



# The Rules and Regulations of the Junior 1000 Ecosse Challenge 2026

## *Roll of Champions*

2012	Alex Vassallo
2013	Alex Vassallo
2014	Alex Vassallo
2015	Peter Bennett
2016	Finlay Retson
2017	Ewan Tindall
2018	Lewis Haining
2019	Cameron Davidson
2020	<i>Championship cancelled</i>
2021	Archie Swinscoe
2022	Sam Pattison
2023	Oliver Phillips
2024	Rian Walker
2025	Ollie Forrester

***This document is for information only to highlight for competitors changes from the 2025 Regulations and has no formal status.***

# The Rules and Regulations of the Junior 1000 Ecosse Challenge (“*the Championship*”) 2026

## 1. General

- 1.1 *The Championship* is registered with Motorsport UK to RSAC Motorsport Limited.  
Registration Number: CH2026/RALLYJ002 (D)
- 1.2 The *Championship* shall be organised by The Junior 1000 Ecosse Challenge (*the Organiser*) under the National Competition Rules of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA), these Regulations and any subsequent bulletins.
- 1.3 The *Championship* is open to any Eligible Competitor who wishes to enter, at the discretion of the *Organiser*.
- 1.4 **Eligible Competitors**
- 1.4.1 All competitors **MUST** be a member of a car club registered with the Scottish Association of Motor Sports Clubs.
- 1.4.2 Car Club Memberships must be fully paid up and current.
- 1.4.3 The *Championship* Registration Fee for a Driver is £65.  
There is no fee to register as a Co-driver (Navigator).
- 1.4.4 Registrations open on publication of these regulations.**
- 1.4.5** Registrations and any Registration Fee must be submitted electronically and be received by the *Championship* prior to participation in any qualifying event or *Championship* training event.
- 1.5 All protests in respect of these Regulations must be lodged in accordance with the National Competition Rules (NCR) of Motorsport UK.
- 1.6 Changes or additions to these Regulations shall be communicated through bulletins emailed or sent to the address of each Registered Driver and Co-driver.
- 1.7 Registration in *the Championship* does not guarantee entry on any of the qualifying events. Competitors must ensure that they have entries submitted as early as possible.
- 1.8 The *Organiser* has the right to refuse registration or exclude any Registered Driver or Co-driver from *the Championship*.
- 1.9 In the event of any unforeseen circumstances causing *the Championship* to be shortened or cancelled, the *Organiser* may, at its discretion, refund Driver or Co-driver Registration fees after deducting an amount to cover administration costs.

## 2. Specific Driver Requirements

- 2.1 Drivers must be a minimum of 14 years old to compete. Drivers may compete until 31 December in the year of their 17th Birthday.
- 2.2 Minimum height of 1.40m.
- 2.3 Drivers must have passed the Junior 1000 Motorsport UK BARS (British Association of Rally Schools) test.
- 2.4 Must have satisfied the instruction and/or driving experience requirements detailed in Article 5.5.

- 2.5 Drivers will hold their own Motorsport UK competition licence. It is the Driver's responsibility to present their licence at signing on for any Junior event and to apply for licence renewals from Motorsport UK through Sport:80.

### 3. Specific Co-Driver Requirements

- 3.1 Must meet the qualifications of an RS National - Stage Rally or higher grade licence (NCR Ch.13, App.21, Art.1.12). Subject to proof of eligibility being provided, co-drivers who qualify for but do not hold an RS National - Stage Rally licence will be issued with a *Championship* Registration card which will carry a notice signed by the *Championship* Secretary stating that the necessary qualifications have been met and checked. This should be retained for display on request to an event or Motorsport UK official.
- 3.2 Must be 21 years of age or older.
- 3.3 Must be registered with Disclosure Scotland. The registration will be organised through the *Championship*.
- 3.4 Parents / Guardians (including Step-parents) CANNOT co-drive for their own son / daughter.
- 3.5 Brothers / Sisters are able to co-drive for Junior Drivers provided Articles 3.1 - 3.3 inclusive are met.
- 3.6 All co-drivers MUST be registered for the Championship prior to starting an event.

- Additional *Championship* guidance on co-driver experience and competence can be found on page 23.

- Parents / Guardians (including Step-parents) are also not allowed to co-drive for their own son / daughter at *Championship* training days.

### 4. Other Requirements

- 4.1 Queries or comments about technical matters on rivals' cars may ONLY be made by the co-driver and on the correct form (Members Disagreement Form) available on the *Championship* website. Any other parent, guardian, team member or associate who attempts to raise technical issues in any other way, at any time, may be responsible for the Junior they represent being disqualified from the *Championship*.

Any protest regarding car eligibility must be made by the co-driver as prescribed in NCR Ch.2, App.9. As the co-driver is over the age of 21, they will take full responsibility for any protests the crew may wish to submit.

