

OCTOBER 2025

RALLY X  
TECHNICAL REGULATIONS  
CROSSCAR 2026



## RALLY X TECHNICAL REGULATIONS CROSSCAR 2026

**Black text = Existing text 2025**

**Red text = New text from 2026**

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## RALLY X TECHNICAL REGULATIONS OPEN 2WD 2026

**Black text = Existing text 2025**

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Crosscar is a one seated rear wheel drive vehicle built according to the following specifics.

Vehicles with four-wheel drive and all types of (turbo, compressor etc.) are all prohibited. Automatic or half automatic gearboxes are allowed only to drivers with a disability, in all other cases the mechanical gearbox are compulsory.

## CC-T 0 GENERAL

It's allowed to make redactions or changes to the rules during an active season if it is necessary from a safety standpoint or other important reasons.

FIA homologated crosscars can participate according to FIA cross car technical regulations with some minor changes to fuel and ECU rules.

FIA registered Crosscar chassis by FIA 279B are allowed to use or a national ASN approved registered Crosscar.

In new market to help the growth of the category Rally X reserves the right adjust the approved regulations necessary.

## CC-T 0.1 General provisions

### CC-T 0.1.1 General

It is always the competitor responsibility to make sure that his/her vehicle fulfill all rules and regulations during the whole competition.

### CC-T 0.1.2 Exemption from rules

The state sensor, organizers, competition leaders, judges or technical inspectors are not allowed to make exemptions from the standing rules and regulations.

## CC-T 0.2 Fuel provisions

ETS Racing Fuels fossil free options below are the only allowed fuels in Rally X 2026:

- Renewablaze Evo R100
- Renewablaze BIO 100

No extra additives may be added.

Fuel can be purchased from any ETS dealer around the world or ordered to the track

## CC-T 0.3 Provisions about drive-by sound surveys

An organizer may, if the competition is done during special circumstances, impose in the competition invitation that a lower noise level than **decided by local ASN** will apply.

Measurements should be made in a scale that can ensure that the maximum prescribed sound limit is not broken.

Measurement shall take on bypass principle on the race track during the race at any time including free practice, where the cars go on full speed and full throttle acceleration.

Measuring point must be max 10 meters from the centre of the bypass place.

Measurement ideal places must be well marked (10 m) and painted on the track and marked measuring point to make it easier for the measuring Marshall. During one race can be more than one measuring point which is indicated by separate bulletin and approved by stewards on the race day. The measuring equipment must be located max 10m from the marking on the track, min. 1.35 and max. 1.5 meters above the ground.

## CC-T 0.4 Mutual safety provisions

Safety gear for all competing classes.

### CC-T 0.4.1 Seat belt

#### CC-T 0.4.1.1 Types

The seat belt should be minimum a 5-point belt. There shall be no common connection point for the belts. The fastenings for the belts shall be in proper dimensions and connected to the vehicles chassis with minimum 8mm bolts. Alternatively welded loop. Seat belts of the type Nascar are recommended.

The seat belt shall be mounted so that all the angles are right.

Seatbelts shall be marked with either FIA or SFI. It's allowed to wrap the belt around the pipes behind the seat.

#### CC-T 0.4.1.2 Usage

The seat belt shall be used in compliance with the manufacturer's instructions and manuals. Belts should be exchanged after a bigger collision. The belt shall be exchanged when metal parts are deformed, damaged by corrosion, if the fabric is damaged, stretched or weakness by chemicals or sunlight.

#### CC-T 0.4.1.3 Marking of damaged seat belts, National provisions

Markings shall be made on both sides of the belt on all belts in connection to the locking mechanism, with white color.

Marked equipment shall not be used in any motor sport context.

## CC-T 0.5 Competition inspection, technical and personal

Before the competition shall all competing vehicles undergo an inspection. The inspection shall make sure that the specific demands from the technical rule book is followed and that all components to the vehicle does not have any damage that compromise the safety. Specific attention shall be made on any cracking in the frame or cage.

If the vehicle does not fulfill the technical demands or have damaged components that compromise safety, that vehicle is not allowed to participate in the competition. The Drivers overalls shall be carried by the driver during the inspection and be found clean and free from oil stains. The overalls condition is decided by the chief technician.

