2026 BTRDA CLUBMAN'S RALLYCROSS CHAMPIONSHIP
Appendix 5
Junior Rallycross Technical Regulations

INTRODUCTION

All cars must comply fully with the current Motorsport UK National Competition Rules [NCR] Ch.7, Ch.9 and Rallycross Technical Sections Ch.16B App.10 inclusive and these supplementary regulations.

It should be clearly understood that unless a modification or removal/change of an item is specifically permitted by these regulations, that any modification or removal/change or repositioning of an item is prohibited. The provision of evidence to determine eligibility is the responsibility of the entrant/driver.
The term **'make'** refers to the manufacturer of the vehicle.
The term **'model'** refers to the product ONLY. It does not refer to the model variants, trim level or specification.
As per the Motorsport UK NCR, the term **standard** implies that the specification, features, location and method of operation of a part are as supplied when new by the motor manufacturer for the model and date of car as shown on the entry form.
Eligibility reference for any parts or assemblies is by reference to manufacturer's official publications, the relevant Haynes manuals, the Manufacturers original repair manual and Autodata Workshop Application ONLY.

7.1. The only category of vehicle permitted in Junior Rallycross events, are those complying with the following (as approved by the Motorsport UK):
7.1.1. Be a Series Production Car, front or rear wheel drive complying with the provisions of the current Motorsport UK National Competition Rules Ch.7, Ch.9 and Rallycross Technical Sections Ch.16B App.10 and Ch.16B App.10 Art.13 inclusive and these supplementary regulations. Production cars are 2-wheel drive four-seater hatchbacks that must meet the definition of a series production car. The Junior Rallycross Class is for hatchback cars that are or have been available on general sale to the public in the UK and are at least 3 years old. Competitors must be able to produce proof of date of registration and production upon request. Forced induction and turbo charging is prohibited.
7.1.2. Be specifically authorised by Motorsport UK by issue of a Junior Rallycross vehicle passport. The vehicle may not be used in competition until the Junior Rallycross vehicle passport has been validated by Motorsport UK and returned to the vehicle owner.
7.1.3. The engine must be naturally aspirated and must not have a capacity exceeding 1400cc.
Suggested cars include: Ford KA, Rover Mini, Suzuki Swift, Nissan Micra, Renault Clio, Toyota Starlet.
7.1.4. The cylinder head and block must remain as originally supplied by the Manufacturer as a Standard Part for that model.
7.1.5. Where the car is fitted as standard with an ECU then that ECU must remain fitted and as specified by the Championship Regulations.
7.1.6. The engine cooling system must remain standard to the vehicle.
7.1.7. Induction systems, inlet manifolds and exhaust systems must remain standard to the vehicle. Performance air filters and exhaust back boxes are permitted (Ch.7 App.8 Art.3 applies).
7.1.8. At any time, Motorsport UK may impose further restrictions to limit engine performance.
7.1.9. The silhouette of the vehicle must not be altered.
7.1.10. The body shell must be of the vehicle manufacturers specifications and minimum thickness with the exception of rear wings/rear quarter panels and removable parts and panels, which may be of alternative materials. Seam welding, and localised gussets/reinforcement is permitted.
7.1.11. The dashboard is to remain as standard, in the original position and the standard instruments retained and operable.
7.1.12. All other interior trim must be removed including carpets, roof lining and passenger seats. Interior door panels may be replaced with an alternate nonflammable material.
7.1.13.(a) All window glass to be replaced with polycarbonate as per Motorsport UK National Competition Rules Ch.16B App.10 Art.13.1n and Ch.7 App.2 Art.22.8 applies (thickness not less than 4mm).
7.1.13(b) Consideration must be given to driver's compartment ventilation and for this purpose it is permitted to cut a maximum of four, 50mm holes in each of the rear side and tailgate windows. A vent hole may be added to the