- 4.2 The *Organiser* has appointed an Eligibility Scrutineer in accordance with NCR Ch. 4, App. 1, Art. 1.8 (See also Article 15) who shall be Judge of Fact on all technical matters, including eligibility (cars and tyres). Any car that the named official deems illegal may not be permitted to start the event or in the case of technical discrepancies being discovered during or immediately after any event, *Championship* points may be forfeited. References to "Eligibility Scrutineer" shall be deemed to include any Deputy or Assistant Eligibility Scrutineer appointed by the *Organiser* unless otherwise stated.

All competitors are reminded that their car MUST pass all other safety aspects for each rally (ie. Scrutineering, Noise Test).

- 4.3 Should the Eligibility Scrutineer find that a car is not eligible, or should a car or part thereof not be presented for Eligibility Examination as required, the Driver and Co-driver concerned will be reported to the Championship Stewards. The minimum penalty that the Stewards can apply is that the Driver and Co-driver concerned score zero points in *the Championship* on that event and for that event to count as one of their scoring rounds (NCR Ch.2, App.8, Arts.2.3 & 2.4).
- 4.4 If a car is deemed to be ineligible because a sealed component does not comply, then the *Championship* Stewards will instruct that the Driver and Co-driver concerned forfeit all relevant points in the *Championship* retrospectively from when the *Championship* Stewards report to when the sealing was recorded by the Eligibility Scrutineer.

- 4.5 The *Championship* Stewards may waive the penalty / penalties imposed under Article 4.3 and/or 4.4 if the Eligibility Scrutineer rules that ineligibility is the result of an accident.
- 4.6 Competing vehicles may be subject to an eligibility check at any time. If the appointed Eligibility Scrutineer is not present at an event or is otherwise unable to undertake the check, then a Motorsport UK approved Scrutineer(s) appointed by the *Organiser* for the event may seal or record any components for later examination by the Eligibility Scrutineer. Articles 4.3 and 4.4 will apply.
- 4.7 The penalties stipulated in Articles 4.3 and 4.4 may be increased following a hearing before the Motor Sports Council National Court.
- 4.8 It is the Driver and Co-driver's responsibility to ensure that their vehicle complies with the *Championship* and Motorsport UK Technical Regulations.
- 4.9 Per Technical Article 14.1, the Co-driver must have access to the relevant papers at all times, and may be required to produce these on request. Non-compliance may incur penalties as per Article 4.3 and/or 4.4.
- 4.10 Post-event Eligibility Scrutineering may be carried out at the discretion of the *Championship* Coordinator and the Eligibility Scrutineer. Failure to attend, for whatever reason, will result in the crew scoring zero points for that round. It will also count as one of their counting scores for the *Championship*, and cannot be used as a dropped score.
- 4.11 Any parent/guardian who in the opinion of an event official or *Championship Organiser* is found to be causing disruption during any meeting or at any other time will be reported to the *Championship* Stewards.
- 4.12 Any contact between Juniors or their vehicles, which in the opinion of an event official or *Organiser* was deemed to be inappropriate or deliberate will result in any offending party or parties being reported to the *Championship* Stewards.
- 4.13 If it appears to the *Organiser* that any registered competitor, or any member of their service or support crew, or any member of the families and/or friends of the competitor, may, by his/her words (oral or written, including but not limited to email and social media of any kind) or actions, have brought the *Championship* into disrepute, the *Organiser* may, at its discretion, convene a hearing at which all interested parties will be entitled to be heard. Following the conclusion of such a hearing the *Organiser* may report the offending party(ies) to the *Championship* Stewards.
- 4.14 After considering reports under Articles 4.11, 4.12, and/or 4.13, the *Championship* Stewards will determine any penalty to be applied, which may go so far as disqualification of a Junior Driver or Co-driver from the *Championship*. Disqualification from the *Championship* will also result in the withdrawal of Junior Licences.
- The *Championship* Stewards may also report the events to Motorsport UK who may take further action following a hearing before the Motor Sports Council National Court.
- 4.15 If a Junior is disqualified (excluded) from a *Championship* event, the *Organiser* will submit a report to the *Championship* Stewards. Following consideration of the circumstances and any further investigations they consider appropriate, the *Championship* Stewards may determine that the event be counted as one of the scoring rounds for the Junior Driver and/or Co-driver and that a score of zero points be applied.
- 4.16 The *Organiser* reserves the right to request, and be supplied with, a copy of any or all in-car camera recordings.

**We do not wish to see the penalties of this section in operation, however it must be clearly understood that any unacceptable behaviour will be dealt with in the strictest possible way.**

## **5. Licence Application and Competency Tests**

- 5.1 The following procedures MUST be completed to qualify for a Junior Rally Driver's Licence.