**The technical passport, supplied from ASN or FIA must be presented at scrutineering before the competition. In addition, the markings linked to the technical passport must not be removed under any circumstances.**

Drivers that can't show their vehicles **technical passport** can be denied participation in the competition.

## CC-T 0.6 Personal safety gear for the driver

Below is a tablet about the minimum compulsory personal safety equipment during training and competition. Faulty equipment that is found during the competition inspection can be confiscated by the chief technician to be returned when the competition is finished.

### Flame retardant

Shoes and gloves

Balaclava

Support collar or type HNRS/FHR protection (HANS).

Helmet and protective goggles

### Flame retardant overall

During the competition the overall shall be approved by FIA according to FIA 8856-2000 or 8856-2018 standards.

The marking that states that the overall is FIA approved shall be embroidered on the backside of the collar and shall include the name of the maker.

. CIK classed overalls are prohibited in all competing classes.

During rain or mud race CIK or any other protection overall except official FIA homologated overall is prohibited to use.

### Flame retardant underwear

FIA 8856-2000 or 8856-2018 standards.

### Flame retardant socks

FIA 8856-2000 or 8856-2018 standards.

### Shoes

FIA 8856-2000 or 8856-2018 standards.

### Gloves

FIA 8856-2000 or 8856-2018 standards.

### Balaclava

FIA 8856-2000 or 8856-2018 standards.

### Support collar

Mandatory. Shall always be used both during training and during competition. So called HNRS/FHR (HANS) -protection is mandatory. Approved by FIA Helmet

Approved by FIA

The following helmet provisions applies for all drivers.

All weights below shall be seen as the total weight of the helmet; this includes all extra equipment that are in the original design.

When the fitting of HNRS/FHR-protection the following applies: no drilling in the helmet is allowed, so the helmet shall have the fittings in the original design. This shall be validated with a certificate from the manufacturer.

Helmets should apply to following FIA standards: [www.fia.com/sport/homologation](http://www.fia.com/sport/homologation)

Common provisions marking of damaged helmets.

Marking shall be made on damaged or worn helmets that no longer follow the requirements. Markings shall be made on both sides of the chinstrap. White paint shall be used.

OBS! Marked gear shall not be used in context to any form of competition.

### **CC-T 0.7 Competition numbers**

The starting number should be on the roof shark wing.

The size of the numbers should fit on the wing. Any colour combination can be used but the numbers need to be easily spotted from a distance.

Start numbers will be provided from Rally X at the first event of the season but your own numbers can be allowed by the chief technical delegate.



**CC-T 0.8 Technical passport**

Please see CC-T 0.5

**CC-T 0.9 Car Communication**

Any form of wireless data transmission between the vehicle and any person and/or equipment is prohibited while the car is on the track. This definition does not include :

- Voice radio communications between the driver and his/her team
- Transponder from the official timekeeping

**CC-T 1 FRAME**

See CC-T 0 GENERAL

## CC-T 2 WHEEL SYSTEM

### CC-T 2.1 Tire

#### Winter Competition

Free choice of tire and rim, according to Rally X supplementary regulations.

#### On all other forms of competition this applies:

Only tires from the single supplier with the original thread pattern may be used. No additional cutting is allowed. The type of tyre (dry and wet-weather) will be defined in the tyre commercial sheet. Only these registered tyres may be used for the official practice, warm up, heats, Semi finals & Final.

All tyres from the single supplier will be marked with a specific barcode and its the teams responsibility to make sure the barcode is always readable for the technical delegate.

Tyre allowance:

Six (6) rear and four (4) front tires will be the allowance per Round.

At the 1st round of the season each driver are allowed to register six (6) new rear and four (4) new front Tyres.

From the 2nd round onwards each driver may register up to four (4) new rear and two (2) new front tyres. The other tyres, to reach the max allowance may be any used tyres from earlier races during the current season.

If a change of driver mid season in a chassi the new driver will have to use the used tyres from that specific chassi from any previos round of the current season.

Only rims of steel or aluminum are allowed.

All forms of tire heating are prohibited.

Mechanical or chemical treatment of the tires are prohibited.

### CC-T 2.2 Wheel suspension

The Wheel suspension is free, no fixed axles in the front or the back. The rear axle shall be divided.