driver's door window large enough to accept the driver's arm then window webbing must be fitted. An operative windscreen wiper/washer system is required.
7.1.14. Glass sunroofs are not permitted. Sunroofs may be of a non-shattering solid rigid material other than glass. Any sunroof must be firmly secured in the closed position. The sunroof aperture may be closed by solid metallic material permanently fitted in place. Ch.16B App.10 Art.13.1o applies.
7.1.15. An interior rear-view mirror must be fitted to the vehicle.
7.1.16. All vehicles must have substantial underbody protection covering any area of both the fuel tank and engine sump exposed to running damage.
7.1.17. The handbrake system is to remain as standard.
7.1.17.a A rear brake limiting valve is permitted, fitted in the handbrake area of the vehicle.
7.1.18. 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.
7.1.19. Wheels must be of the standard production size and material applicable to the vehicle.
7.1.20. The steering column is to remain as standard (Motorsport UK Ch.16B App.10 Art.12.11.b applies). The steering wheel and mounting hub are free.
7.1.21. The standard gearbox applicable to the vehicle used is mandatory. No other parts are permitted. Straight cut gears or gearbox conversions are not permitted.
7.1.22. Limited slip differentials are not permitted.
7.1.23. A competition clutch is permitted.
7.1.24. The original method of suspension operation must be retained and utilise the mounting points as provided by the manufacturer. Shock absorbers and coil springs may be uprated and adjustable.

7. SAFETY

7.1.23. In addition to the requirements of Ch.7, and Ch.16B App.10 Art.11 and Ch.16B App.10 Art.12
7.1.23.1. Double longitudinal door bars must be fitted to the driver's side of the roll cage in accordance with Ch.7 App.13 diagrams number 21(g) or 21(h).
7.1.23.2. Fire Extinguisher in accordance with Ch.7 App.6 Art.1.
7.1.23.3. 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.
7.1.23.4. FIA homologated 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). 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.
7.1.23.5. An ignition cut-off switch having positive on / off positions clearly marked, must be fitted in a position to be operable by the driver when normally seated. It must also isolate the fuel pump. A spark proof master cut-off switch must be fitted externally wither at the rear of the car, or below windscreen and be readily accessible whatever the attitude of the vehicle following an accident. The switch must be clearly marked with a red spark on a white edged blue triangle and On / Off positions clearly marked. Refer to Section Ch.7 App.5. Art.5
7.1.24. Both front and rear bulkheads **MUST** be effectively fire proofed, so as to seal off the driver's compartment from fire within the engine compartment and boot. Refer to Ch.7 App.2 Art.6.1.
7.1.25. Vehicles must be equipped with a positive method of throttle closing in the event of a linkage failure, by means of an external spring to the throttle spindle. A secondary throttle return spring is strongly recommended. (Providing this system was originally fitted by the manufacturer)
7.1.26. A crash helmet to Motorsport UK Requirements with appropriate approval stickers attached should be worn at all times during training, practice and racing. Refer to Ch9 Art 5.1.
7.1.27. Clothing whilst driving must cover the arms and be fastened at the neck. Clean fire-resistant overalls in accordance with Ch 9 Art 3.1 and Ch9 Art 3.3. Flame resistant gloves, balaclavas and underwear are mandatory. Plastic shoes (such as trainers) are prohibited.
7.1.28. Where the driver's body or crash helmet could come into contact with the safety cage, FIA approved padding must be fitted for protection
7.1.29. Deleted.

7.1.30 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.
7.1.31 From a 'race ready' position with seat belts fastened, the driver must be able to vacate the car in 10 seconds. Refer to Ch.7 App.2 Art.20.2.

8. CHASSIS AND BODYWORK

8.1 The body shell must be of the vehicle manufacturers specifications and minimum thickness with the exception of rear wings/rear quarter panels and removable parts and panels, which may be of alternative materials. Seam welding, and localised gussets/reinforcement is permitted.
8.1.2 Head lamp blanks and sump guards are mandatory.
8.1.3 Windscreen washers are free but must be in working order.
8.1.4 Throttle, Brake and Clutch pedal pads are free.
8.1.5 The exhaust manifold and system must be original (see National Competition Rules Ch.7 App.8 Art.1).
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.
8.1.6 Engine mountings may be uprated.
8.1.7 Gear lever, mounting, cables and fittings must remain as standard.

