2026 BTRDA CLUBMAN'S RALLYCROSS CHAMPIONSHIP
Appendix 7
Modified Technical Regulations

1.1.1 INTRODUCTION

The following Technical Regulations are set out in accordance with the Motorsport UK specified format. 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.

Modified cars open to cars of rigid construction that are 2-wheel drive, front wheel drive, two or four-seater cars that must that comply with these regulations in their entirety. Space framing of chassis in any way is not permitted

The Modified cars permitted are: Modified cars with engine capacities of up to 2050cc (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).
To clarify all cars must have a maximum capacity of 2050cc. This will allow vehicles with engine capacity up to 1200cc with forced induction and cars up to 2050cc without forced induction.

Any vehicles affected by any changes made by the organisers will be notified at the earliest opportunity. The Championship Organiser reserves the right to adjust regulations &/or car specification including power, weight, ride heart and rpm limit specifications in the interest of equalizing competitiveness between models at any time during the championship.

1.1.2 GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS

1.1.2.a Cars must comply with the Technical Regulations published by the Organisers for the event throughout official practice, qualifying heats and finals.

1.1.2.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.

1.1.2.c No approved modification may give rise to an unapproved one.

1.1.2.d The use of magnesium alloy sheet is not permitted. Titanium sheet may only be used for heat shields.

1.1.3 SAFETY REQUIREMENTS

1.1.3.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 Ch.7 App.13 diagrams number 21(g) or 21(h).
In addition:

1.1.3.b Roll over structure to Ch.16B App.10 Art.11.2A as a minimum is mandatory.

1.1.3.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.

1.1.3.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.

1.1.3.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.

1.1.3.f A fire extinguisher MUST be fitted; the minimum specification must be to current Motorsport UK Rules (Ch.7 App.6 Art.1 or Ch.7 App.6 Art.3 minimum).

1.1.3.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.

1.1.3.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.

1.1.4 CHASSIS and BODYWORK

1.1.4.a The body shell MAY NOT be strengthened except for the following:

i) The fitting of the roll cage

ii) The reinforcing of the standard suspension mounting points may NOT extend to more than a radius of 100mm from the center of the suspension point.

iii) To prolong the life of the body shell it is permitted to carry out seam welding.

1.1.4.b The exterior of the car MUST remain as standard with the exception of the following items: bonnet, doors, boot lid and wings which **CAN** be replaced with a lighter material but must be of the same thickness as the original. It is permitted to fit guards to engine sump and fuel tank. Any guards may protect but NOT strengthen. It is NOT permitted to reinforce the bumpers or their mountings.

1.1.4.c Glass sunroofs MUST be replaced as per Motorsport UK National Competition Rules Ch.12 App.13 Art.11.8.

1.1.4.d 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.

1.1.4.e The interior of the car MUST have the roof lining, carpets and all the seats, apart from the drivers, removed. It is also required that any audio equipment, spare wheel, tools and standard seat belts be removed. It is permitted to remove the door trim panels and the window regulators (the windows must then be fixed to prevent them opening). It is recommended that trim panels are replaced by aluminum or Kevlar panels.

1.1.4.f An interior mirror of a minimum of 50 sq. cm. MUST be fitted. The original dashboard MUST be retained although instruments may be replaced. Dashboard may be modified to allow fitment of roll cage.

1.1.4.g Racing type bonnet and boot lid clips can be used

1.1.4.h The bonnet may have second skins and bracing removed.

1.1.4.i Front and rear bumpers MUST remain as standard, although it is permitted to remove any trim. In addition, it is prohibited to fit any additional reinforcement within, or behind, the bumpers

1.1.4.j 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.

1.1.4.k 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.

1.1.5 ENGINE and GEARBOX

1.1.5.a The engine and gearbox must be as originally fitted as original equipment to the make and model of car and be in the original location. The car can ONLY have forced induction fitted if it was originally fitted to the specific engine for the make and model of vehicle being used.

1.1.5.b Pistons must be unmodified standard production or approved replacement pistons subject to a maximum oversize of +0.5mm. (even if this increases the capacity beyond 1400/1600/2000) Competition pistons are prohibited. Stroke must comply with Manufacturer's original specification. Material may be removed from the skirt area only for balancing purposes. In this case ONE piston must remain unmodified.