- 5.2 Junior Drivers must complete a Junior 1000 BARS examination at a licensed BARS centre. BARS examiners will be required to fill out the relevant section of the current Motorsport UK Licence Application form showing successful completion of the BARS course.
- 5.3 When a Junior Driver applies for a Junior 1000 BARS course, they will receive a Motorsport UK Go Rallying Starter Pack which will contain material required to prepare for the basic BARS test. Tests for the Junior 1000 Ecosse Challenge may be carried out by Knockhill Racing Circuit or any venue registered for administering Junior BARS tests. Check with the venue for current prices.
- 5.4 Once Articles 5.2 and 5.3 have been completed, Junior Drivers will be required to send the signed-off Motorsport UK Licence Application form to the Junior 1000 Ecosse Challenge Championship Secretary. The fee for first time licences is included in the price of the Starter Pack.

Juniors who have previously completed Articles 5.2 and 5.3 will not be required to do so again in subsequent years.

Once the forms have been received by the Junior 1000 Ecosse Challenge Championship Secretary, they will apply to Motorsport UK for the Junior Licence. All forms must be completed correctly. Incomplete forms will not be processed. If you have any questions or are uncertain that you have completed your forms correctly then please contact the Junior 1000 Ecosse Challenge Championship Secretary or the Junior 1000 Ecosse Challenge Coordinator and they will assist as best they can.

Once the licence has been processed by Motorsport UK (first time applications are given Express status but renewals can take 15 to 21 days) the Junior 1000 Ecosse Challenge Championship Secretary will be notified. The Junior Driver will be informed of their successful application in due course. Please note that Motorsport UK will only issue a Licence when the Junior Driver has registered with one of the UK's Junior 1000 Championships and the corresponding Championship Secretary has confirmed this in writing. If you are not registered in a UK Junior 1000 Championship then you do not have a Licence.

- 5.5 Prior to being permitted to compete in their first *Championship* event, Junior Drivers will be required to satisfy one of Articles 5.5.1, 5.5.2 or 5.5.3 below. Articles 5.5.1 and 5.5.2 are intended to allow new competitors alternative routes into competition as Production Car Autotests and AutoSOLOs are not always available until summer months.

- 5.5.1 A. Complete a minimum of three Production Car Autotests (known as PCAs) or AutoSOLOs organised by a Motorsport UK Recognised Club(s). At least one of the PCAs or AutoSOLOs must be observed by an official(s) appointed by the *Organiser*.

If the Clerk of the Course is satisfied that the Junior Driver has completed the PCA or AutoSOLO in a competent and safe manner they may sign the Junior Driver's PCA/AutoSOLO Signature Card. To clarify, three Clerk of the Course signatures plus one Junior 1000 Ecosse Challenge appointed official's signature are required. The PCA/AutoSOLO Signature Card is available from the *Championship* website.

- B. Complete a series of manoeuvrability tests to demonstrate the Junior Driver has a sufficient level of car control. Details of the tests are available from the *Championship* website. The tests must be undertaken by the BARS examiner or observed by an official appointed by the *Organiser*.

- 5.5.2 A. Have had at least two hours one to one instruction and assessment carried out at a Motorsport UK approved rally school with a registered BARS instructor. A certificate from the rally school confirming that the Junior Driver meets the level of competency required must be provided to the *Championship* Secretary.

The time spent undertaking the Junior 1000 BARS examination does NOT count towards this requirement.

- B. Participate in a driving activity at a *Championship* Test or Training Day and/or compete in a PCA or AutoSOLO observed by an official appointed by the *Organiser*.

C. Complete a series of manoeuvrability tests to demonstrate the Junior Driver has a sufficient level of car control. Details of the tests are available from the *Championship* website. The tests must be undertaken by the BARS examiner or observed by an official appointed by the *Organiser*.

5.5.3 Have competed in another Motorsport UK authorised Junior Rally Championship.

5.6 The BARS test and the elements listed under Article 5.5 can be undertaken in any order.

5.7 Motorsport UK and the *Organiser* reserve the right to refuse or withdraw any Junior licence.

5.8 For the avoidance of doubt, all Co-drivers are responsible for ensuring they hold the appropriate competition licence for each event.

## 6. Championship Format

6.1 The *Championship* will consist of the following events, all of which are multi-use stage rallies on sealed or predominantly sealed surfaces.