9. ELECTRICAL EQUIPMENT

9.1. A red rear warning light complying with current Motorsport UK National Competition Rules Ch.7 App.5 Art.6 must be fitted.
9.1.1. The original lighting wiring loom must be retained. It may be removed from its original location providing it is neatly and securely attached to the body shell.
9.1.2 The standard battery may be replaced but the standard battery position is mandatory. The battery earth lead must be coloured yellow. Battery terminals must be covered with insulating material. Insulating tape will not be permitted. Battery must be securely mounted to the vehicle.
9.1.3 A fully working standard alternator must be fitted and electrically connected so that the standard battery charging function is providing to the onboard battery at all times when the engine is running.

10. WEIGHTS

10.1 For 5 Nations Junior Rallycross cars -minimum weight of car including driver must not be less than 1055kg. In addition, the minimum weight of car excluding driver must not be less than 960kg. Any ballast required must be placed on the floor in the front passenger seat area.
The minimum weight for Suzuki Swifts in the BTRDA Championship is 950kg including driver in full racing apparel. All other vehicles complying with BTRDA regulations only must be of a minimum weight of 950kg including driver in full racing apparel.
10.2 Any ballast needed MUST be mounted as per Ch.7 App.2 Art.19.2.
10.3 The BTRDA Rallycross committee reserve 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.

11 TYRES

11.1 Standard alloy or steel wheels must be used, with a standard offset.
11.2 Tyres must be road legal and thread MUST not be scrubbed/machined in any way. 'Road legal' refers to the condition of the tyres, thus meaning that when on track the tyres must meet MOT standards regarding tread depth and condition.

11.4 The controlled tyre manufacturer will be MRF Tyres. The **only** permitted tyre for use is the MRF branded MRF 'ZTR' RX tyre. Tyres must be purchased from Waltham Services – these tyres will be stamped to prove place of purchase and this will be monitored. Non-compliance will be considered a breach of the technical regulations.
11.5 In the event that MRF are unable to supply the required tyres across the entire category, competitors may be notified via Championship bulletin of an alternate tyre for use for the duration of the shortage only.

12. FUEL / FUEL TANK

12.1. The standard fuel tank MUST be retained in the original position. It is not permitted to modify fuel tank in any way. Fuel lines are free, and consideration should be given to the route taken and materials used to minimize any likely damage and reduce the danger of fire. Fuel filter is free.
12.2 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, may be used.
12.3 No fuel additives are permitted.
12.4 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.

13. TELEMTRY / VOICE COMMUNICATIONS

13.1 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.
13.2 Data transmission through a temporary physical connection is allowed in the paddock only.

14. ELIGIBILITY CHECKS

14.1.a All cars **MUST** have the following studs, nuts and bolts drilled to enable seals to be affixed. Drillings must be of at least 3mm diameter. Failure to have the following drilled is deemed to be a breach of vehicle eligibility:
(i) at least two adjacent rocker cover fastenings so it is impossible to remove the head without disturbing the seals; and
(ii) at least two adjacent bolts connecting the gearbox to the engine block, so it is impossible to separate the gearbox from the engine without disturbing the seals.
(iii) Sealing points should be available so that it is impossible to open / remove / change any part of the gearbox without disturbing the seals.
14.1.b 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.

15. MOTOSPORT UK RACE WITH RESPECT

By registering for the Championship, all competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code.

Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion and referral to Motorsport UK.

It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Championship Coordinator and/or

Safeguarding Officer who will also relay the report to Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at: www.motorsportuk.org/resource-centre by selecting Policies and Guidelines.