1.1.5.c Lightening of crankshaft or con rods is prohibited. Balancing may be carried out by pin drilling only.

1.1.5.d Camshaft may be modified. Original timing gear must be used. Offset keys or adjustable vernier drives may not be used, unless fitted to the original engine.

1.1.5.e Cylinder head must be standard as originally fitted to the type of engine used. No gas flowing or polishing is allowed. The original terrain must be visible in the inlet & exhaust ports and in combustion chambers. Heads may be skimmed for maintenance purposes only and may not be less than Manufacturer's minimum dimension.

1.1.5.f Competition flywheels are not permitted. The standard unit may not be lightened or machined.

1.1.5.g It is permitted to baffle the standard sump and modify the oil pick up pipe. Dry sumping is not allowed.

1.1.5.h It is permitted to fit an oil cooler within the engine compartment.

1.1.5.i It is permitted to remove/replace the original air filter and filter housing with a performance filter or induction kit. Where engine breather pipes cannot be refitted to the induction system, breather pipes must go to a breather catch tank of adequate size. It is permitted to change carburetor jets or injectors.

1.1.5.j It is NOT permitted to modify the inlet manifold system including the throttle mechanism, carburetor, fuel pressure regulators, and throttle body apart from fitting an additional external throttle spring

1.1.5.k The ignition, engine management system and wiring **CAN** be replaced with an aftermarket option, stand-alone engine management CAN be fitted. Rev. limiters may be fitted or removed. Spark plugs and ignition leads are free. It is NOT permitted to add additional ignition systems. The ignition system must not perform any functions not intended by the manufacturer. 3D Management systems are not permitted.

1.1.5.l All water radiator and hoses are free, but the original radiator location MUST be retained. Heater may be removed, and pipe work blanked off or linked together in the engine compartment.

1.1.6 TRANSMISSION.

1.1.6.a The standard gearbox casing and all internals MUST be retained. Gear ratios & final drive ratios must be the same as originally supplied for that make and model of car.

1.1.6.b Torque bias and limited slip differentials ARE permitted.

1.1.6.c All forms of traction control are prohibited.

- All sensors on the wheels, drive shafts and differential are prohibited.
- In order to measure the speed of the car, a single sensor on one driven wheel may be used.
- Whatever their positions, optical sensors for measuring the speed of the vehicle are prohibited.

1.1.6.d Upgraded drive shafts **ARE** permitted

1.1.6.e The clutch drive plate and cover may be up rated by a standard pattern type. It must fit without any modification to the flywheel. Friction material is free providing it is to the original configuration.

1.1.6.f The standard gear change mechanism must be retained, except after-market "turret" type quick change kits may be used provided all other parts remain standard.

1.1.7 SUSPENSION and STEERING.

1.1.7.a It is permitted to fit non-standard shock absorbers and springs provided that they mount onto the body at the standard suspension mounting points. Multi-adjustable and/or remote reservoir types **ARE** allowed

1.1.7.b The ride height may be altered. Adjustable spring platforms are permitted

1.1.7.c It is permitted to fit up rated bushes to the suspension, rose type joints **ARE** permitted

1.1.7.d It is permitted to fit, remove or up rate anti-roll bars, rose type joints **ARE** permitted

1.1.7.e Camber must at all times be no more than 3 degree more or less than the original manufacturers specified figure. Competitors must be able to provide manufacturers data to prove the original camber of their car.

1.1.7.f Strut braces are permitted, and their design and material are free, but they must not connect to any part of the front bulkhead.

1.1.7.g The steering lock must be removed.

1.1.8 BRAKES

1.1.8.a The standard braking system must be retained. Friction material is free. Standard pattern aftermarket ferrous discs and drums may be used. It is not permitted to use cross-drilled or grooved brake discs/drums, EXCEPT where fitted as standard. Brake lines may be re-routed. It is recommended that flexible braided brake lines be installed. It is permitted to replace/add a brake pressure limiting valve. Any such valve must not be able to be adjusted by the driver while driving the car. It must comply with Motorsport UK National Competition Rules Ch.16B App.10 Art.8.3 and Ch.16B App.10 Art.8.4.