1	Lee Holland Memorial Junior Stages Rally, Anglesey  Interclub status	1 March 2026	Garstang & Preston Motor Club and Pendle District Motor Club Steve Kenyon Kenyonfam@aol.com 07889 630745
2	Spring Stages, Kames  Interclub status	10 May 2026	East Ayrshire Car Club Russell Fair russell@eastayrshirecc.co.uk 07909 997039
3	Summer Stages, Crail  Interclub status	6 June 2026	Glenrothes Motor Sport Club Martin Watterston Martin.Watterston@glenrothesmsc.com 07722 939511
4	Mach 1 Stages, Campbeltown (Day 1)  Interclub status	11 July 2026	Dunfermline Car Club Fergus Gray entries@dunfermlinecarclub.co.uk 07720 295950
5	Mach 1 Stages, Campbeltown (Day 2)  Interclub status	12 July 2026	Dunfermline Car Club Fergus Gray entries@dunfermlinecarclub.co.uk 07720 295950
6	Summer Stages, Kames  Interclub status	16 August 2026	East Ayrshire Car Club Russell Fair russell@eastayrshirecc.co.uk 07909 997039
7	Memorial Garden Stages  Interclub status	5 September 2026	Condor Motorsport Club Sam Ollis Secretary@condormsc.co.uk 07897 367373
8	Rally Time Trial, Forrestburn  Interclub status	4 October 2026	RSAC Motorsport Jonathan Lord jcl@rsacmotorsport.com 07774 788844
9	Glyn Memorial Junior Rally, Anglesey (Day 1)  Interclub status	21 November 2026	Caernarvonshire & Anglesey Motor Club James Robertson James@glanvillecottage.co.uk 07880 720250
10	Glyn Memorial Junior Rally, Anglesey (Day 2)  Interclub status	22 November 2026	Caernarvonshire & Anglesey Motor Club James Robertson James@glanvillecottage.co.uk 07880 720250

6.1.1 Presentation of Awards – TBA 2027

6.1.2 Best 7 results from 10 starts to count for Drivers and Co-drivers.

6.1.3 If the number of qualifying events is reduced to 9 or to 8, competitors shall count their 6 highest scores. If the number of qualifying events drops below 8, the number of scores to count shall be reduced by the same number of events dropping below 8 (5 to count from 7 etc.).

6.1.4 The Mach 1 Stages and the Glyn Memorial Junior Rally are double-round events. Each day of these two-day events will be treated as separate qualifying rounds of the *Championship* with points awarded for each day. Day 1 points will be awarded in line with these Regulations based on the final day 1 results; similarly, points will be awarded for results based upon day 2.

6.2 The minimum number of events required to constitute a *Championship* is 4.

If the number of events available fails to reach this number the *Organiser* reserves the right to cancel the championship.

6.3 If an event is cancelled or unable to meet our requirements a suitable replacement(s) may be found by the *Organiser*, subject to Motorsport UK National Competition Rules.

6.4 Attendance by Drivers at a minimum of two Championship Training Days during the year is strongly recommended, one of which should be the Training Day at Knockhill. Attendance will be recognised by the award of 10 Championship Points to Drivers for each of the two attendances. The dates of Training Days will be published in a separate Bulletin(s).

## 7. Classes

7.1 All registered Drivers and Co-drivers will compete in a single Class.

## 8. Points

8.1 Points will be scored based on performance on each event.

8.2 Points will only be scored by Drivers and Co-drivers on the designated *Championship* rounds.

8.3 In order to score points on any round, both Driver and Co-driver must be registered for the Championship.

8.4 Points will be awarded as follows: 30pts for 1st, 28pts for 2nd, 26pts for 3rd, 25pts for 4th, and so on down to 2pts for 27th. All other finishers, and any competitor who started but did not finish the event, will receive 1pt.

8.5 Any queries regarding *Championship* points must be addressed to the Junior 1000 Ecosse Challenge Championship Coordinator. There will be no fee incurred.

8.6 In the event of a tie, it will be resolved in favour of the competitor who has counted the most 30s in their final *Championship* score, failing which the competitor who has counted the most 28s, and so on.

If this fails to resolve a tie, it will be decided in favour of the competitor who has counted in their final *Championship* score the most points from the first event in the season on which all affected competitors scored points counting towards their final championship score.

## 9. Results

9.1 Results and updated interim Points Tables will be published after each round as soon as possible on the *Championship* website.

9.2 The final *Championship* Points Tables will be published on the *Championship* website once the *Championship* is complete and will be posted as provisional for seven days (NCR Ch.2, App.5, Art.2.1) to allow any enquires or disputes to be handled.

