices are prohibited.
5.3.8.f Brake discs must be of ferrous material.

5.3.9 WHEELS

5.3.9.a Have maximum wheel width on all cars of 25cm (wheel width = flange + rim + tyre).
5.3.9.b Have all nuts securing road wheels, excepting those of centre-lock type, of steel and in thread contact over a minimum length of 1.5 bolt/stud diameters reference Ch.16B App.10 Art.9.2. Extended or composite wheel bolts/studs are prohibited. Safety wheel nuts to prevent wheels pulling over the standard nuts are strongly recommended.

5.3.10 TYRES

5.3.10a Tyres are free for 2026 subject to 5.3.9.a above, subject to Championship regulations. It is expected that a regulated MRF tyre will be enforced from 2027.
5.3.10.b Hand-cutting is permitted but only for the purpose of introducing additional grooves no deeper than those moulded into a new tyre. Hand cutting in order to increase the depth of existing moulded grooves is prohibited.

5.3.11 ELECTRICS

5.3.11.a All lights may be removed.
5.3.11.b Two high-level brake lights MUST be fitted to the inside of the rear window in accordance with the Motorsport UK Ch.16B App.10 Art.7.3.
5.3.11.c Generators are optional but the self-starter system must be operable at all times.
5.3.11.d Be equipped with an ignition cut-off switch having positive ON–OFF position clearly marked, and which must be operable by the driver when normally seated with seat belts secured. It must also isolate electric fuel pumps.
5.3.11.e Have any forward-facing lamps of more than 32sq.cm surface area adequately protected in case of glass breakage.
5.3.11.f A red rear warning light complying with current Motorsport UK National Competition Rules Ch.7 App.5 Art.6 must be fitted.
5.3.11.g As per regulation 5.5.5.f.

5.3.12 WEIGHT

5.3.12.a The minimum weight for all vehicles including driver wearing full race apparel is: 900kg
5.3.12.b Any ballast needed MUST be mounted as per Ch.7 App.2 Art.19.2.
5.3.12.c The BTRDA Rallycross committee reserves the right to equalise performance by altering specific vehicle weights. A maximum of 30kg may be added at any time. Where this regulation is enforced the weight established will be published in a Championship Bulletin issued prior to the next event.

5.3.13 FUEL TANK and FUEL

5.3.13.a All the fuel pumps must operate only when the engine is running, or during the starting process. Be equipped with an effective method of stopping the full supply that can be operated by the driver when normally seated with seat belts secured
5.3.13.b Only permitted fuel, as defined in 2026 Motorsport UK National Competition Rules Ch.1 App.1 and Ch.8 App.1 Art.1.7.a and Ch.8 App.1 Art.1.7.b, may be used. For clarity, this includes the use of Carless Superplus or Carless Turbo Ultimate Dev2 as supplied by Vital Equipment. Other Vital Equipment fuels are not permitted unless included in Ch.1 App.1 or Ch.8 App.1 Art 1.7a and Ch.8 App.1 Art.1.8.b.
5.5.13.c The fuel pump, filter and fuel lines are free.
5.5.13.d Cold start systems may be disconnected or removed.
5.5.13.e The original fuel tank may be replaced by another provided it is located in the original location
5.5.13.f If the fuel tank is located inside the car, a safety, currently FIA homologated, FT3 type must be fitted if the standard tank is not used.
5.5.13.g An alloy fuel tank, maximum capacity 5 litres, fitted with fuel tank foam may be fitted inside the engine compartment.
5.5.13.h Should the fuel tank be installed in the boot and the rear seats removed, a fireproof and liquid-proof bulkhead must separate the cockpit from the fuel tank.
5.5.13.i The tanks must be protected effectively and securely attached to the shell or the chassis of the car.
5.5.13.j The use of safety foam in tanks is recommended.
5.5.13.k Have sufficient fuel for a fuel test present at any time during the meeting to comply with the fuel sampling requirements as laid down in the Motorsport UK National Competition Rules Ch.3 App.0 Art.12 Procedure for fuel testing.

5.3.14 EXHAUST and SILENCING

5.3.14.a Exhausts systems must comply with current Motorsport UK National Competition Rules Ch.7 App.8 Art.1 and Ch.7 App.8 Art.2.
5.3.14.b All cars MUST adhere with a 100db limit. Failure to comply to this rule will mean an immediate black flag from any practice, heat or final and could result in exclusion from the meeting/event.

5.3.15 TELEMTRY / VOICE COMMUNICATIONS

5.3.15.a Any form of wireless data transmission between the vehicle and any person and/or equipment (other than that required by the timekeepers) is prohibited while the car is on the track. Pit to car radio by any means, including the use of mobile phones, whilst on track is not permitted.

5.3.15.b Data transmission through a temporary physical connection is allowed in the paddock only.

5.4 ELIGIBILITY

The event organisers, and/or the Championship eligibility scrutineer / his representative reserve the right to make random eligibility checks and subsequently seal any parts for later inspection at any Championship round. Any components which are sealed, at any point in the Championship, will be checked within 30 days of the final round (subject to any extenuating circumstances which may result in a deadline extension being sought from Motorsport UK). All eligibility testing costs are borne by the competitor. It is a condition of entering the Championship that the competitor will submit any component and/or for sealing and later inspection when requested to do so.