### CC-T 2.3 Springs and shock absorbing

Shock absorbers are free but all types of active shock absorbers are prohibited. There is a 1 per unit/wheel rule that applies for shock absorbers and they shall all be of the coil over type with screw springs. It is allowed to put more than one spring on each unit. Maximum 3 way shock absorbers are allowed and seperate expansion containers **are allowed**. See **CC-T 2.4**. With only adjusting the compression high and low speed and rebound. No other features, electronic or sensors, electrical or hydraulic "cornerback Control system that is built (stabilizer) systems may be used. Shock absorber should work as a private individual device.

Springs shall be made from steel. Springs from composite or titanium are prohibited. Springs and shock absorbers shall be made so that the bottom plate cannot touch the ground.

**CC-T 2.4 Seperate fluid reservoirs**

If the shock absorbers have separate fluid reserves located in the cockpit, these (including hoses and joints) must be securely fastened and be protected by a liquid-proof and flameproof cover.

## CC-T 3 DRIVE SYSTEM

### CC-T 3.1 Engine

Wheight classes:

Minimum 420kg: An allowance of 0.3% for variation of scales will be permitted

Crosscars that follows FIA 279B engine rules:

Rally X reserves the right to seal the engine at the first round or any round of the year and reserves the right for a follow up check in connection with any race weekend and/or after the final event of the year. If anything is found to not follow the regulation the driver will loose all its championship points gathered until that point of the season using the sealed engine. In case of engine failure or needs of repairs the technical delegate needs to be consolidated before any actions.

Exemptions from FIA 279B:

- Fuel has to be any of the two approved Fossil free options stated in CC-T 0.2.
- ECU Map is free / no throttle restriction and calibration for fuel
- Air filtration box is free

Seal holes must be prepared in bolts in engine block and cylinder head and cam cover.

Minimum 460kg: An allowance of 0.3% for variation of scales will be permitted

Crosscars that do not follow FIA 279B incl exemptions from above (420kg) has to use 460kg weight rules.

Engine from mass produced motorcycle 4 stroke with integrated gearbox and clutch.  
(snowmobile engines and similiar are not approved)

4 cyl, max 750cc, maximum RPM 15 000

4 cyl, max 600cc, maximum RPM 16 000

3 cyl, max 900cc, maximum RPM 12 500

- Intake manifold & throttle body standard from the engine used and diameter not to be changed. The rest of the induction system is free.
- Engine stroke shall for the used engine be standard.
- Engine block and cylinder head core standard by the chosen engine.
- ECU free.
- Rotating / moving parts free
- Exhaust & exhaust manifold free
- Lubrication & cooling system free. No parts of the lubricant & cooling system to be mounted in the drivers cockpit.
- Overcharging not allowed
- Original injectors and coils as the engine make and model. No extra injectors and coils are allowed.

Engine shall be placed behind the seat.

**CC-T 3.2 Fuel system**

The fuel tanks construction is free but the maximum capacity shall not be over 12 liters, One recommendation is to install a FIA approved fuel tank & a separate deaeration system with check valve function that comes out at floor level.

The tank shall be safely mounted and connected outside of the cockpit. If the tank is mounted behind the head frame a deformation of the frame for about 4cm shall be approved without compromising the tank, if this is not possible the tank shall be protected by an additional multi-pipe construction of a diameter of 30mm. If the distance is less than 20cm to the exhaust or engine the tank shall be protected with heat isolating screen.

If the tank is by the driver's side in so called pontoons a watertight metal screen shall be mounted against the cockpit.

Fuel hoses shall be properly clamped.

**CC-T 3.3 Exhaust system**

The exhaust system shall be equipped with a silencer. Please note CC-T 0.3 regarding sound levels.

**CC-T 3.4 Start system**

It shall be possible to start the vehicle from inside the cockpit.

**CC-T 3.5 Cooling System**

Installation of radiators are prohibited inside and in front of the cockpit. It is allowed to mount radiators in pontoons in the sides if these are separated by bulkheads. No part of the system shall be visible from the cockpit (radiators, hoses, lids, expansion tanks and so on).

Air intake and scoop are allowed in the roof and sides behind the head frame and in the pontoons.

**CC-T 3.6 Electrical system**

The switch that kills the engines ignition system shall be mounted and shall not be equipped with a spring-loaded button that goes back to the original position after activation. If a battery is mounted on the vehicle a main switch shall also be mounted that kills all electrical systems, the switch shall be easily accessible for both a driver strapped in the seat as well as the emergency personnel. Emergency stop buttons shall not be placed under the openable cage, it shall be placed for easy accessibility from the outside of the vehicle and it is allowed to place double emergency stop buttons. The main switch shall be placed on the left side of the vehicle. It shall be marked with a red lightning bolt on a triangular white background with a blue frame around. The sides of the triangle shall be a minimum of 100mm and one of the edges shall point towards the main switch.