## 10. Annual Awards

- 10.1 All competitors must have started a minimum of 4 *Championship* events in order to be eligible for an award.
- 10.2 Awards may be added or removed at the discretion of *the Organiser*.
- 10.3 Overall awards will be awarded to both Drivers and Co-drivers.
- 10.4 Overall awards:  
1st Overall  
2nd Overall  
3rd Overall.
- 10.5 The Knockhill Junior 1000 Ecosse Challenge Trophy and an award will be awarded to the First Driver.
- 10.6 The Retson Salver and an award will be awarded to the Highest Placed Driver born and resident in Scotland (as at the end of the *Championship* year).
- 10.7 The Pearsons of Duns Junior 1000 Ecosse Challenge Cup and an award will be awarded to the First Driver of a car registered before 1 January 2003.
- 10.8 The First Novice Driver will receive an award.
- 10.8.1 A Novice is a Junior Driver who is registered in the *Championship* and who has  
(a) started competing as a Junior Driver in the current year of the *Championship*, and/or  
(b) competed in no more than 3 events in any preceding year's Junior 1000 Championship.
- The *Organiser* reserves the right to determine that based on their previous driving experience a Junior Driver should not be classified as a Novice Driver.
- 10.9 The First Irish Cup Driver will receive an award.
- 10.9.1 The Irish Cup is open to any registered Driver born and resident in either Northern Ireland or the Republic of Ireland as at the end of the *Championship* year.
- 10.10 The first female Driver will receive the AM Motorsport Driver's Trophy.
- 10.11 The first female Co-driver will receive the AM Motorsport Co-driver's Trophy.
- 10.12 Perpetual trophies remain the property of the *Organiser*. These MUST be returned to the Championship Secretary by the end of October or on request, whichever is the sooner. The winner(s) of a perpetual trophy may be required to fill in a form or otherwise acknowledge in writing that they have taken temporary possession.

## 11. Disputes

- 11.1 In the event of any dispute a written query must be sent to the Junior 1000 Ecosse Challenge Championship Coordinator who will present it to the *Championship* Stewards.

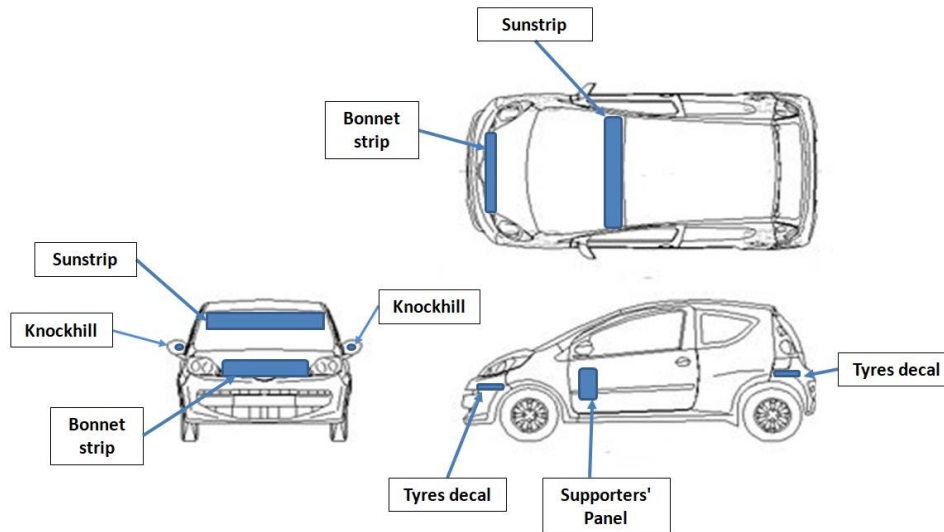
## 12. Advertising and Supporters

- 12.1 In order to score *Championship* points competitors are required to display decals promoting both the *Championship* and its supporters. These decals must be fixed in specific locations as detailed in these Regulations or subsequent Bulletins. Failure to display correctly positioned decals at any time during a *Championship* round may result in loss of up to 10 points for each offence. The decision regarding the application of points loss for incorrectly displaying, or the non-display of, *Championship* decals lies solely with the Junior 1000 Ecosse Challenge Coordinator and/or Junior 1000 Ecosse Challenge Eligibility Scrutineer.

Failure to display *Championship* decals will not result in the Junior Driver being refused a Start on the event.

12.2 The following decals must all be displayed:

1. A *Championship* sunstrip across the full width of the top of the windscreen;
2. A *Championship* bonnet decal at the leading edge of the bonnet;
3. A *Championship* supporters decal at the leading edge of each of the driver's and co-driver's doors;
4. Four control tyre supplier decals, one at each corner of the car adjacent to the wheel arch.
5. A "Knockhill" decal on each door mirror, facing forward.



12.3 If any decals cannot be displayed in the locations stated, the Junior 1000 Ecosse Challenge Coordinator may at their discretion approve an alternative location. This discretion is only intended to accommodate conflict with another championship's decals, not individual car livery designs. The onus is on each competitor to design their car livery to leave sufficient space for the *Championship* decals.

12.4 Competitors will be issued with a decal pack before the first event. Replacement windscreen, bonnet or door decals will incur a charge.

12.5 The *Organiser* reserves the right to require the display of additional *Championship* decals and specify their positioning.

12.6 Competitors are requested to send all press releases, video clips or any other form of media coverage to the Junior 1000 Ecosse Challenge Coordinator so that they can be published on the website or other social media.

