OCTOBER 2025

RALLY X TECHNICAL REGULATIONS

OPEN 4WD 2026

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Black text = Existing text 2025
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1.1 Approved cars
All cars competing in must always, to the point for each class, fulfil the criteria in the 2026 Technical regulations. Invited cars to the Championships according to article 1.1
A driver may only use the car that was originally scrutineered for the event.
Cars will be marked with seals attached to parts of the car that cannot be disassembled by the Technical Delegate. T-cars/spare cars are prohibited. It is not allowed to share cars.

Supercar (Open 4wd)
Supercar/RX1: Eligable for Pro & Pro AM Minimum weight 1300kg with driver

Valid for 2019-2026.
Cars according to FIA Appendix J artical 279 – 2018, (published on 2018.03.09) and posted on the series web site.

Cars with RallyX approved documented deviation from Art 279-2018 which instead follows Art 279 of an older version and / or cars with lapsed homologation can be allowed by decision of RallyX. Applications for a car divergent from Art 279-2018 should be sent to RallyX no later than 6 weeks before the first race the car is supposed to participate. EV cars will be accepted if approved by Rally X.
Exceptions from the regulation above:
Unhomologated ECU-software is allowed

- FC2: Eligable for FC2 &Pro & Pro AM Minimum weight 1260kg with driver
- Project E / ERX: Eligable for Pro & Pro AM Minimum weight 1300kg with driver
- Zeroid X1: Eligible for Pro AM Minimum weight 1260kg with driver
- Division 3: Eligable for Pro AM Minimum weight 1150kg with driver
- Pantera RX6: Eligable for Pro & Pro AM Minimum weight TBD with driver
- RX1E: Eligable for Pro Minimum weight TBD with driver
- Other cars/ categorys may be granted. Please contact technical@rallyx.se with any questions about your vehicle and if it can be approved to race in Open 4wd category.
- We reserve the right to adjust the minimum weight during the season for all different cars

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1.2 Special technical directives for the Championship

1.2.1
Fuel supercar (Open 4wd).
A single supplier of fuel is appointed for the championship, ETS Racing Fuels. Approved fuel is ETS BIO 100. Special approval may be granted if you explain via email to technical@rallyx.se why your car cannot be driven on this fuel or other reason. If a special permission is granted, the fuel must then be used according to FIA Appendix J, article 252-9.1 or 252-9.3.2

1.2.2
The use of a specific device, either in- or outside the car, to reduce the temperature of the fuel is forbidden.

1.2.3
During the event the Technical Delegate and an official appointed by the clerk of the course have the right to freely and unimpeded by the competitor, take a fuel sample from the driver's car and/or any container used for refuelling. Such fuel tests will be conducted in accordance with fixed rules for this procedure as set by FIA. These tests may be analysed and compared with the specified control fuel by qualified personnel using specialised testing equipment provided at the venue. Any discrepancy between these samples will result in the matter being reported to the clerk of the course who may impose a penalty. Any further analyses will be carried out in a laboratory approved by the FIA/or the ASN of the Organising Country. The clerk of the course can suspend any driver from the championship until the case has been decided.

1.2.4
No refuelling and/or removing of fuel is permitted during practice, on the starting grid, during a race or before scrutineering after a completed race. At least 3 litres of fuel must be left in the tank after a completed race. Failure to follow this may result in disqualification from the race.

1.2.5
Cars must fulfill the noice levels required at the specific race tracks.

1.2.6
Mandatory on-board camera footage recording system. Each driver must install one camera in the car he enters throughout the Championship. These cameras must be installed in strict compliance with the relevant instructions and must work (record) at all times during the Event when the car is on the track. All drivers are themselves responsible for obtaining this system, and for the correct installation and functioning thereof. Any cost arising in connection with this system is the competitor's responsibility. This footage must be made available to the stewards on request. Failure to supply this footage may result in a penalty being applied by the Stewards.

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1.2.7
Clarification of the extinguishing system's triggering possibilities. According to technical regulations the car should be equipped with extinguishing systems in accordance with FIA Appendix J - Art 253.7. The driver should be able to trigger the extinguishing system when seated normally with his safety belts fastened and from the outside. For safety reasons, this should be possible at all times during the event from the beginning of practice, qualifying heats, semifinals and final to the Parc Fermé period's expiry or when the car is returned to the team. Exceptions can only be issued by the responsible Technical Delegate.