The triangle shall be visible and be on the body.

A Battery shall be properly secured. Acid batteries is not allowed.

**CC-T 3.7 Power transmission**

Transmission is free, but the driveshaft shall have a common connection, the differential shall be fixed, type fixed coil, a reverse gear is allowed.  
Propulsion shall be achieved with a chain.

**CC-T 4 BRAKESYSTEM****CC-T 4.1 Brake**

A brake shall be found on all 4 wheels; on the rear wheels a central brake system is allowed. A brake system shall be of the type 2 circuit and be controlled by a pedal. If leakage occurs somewhere in the system brakes shall always be maintained on 2 out of 4 wheels. A handbrake is mandatory.

Brake light should also be active when using handbrake.

**CC-T 5 STEERING SYSTEM****CC-T 5.1 Steering device**

Steering shall be achieved by a steering wheel.  
Only steering on the front wheels are allowed.  
The steering wheel shall be equipped with quick release.

## CC-T 6 BODY WORK

### CC-T 6.1 Covering the chassis

The body cannot have any sharp or pointy extensions. The body's front shall be covering up to the center of the steering wheel. Sides shall be a minimum of 30cm from the bottom of the frame and the thickness of the material shall be at least 0,5mm. All aerodynamic constructions are prohibited in the front of the vehicle. Redirection/spray protection in the front is prohibited if they are not integrated into the body mold.

A wing or spoiler in the rear is allowed if it is flat and has a maximum width of 1460mm and is between the head band and the rear limit of the vehicle.

No front aerodynamic devices are allowed.

No under floor aerodynamic devices are allowed.

No side aerodynamic devices are allowed.

Only one blade are allowed on the rear wing

### CC-T 6.2 Mudguards

Mudguards shall be placed on all wheels, they must cover a minimum of 1/3 of the wheel's circumference and the tires width. Thickness min 2mm

The mudguards can be a maximum of 5 cm above the ground with driver inside and no sharp edges on the mudflaps are allowed.

### CC-T 6.3 Driver Seat

The seat shall be FIA/SFI approved and can be extended use +6 years (3 times 2 years) from end of homologation date if seat does not have any visible damage.

The chair shall be Secured at 4 points with the minimum of 8mm bolts.

Minimum thickness of the steel that are used for securing the seat shall be 3mm, lightweight material is prohibited.

Securing shall be welded or screwed in the frame above the floor, no securing shall be made in the floor metal. The head support shall be integrated into the chair. The seat may not be adjusted while driving.

### CC-T 6.4 Seat belt

See CC - T 0.4.1

**CC-T 6.5 Front and side windows**

The front window shall be covered by a steel net or polycarbonate thickness minimum 3 or 5mm. The holes in the net shall be a minimum of 10x10mm and maximum of 25x25mm, the thread shall be a minimum of 2mm thick tolerance is +/- 10%.

Full front polycarbonate window may not be mounted unless windscreen wipers & windshield washer is used.

It is mandatory to use a steel net behind the front window if you use 3mm polycarbonate.

It is allowed to have polycarbonate or net, or both on the side doors. The polycarbonate must be transparent so that the driver is visible. If side doors are covered with transparent polycarbonate then it must be installed on top of safety net.

It is allowed to have an advertising space on the side window. The visible area must be at least a 2/3 third of the side door.

Front window / mesh may be covered in transparent plastic.

Nets or polycarbonate shall be mounted on the openings on both sides and cover the whole of the opening. These shall be mounted on the cages top pipes and be equipped with quick releases from both the inside and outside on the lower parts of the door.

The holes in the net shall not be above 40x40mm and it shall have a minimum thread thickness of 3mm.

If is also possible to use the following installation:

A frame provided with a metal net of maximum measurement of 60x60mm and a thickness of 2mm.

The top of the frame is equipped with hinges that are welded to the frame.

The bottom of the frame is equipped with a quick connection device that shall be easily accessible from both the inside and the outside of the vehicle.