### 13. Testing

13.1 Testing is defined as driving, or being a passenger in, a vehicle at a venue used by a Junior event. After the publication of event regulations, testing is only allowed at the venue if one or more of the following apply:

1. The Junior does not enter the event;
2. It is a structured Training Day organised by the *Championship*;
3. It is a one to one instruction and assessment session being undertaken in accordance with Article 5.5.2;
4. The test is arranged by the organisers of the event and/or the *Championship* and is open to all Juniors. If the former, the test must be observed by a *Championship* official;
5. It is a track day at the Kames Motorsport Complex organised by East Ayrshire Car Club or at the Forrestburn Speed Hill Climb organised by Monklands Sporting Car Club;
6. It is a commercially available course run by Knockhill Racing Circuit and open to all Juniors;
7. It is a Sprint or Hillclimb under a Motorsport UK Permit;

8. It is to assist with stage set-up – this must be permitted under the event regulations or approved in writing by the Clerk of the Course and the Junior must not drive a vehicle on any stage route.

- 13.2 Should it be determined by the Clerk of the Course of an event, or by the *Organiser*, that testing has taken place in contravention of Article 13.1, the competitor(s) involved will score zero points for that round. It will also count as one of their scoring rounds for the *Championship* and cannot be used as a dropped score.

#### 14. Competing on other Championships

- 14.1 Competitors registered in the *Championship* may wish to compete on individual events in the Formula 1000 Rally Club Junior Championship. They can do this as a “guest” entry without registering in that Championship. The following conditions apply:
- 14.1.1 Points for the *Championship* may not be scored in the Formula 1000 Rally Club Junior Championship for “guest” appearances.
  - 14.1.2 Entries must be agreed with the Junior 1000 Ecosse Challenge Championship Secretary, and the Formula 1000 Rally Club Junior Championship Secretary, prior to submitting an official entry for the event.
  - 14.1.3 Cars and crews must comply with the regulations of the respective Championship **in which they are registered.**
  - 14.1.4 Entries must be under Formula 1000 Rally Club. Junior 1000 Ecosse Challenge registered competitors will have to join the Formula 1000 Rally Club.
  - 14.1.5 Reciprocal arrangements will exist between all Motorsport UK approved Junior Rally Championships.
- 14.2 Competitors registered in the Junior 1000 Ecosse Challenge can register in the Formula 1000 Rally Club Junior Championship but this will be a separate registration and the rules, regulations and fees of the Formula 1000 Rally Club Junior Championship will apply.

## 15. Junior 1000 Ecosse Challenge Officials 2026

### Principal Officers

#### Championship **Chair**

**Vacant**

#### Championship Coordinator & Safeguarding Officer

Rhona Dickie  
rhona@j1000ecossechallenge.co.uk  
07833 337836

#### Championship Secretary

**Chloe Fleming**  
secretary@j1000ecossechallenge.co.uk  
07972 667026

#### Championship Treasurer

Keith Butler  
keith@j1000ecossechallenge.co.uk  
07879 898805

### Officers

#### Training Officers

Barry Young  
Yngbarry@gmail.com

**Rob Fagg**  
robert@robertfagg.com

#### Championship Safety Scrutineer

**Zack Runcie**  
zachyruncie@me.com  
07596 831688

#### Deputy Safeguarding Officer

**Vacant**

#### General Member

**Ross Cree**

#### **Marshalling Coordinator**

**Keith Cowan**

### Non-executive Committee Positions

#### Eligibility Scrutineer

Jim McDowall  
jim.mcdowall@btinternet.com  
07900 627220

#### Deputy Eligibility Scrutineer

Zack Runcie  
zachyruncie@me.com  
07596 831688

#### **Deputy Eligibility Scrutineer**

**Rob Harris**

#### Competitor Representative

Robin Nicolson  
robin@nicolsonmaps.com  
07968 900097

#### Deputy Competitor Representative

**TBA**

### Junior 1000 Ecosse Challenge Championship Stewards

Brian Hunter  
Neil Shanks  
Malcolm Surgenor

# Technical Regulations for The Junior 1000 Ecosse Challenge 2026

## INTRODUCTION

The following Technical Regulations are set out in accordance with the Motorsport UK specified format. **It should be clearly understood that if the following text does not clearly specify that “you can do it”, you should work on the principle that you cannot.**

We recommend that you read these regulations carefully and thoroughly in their entirety. By registering for the Championship, you will be confirming that you have read and fully understood the regulations and you agree to be bound by them in their entirety. If your car is prepared, repaired or maintained by a third party, it is your responsibility to ensure they are fully conversant with these regulations.

IT IS YOUR RESPONSIBILITY TO ENSURE THAT YOUR CAR IS LEGAL IN ALL RESPECTS AT ALL TIMES. Failure to accept these rules will invalidate your Junior 1000 Ecosse Challenge status.

The *Organiser* referred to in these regulations is the elected members of the Organising Committee of the Junior 1000 Ecosse Challenge for 2026 and the Eligibility Scrutineer.