1.1.8.b It is permitted to remove or deform brake back plates and add additional ducting to aid brake cooling.

1.1.8.c ABS Braking systems must be removed

1.1.8.d Handbrakes systems are free and Hydraulic systems are permitted including the fitting of a vertical handbrake

1.1.9 WHEELS

1.1.9.a **Wheels MUST retain standard diameter for the make and model of the vehicle and offset and be of rim width of 5.5", unless the standard rim width of the model is greater. Nonstandard wheels may be fitted but standard diameter and offset must be retained.**

1.1.9.b Where a control tyre of correct dimension is not made, the organisers may, at their discretion authorise a wheel with a different diameter and/or width.

1.1.9.c 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 permitted. Safety wheel nuts to prevent wheels pulling over the standard nuts are strongly recommended.

1.1.9.d Wheel spacers are prohibited.

1.1.10 TYRES

1.1.10.a 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 2026.

1.1.10.b The use of tyre heating/heat retention devices, tyre treatments and compounds are prohibited.

1.1.10.c All the manufacturer's data must be clearly visible. Buffing of the sidewalls to remove data is prohibited.

1.1.10.d No alteration to the tyre from the Manufacturer's specification is permitted. Re-cutting, re-grooving or in any way modifying the tread pattern is not permitted. All the manufacturer's data must be clearly visible. Buffing of the sidewalls to remove data is prohibited.

1.1.10.e 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.

1.1.11 ELECTRICS

1.1.11.a Only one battery may be fitted. The type of battery is free, but it must be sealed and can be located anywhere within the vehicle in accordance with Ch.7 App.5 Art.1.

1.1.11.b The battery must be capable of repeatedly starting the engine at any time when requested.

1.1.11.c It is recommended that all lights are removed, and similar shaped covers are fitted to the resulting holes.

1.1.11.d Two high-level brake lights MUST be fitted to the inside of the rear window in accordance with the Motorsport UK rules Ch.16B App.10 Art.7.3.

1.1.11.e A red rear warning light complying with current Motorsport UK National Competition Rules Ch.7 App.5 Art.6 must be fitted.

1.1.11.f Both charging and starting circuits must be as standard and function efficiently.

1.1.11.g All forms of data logging are banned.

1.1.11.h All switches must remain within dashboard area but may be replaced for suitable aftermarket items, (NOTE: no switches may be moved to other locations e.g. floor panels)

1.1.12 EXHAUST and SILENCING

1.1.12.a The exhaust system is free, but it MUST exit from the rear of the car.

1.1.12.b Exhausts systems must comply with current Motorsport UK National Competition Rules Ch.7 App.8 Art.1 and Ch.7 App.8 Art.2.

1.1.12.c Exhaust gas re-circulatory systems may be removed.

1.1.12.d Exhaust manifold must remain a complete component

1.1.12.e It is not permitted to fit a temperature sensor to the exhaust manifold to monitor exhaust gas temperature

1.1.12.f 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.

1.1.13 WEIGHT

1.1.13.a A minimum weight, including driver, is 1000kgs

As the class is aimed at inexpensive and competitive racing BTRDA 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.

1.1.13.b Any ballast needed MUST be mounted as per Ch.7 App.2 Art.19.2.

1.1.14 FUEL TANK and FUEL

1.1.14.a Be equipped with an effective method of stopping the fuel supply that can be operated by the driver when normally seated with seat belts secured. The fuel pump, filter and fuel lines are free.

1.1.14.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, may be used.

1.1.14.c The original fuel tank may be replaced by another provided it is located in the original location OR as per 1.1.14.e / 1.1.14.f.

1.1.14.d 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.

1.1.14.e An alloy fuel tank, maximum capacity 5 litres, fitted with fuel tank foam may be fitted inside the engine compartment.

1.1.14.f 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.

1.1.14.g The tanks must be protected effectively and securely attached to the shell or the chassis of the car.

1.1.14.h The use of safety foam in tanks is recommended.

1.1.14.i 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.

1.2 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.