## CC-T 7 COMMUNICATION

### CC-T 7.1 Side mirrors and lighting

2 mirrors are mandatory (left and right),

Each vehicle shall have the following lights mounted in the rear:

One central red light (anti-crash) of the type LED, height or diameter shall be a minimum of 50mm or light according to FIA technical list no 76. These shall be mounted between 800mm and 1400mm from the ground and shall always be on. It must be kept switched on even with the master switch in the "off" position. Red stop lights shall be placed symmetrical on each side of the vehicles centerline and be of the type LED. Height or diameter of the red stop light shall be a minimum of 50mm and be placed between 800mm and 1400mm from the ground. Brake lights shall solely be connected to the brake light connection on the hydraulic system. These 3 lights shall be placed so that 2 of them always are visible from the rear of the vehicle in an angle of 30° on either side of the center axle, this is valid on all vehicles regardless of body shape or other aerodynamic arrangement.

### CC-T 7.2 Radio communication

Two way communication as allowed. The device used in the car for communication must be installed before scrutineering and approved by the technical delegate. It's the teams responsibility to ensure that they follow the laws that applies for radio communication in the country in which they are located in.

## CC-T 8 INSTRUMENTATION

### CC-T 8.1 Instrument, controls

Tachometer, temperature control and so on are allowed but shall be mounted so that there are no sharp edges that can cause an injury.

#### Camera Connection:

Camera connections are included in the inspection.

It is up to the chef technician to decide if the camera is properly secured to the vehicle.

## CC-T 9 OTHER

### CC-T 9.1 Minimum weight

Ballast: Weights on these shall be maximum 10 kg a piece.

Total weight of ballasts is free.

Any ballast weights are required to be solid and uniform.

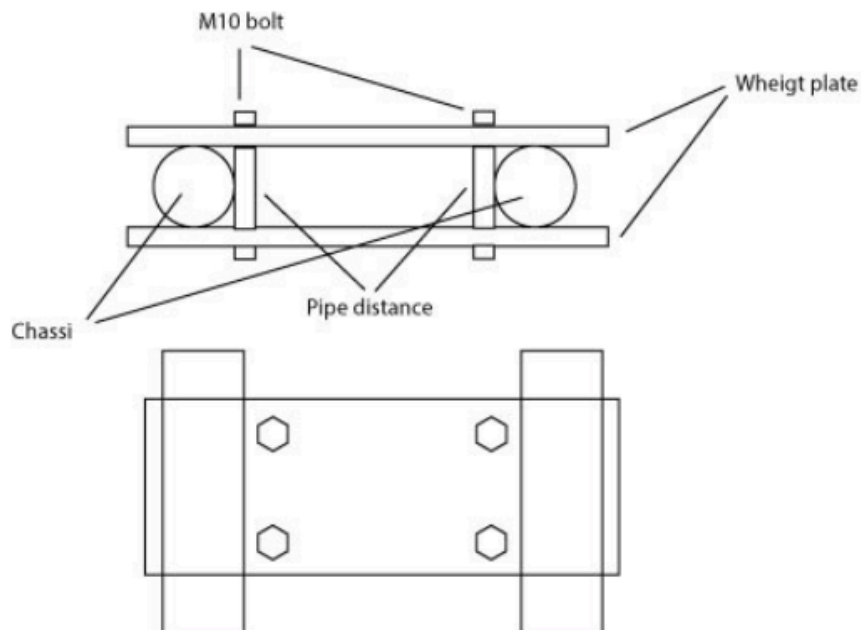
No part of the ballast mounting may modify the chassis construction.

This includes welding, drilling thru chassis pipes etc.

The ballast may not be mounted in the bottom guard by aluminium.

Approved ways for mounting:

- Mounting in approved brackets designed and homologated by chassis manufacturer.
- Mounting by "hydraulic" clamps around chassis pipes. The ballast needs a minimum of 4 anchor points to 4 different clamps.
- Mounting by integration between chassis pipes (see picture)



### CC-T 9.2 Maximum measurements

Total length: can't exceed 2600mm without the silencer

Total width: can't exceed 1600mm (the width is measured from the outside of the rim)

Total height: 1480mm (excluding engine water radiator air intake and roof competition number).

It is allowed to have the air intake on top of the vehicle but it cannot be bigger than 15cm x the width of the roof.

The gauge and axle spacers are free inside of the above mentioned limitations.