These Technical Regulations are subject to change year on year. If you are new to the *Championship*, or are building a new car, you may wish to contact the *Championship* Secretary to confirm whether any future changes are being considered.

## GENERAL DESCRIPTION

The aim of the *Championship* is to encourage competition cars of up to 1000cc engine capacity that handle and stop well, are reliable and cheap to run, and can be used on other events with minimal changes. These regulations are for stage rally cars and require a Motorsport UK Competition Car Log Book or Vehicle Passport.

Exceptionally, the *Organiser* reserves the right to change any of these rules, at any time in order to facilitate safe and fair competition. Changes will be publicised by email to all registered competitors. Details will also be posted on the *Championship* website. A time of 14 days will be allowed from initial notification to implementation. There will be no lenience in this time interval.

## AGE OF VEHICLE

Eligible vehicles must have been manufactured on or before 31 December **2018**.

Unless specifically permitted by these regulations, replacement parts, whether new, used or refurbished, must be of the same specification as fitted to the vehicle when new.

## TECHNICAL REGULATIONS IN DETAIL

The following text is in addition to National Competition Rules (NCR) Ch.7, Apps.2-10 and Ch.13, App.16.

All cars must comply with the Motorsport UK Technical and Safety NCR for the type of event being entered.

## ENGINES

- 1.1 Engines must be a maximum capacity of no more than 1000cc. There is no re-bore allowance. If your engine is worn or suffers a failure, then a replacement engine of the same type and of the correct capacity and of the same related model may be fitted. The fitting of a later engine from a newer model is not allowed, e.g. a Micra K11 engine cannot be fitted to a K10. If such replacement is not available, then re-boring for the purposes of re-lining the engine to the correct capacity and stroke is allowed. Re-boring an engine and short stroking by swapping or modifying the crank in any way so as to achieve the correct engine capacity is strictly forbidden.
- 1.2 Diesel engines are not allowed.
- 1.3 Rotary (Wankel) engines are not allowed.
- 1.4 Hybrid cars are not allowed.
- 1.5 Forced induction in any form is not allowed, whether engine, exhaust, electric, wind or motion driven.
- 1.6 Air filters must be fitted; open ram pipes are not allowed.
- 1.7 For the purpose of these regulations models of any car differing in specification, including alternate manufacturers names, will be considered the same vehicle. K11 Micras of any age are considered the same as

each other. Toyota Aygo, Citroen C1, Peugeot 107 are considered the same. Nissan Pixo and Suzuki Alto are considered the same. New model Toyota Aygo, Citroen C1 and Peugeot 108 are not considered the same vehicle as each other or their earlier model versions. VW Up, Skoda Citigo and Seat Mii are not considered the same due to the number of different body panels. For clarification, please contact the Junior 1000 Ecosse Challenge Eligibility Scrutineer.

## ENGINES PART 2 (DETAIL)

- 2.1 Carburettor or fuel injection is only permitted as originally fitted to the sub-1000cc engine. This includes fuel injectors which must remain the standard injectors fitted to that specification of engine by the manufacturers; larger injectors or injectors from another model or engine are forbidden. Throttle bodies must also remain as standard and contain all the components as the car left the factory. The machining, enlarging or any other type of modification is not allowed. The diameter of the throttle body and any butterflies or bridges must remain within the manufacturer's tolerances for that model and year of car. The throttle body may not be replaced with any such item from another model of that car or any other car in the manufacturer's range.
- 2.2 Air filter and trunking are free but must be fitted. These may be modified to aid air flow but all incoming air must pass through the air filter, i.e. no bypass systems. Filters must not be outside the body area of the car or protrude through any part of the body, grille or bumper area of the car.
- 2.3 Cold air boxes may be fitted.
- 2.4 Carburettor/s may be set up to optimise jetting.
- 2.5 Fuel pumps are free.
- 2.6 Adjustable fuel pressure regulators may be fitted.
- 2.7 The inlet manifold must be original and unmodified in any way. The exhaust manifold must remain standard up to the entry of the catalytic converter or other junction whichever is sooner. Vehicles must comply with NCR Ch.7, App.8, Art.1.8 in relation to fitting of catalytic converters.
- 2.8 Exhaust pipes, silencers and their routing are free from the exit of the exhaust manifold, with reference to NCR Ch.7, App.8, Arts.1.1-1.8. Exhaust by-pass systems are not allowed. All exhaust systems must comply with the relevant noise limit for the event on which you are competing.
- 2.9 It is permitted to fit a sub-1000cc engine into a car of the same model, but all other performance related parts must be from that sub-1000cc engine, e.g. when fitting a 993cc engine into a 1300cc Corsa it is not permitted to use the fuel injection from the 1300cc engine.
- 2.10 Modifications of any kind to the engine block, any internal engine parts or rotating masses are not allowed except as detailed in the Cylinder Heads section of these regulations. Non-original steel cranks or bottom ends are not allowed. Modifications such as balancing and or lightening are not allowed. The lightening or balancing of con rods and or crankshafts is forbidden. The use of non standard pistons and/or gudgeon pins is forbidden. The machining and/or lightening of flywheels is forbidden. If an engine block is no longer available for the car, e.g. classic Mini, it is permitted to machine the top of the block of a larger cc engine of the same make to bring the engine to the correct displacement as long as the bore and stroke of that engine are not changed. The machining of skirts from the bottom pistons is not allowed.
- 2.11 Oil coolers may be fitted. These must be contained within the profiles of the body, grille and bumper area.
- 2.12 Radiators may be modified and increased in either size or number. Location may be altered from the standard position.
- 2.13 Rev limiters whether electronic, fuel or mechanical are to remain unchanged from standard specification for that make and model of car. The rev limiter must operate within the manufacturer's range and limits as specified for that make and model of car. NO tolerance will be given for cars that do not comply and the penalty for this will be disqualification.
- 2.14 The drilling and or machining of any parts of the engine and any of its ancillaries other than to facilitate the application of a seal is expressly forbidden. This is deemed as lightening and includes any grinding or machining of lips, ridges or any other webs or excess metal on any engine parts.
- 2.15 Engines may be fitted with a *Championship* seal at the beginning of the season or at the car's first event or at another time at the discretion of the *Championship* Eligibility Scrutineer. If requested to do so, Registered drivers must present their car to the *Championship* Eligibility Scrutineer to have an engine seal attached. To facilitate this seal, it is required that at least two adjacent head/cam cover bolts/studs be cross drilled to allow a wire seal of 1/16th inch (1.6mm) diameter to be fitted. The registered driver will be required to sign a declaration supplied by the *Championship* stating that the engine fitted to their car is standard, and unmodified in any way other than as specified in Article 3.1. If an engine seal is required to be removed for repair or maintenance purpose such as head gasket failure, then a new seal must be fitted by the *Championship* Eligibility Scrutineer before the next qualifying round. The registered driver must give the specific reasons why