1.2.8
The towing device must be of a belt type made of soft material and have a smallest hole-diameter of 60 mm. The towing device´s design and position must be such that it can be used if the car has stopped in graveltrap or similar. The towing device should be marked with an arrow and painted yellow, red or orange to contrast with the colour of the car. It is compulsory that every car must be equipped with one towing devices in the front of the car and one towing devices in the rear of the car. The Technical Delegate reserves the right to order a driver to change their towing device's shape/construction.

1.2.9
All cars must be fitted with a self-sealing connector which can be used by the scrutineers to remove fuel from the car's fuel tank. This connector must be FIA approved (see FIA Technical list No. 5) and fitted on the feed line. It must be possible for a pipe to be fitted to this connector. The sampling connector must be placed in a non-lockable area. This device once installed, may be used for the sampling and for the simulation of a pipe rupture.

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2.1 Radio
2.1.1
Voice radio communications between the driver and his/her team is allowed.

2.1.2
Radio frequencies used by the driver and the team must be licensed for use within respective country. Rally X must be informed of which radio frequency the driver and the team will use prior to the start of the season when submitting the entry. Any modification of the radio frequency must always be communicated and approved by Rally X before using. RallyX reserve the right to at any point during the season demand that a licence be shown so that the use of that frequency by the driver and the team can be verified.

2.1.3
In the event that a radiofrequency used by a competitor clashes with a frequency used by the track or a local rescue service or a third party, the competitor and team should immediately change their frequency to a non-clashing frequency that is to the satisfaction of Rally X and which is in accordance with requirements and earlier approval. The driver and their team can be penalised from practice and race till a change of frequency has been carried out.

2.1.4
If a driver and team wish to change frequency they must first have approval from Rally X.

2.1.5
Distorting or coding radio transmissions in any way is prohibited.

3.1 The car's exterior
3.1.1
Championship stickers will be provided by Rally X before the start of the championship and additional stickers will be available during the events. Such stickers, with maximum measurements of 50 cm height x 50 cm width, may not under any circumstances be modified. If attaching it requires cutting the stickers so that they fit with the car's openings, this should be done without distorting the championship's identity, logo or the sponsor's logo. No car will be allowed to practice or race in a championship event without displaying the stickers correctly. The stickers should be displayed on the rear side windows on both sides of the competing car and on the windscreen and rear window, as shown in Bulletin 2025.

3.1.2
The promotor has the right to, at his own discretion, uphold the exact placement of the stickers. The placement of the stickers is subject to approval by Rally X.

3.1.3
Competitors must at all times display the driver's surname and initial of the first name on the bottom half of both rear side windows. These name stickers are supplied by the entrant

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4.1 Scrutineering

4.1.1
Taking the car for scrutineering will be deemed an implicit representation by the competitor that the car fully complies with the regulations. The car should be in good condition, aligned and well cleaned upon presentation for the scrutineer. The car must be approved by the scrutineer before it can take part in any practice or race. Competitors must provide their logbook upon scrutiny of every car that will compete for each race.

4.1.2
If a car has been selected for scrutineering by the Technical Delegate after a race, it is the applicant's responsibility to take the car directly to the scrutineering or the Parc Fermé area without delay and in exactly the same condition as it was upon completion of the race. Any breach of this may result in disqualification from the race.
In the case where one or more components are sealed to be checked on a later occasion, any additional costs resulting from the later check will be borne by the applicant.

4.1.3
Failure to allow or facilitate scrutineering after a race may be deemed a violation of the Regulations and may lead to disqualification from the race, as decided by the Stewards.

4.1.4
The Technical Delegate may require that the competitors carry out necessary dismantling. Failure to do so can result in the clerk of the course arranging for such a dismantling and charge the costs to the competitor. Competitors will not be allowed to participate in the championship until the costs have been covered.

4.1.5
The Technical Delegate should at any time and place have free and unrestricted access by the competitor to inspect and/or measure the car registered for the championship.

4.1.6
During the season, Rally X reserves the right to undertake detailed analyses of all electronic equipment used by the competitors and all other related material, to ensure that these do not contain any elements capable of use in a manner which may breach the Regulations. Competitors should, on demand, provide all electronic equipment, source codes, programs, machine codes and any other equipment deemed necessary to ensure a complete inspection and analysis to the Technical Delegate for scrutiny by an analyst appointed by Rally X. The costs of such an analysis shall be borne entirely by the competitor. Other than in the case of breach of regulations, all details of the analysis will remain confidential to Rally X and the competitor. Failure to allow or facilitate the inspection of such electronic equipment may be deemed a violation of the Regulations, which can lead to disqualification from the championship by the Stewards.

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4.1.7
If a car, after having been approved by the scrutineers, is dismantled or modified in any way which might affect its safety or call into question it's conformity with the Regulations or alternatively if it is involved in an accident resulting in similar consequences, it must be brought in for a new scrutiny.

4.1.8
Turbos and Engines will be sealed although there is no limit on the number of items used. If its necessary to break the seal during the event a new seal must be fitted by the Technical Delegate before the car can continue in the event.

5.1 Scrutineering after the race

5.1.1
The Technical Delegate may (after consultation with the Stewards) select a car at random for further inspection.

5.1.2
In case the planned inspection can´t be done on site at the racetrack area the chosen car or parts will be sealed off by the Technical Delegate in the Parc Fermé. Thereafter the car will be removed from the Parc Fermé without any work having been performed on it by any of the competitor's representatives unless carried out upon request from or with the approval of the Technical Delegate.

5.1.3
The chosen car(s) will be transported to an appropriate designated location, under the supervision of the Technical Delegate.

5.1.4
The Technical Delegate reserve the right to obtain a standard car or parts thereof by rental or loan from an independent source for the purpose of comparison.

5.1.5
The Technical Delegate will request that the representatives of the competitor concerned dismantle the car for the technical inspection. Failure to do so can result in the clerk of the course arranging dismantlement and charging the costs to the competitor. Competitors will not be allowed to participate in the championship until the costs have been paid in full.

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5.1.6
Manipulating the seal(s) is forbidden. Breaking the seal(s) is permitted only with the written permission from Technical Delegate. The Technical Delegate or alternatively his pre-appointed representative, will report any irregularities to the Stewards for evaluation and appropriate action.

5.1.7
Failure to allow or facilitate an inspection by the Technical Delegate will be deemed as breach of article 3.6 and may lead to the Stewards to impose a punishment in accordance with article 4 of the Regulations.

5.1.8
Should the Technical Delegate decide that the car or any component thereof fails to conform to the Regulations, this will be reported to the Stewards who, after consulting all parties concerned, will decide the matter and impose a punishment in accordance with article 4 of the Regulations.

6.1 Tyres

6.1.1
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 responsibilty to make sure the barcode is always readable for the technical delegate.

6.1.2
Supercar Dry Tyre limitations for one Race
Dry-weather tyres – A maximum of eight (8) tyres per driver may be used and of these eight (8), no more then four (4) can be new tyres. For the first event a driver participates in they are allowed to use eight (8) new tyres. The tyres should not have any other pattern cut, molded or hand-cut, other than what is made by the manufacturer at the time of production. These are the only dry-weather-tyres that may be used for that particular event, practice, qualifying heats, semifinals and final.

Supercar Wet Tyre limitations for one Weekend
Wet-weather tyres – A maximum of ten (10) tyres per driver may be used, and of these ten(10) no more then six (6) can be new. For the first weekend a driver participates in, they can use ten (10) new tyres. The tyres should not have any other pattern cut, molded or hand-cut, other than what is made by the manufacturer at the time of production. These are the only wet-weather-tyres that may be used for that particular event, practice, qualifying heats, semifinals and final.

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6.1.3
The driver can freely choose between dry-weather or wet-weather tyres. The driver must assume that the clerk of the course will not suspend the qualifying heats, semifinals and final.

6.1.4
The tyres should be assembled on the rim and presented to Technical Delegate to mark the id-number before use. Marked tyres can NOT be exchanged. It is prohibited to use tyres that have been marked or re-marked for another driver. All the tyres marked for an event will be considered as having been used once the car´s timing transponder has indicated that is has entered the track.

6.1.5
All forms of tyre heating/heating retention devices are prohibited. No chemical and/or mechanical tyre treatment is permitted. No other form of artificial heating or heat retaining of the tyre or wheels is permitted. It is not permitted to apply tape or similar to the tyre/side of the tyres. All this applies to both dry-weather and wet-weather tyres.

6.1.6
Scraping of the tyres is not permitted.

6.1.7
Drivers must ensure that the tyres used at each event conform to the Regulations.

7.1 Work permitted in the event of a Stopped Race

7.1.1.
In the event of stopping the race, restart article 1.10 of the sporting regulations will be followed.

Work may be carried out during the time permitted, this time will be at the descression of the Race Director.
Fixing of body work using tape and zipties is permitted as well as the changing of a punctured tyre. Repairs and adjustments to the car can be made providing no new parts are added. It is also permitted to use a jumper battery to facilitate the starting of the car. All work must be carried out in the pre grid area.

Refuelling will be permitted in a designated area in pre-grid, no other work can be carried out at this time and the driver's seat belts must be undone. A suitable fire extinguisher must be available whilst this work is undertaken.

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