the seal/seals have been removed and sign a new declaration stating the legality of their engine. If at any time during the season an engine is found to not comply fully with these regulations, then it shall be deemed to have been non-compliant since the fitting of the seal and all championship points from the fitting of the seal up to and including that event at which the engine is found non-compliant shall be forfeited.

## CYLINDER HEADS

- 3.1 It is permitted to skim the cylinder head of up to a MAXIMUM of 25 thousandths of an inch. Should a cylinder head fail after it has been skimmed then a replacement must be obtained; this may then also be skimmed within the same tolerances.
- 3.2 The cylinder head must be the correct cylinder head for the make and model of the car entered. It is NOT permissible to replace the cylinder head with one from a larger engine car and or a different model of the car.
- 3.3 Any machining or polishing of any part of the cylinder head other than that detailed in Article 3.1 is also forbidden. In particular, any part of the inlet and or exhaust ports or chambers, the valve seats and or chambers.
- 3.4 Inlet and exhaust valves must be the standard size type and fitment for the year, make and model of car entered. Any machining, lightening or polishing of the valves or any part of the valve is forbidden. After market valves are forbidden. Valves from any other specification of engine are also forbidden.
- 3.5 Valve springs, rockers and any part of the valve operating mechanisms must be as standard fitment for the make and model of car and any aftermarket items are forbidden.
- 3.6 Camshafts must be the original standard equipment camshaft(s) for the make, model and engine capacity and year of the car entered. No re-profiling of cam lobes and or bearings and or carriers is allowed. The use of aftermarket and or up-rated cam shafts is strictly forbidden.
- 3.7 It is permissible to adjust camshaft/s to bring valve timing back to standard after the head has been skimmed as per Article 3.1. The method of adjustment must be approved by the *Championship* Eligibility Scrutineer and noted on the car's Championship Vehicle Record Card.

## ECUs

- 4.1 Engine Control Units (ECUs) must be standard and unmodified in any way from the original ECU for the make and model of car entered other than as detailed here. **In the case of the VW Up, Skoda Citigo and Seat Mii, installation of the 75PS version of ECU in place of the 60PS version and vice versa is permitted.**
- 4.2 The modification of any engine sensors and/or ancillary control unit for the engine is forbidden, especially to raise the rev limiter of the car, and/or fuel mapping, and/or ignition timing, and/or operating temperatures.
- 4.3 The fitting of any auxiliary and/or piggy back ECU is not allowed.
- 4.4 The fitting or installation of any electronic device or software in an attempt to increase the performance of a car is not allowed, i.e. aftermarket plug-in chips, software download or manipulation, etc.. All sensors that effect engine performance or operation must remain in their original position and operate to standard manufacturer's tolerances. No inline resistors or other device that attempts to disrupt signals to any engine sensors or ECUs are permitted.
- 4.5 Removal of certain functions such as ESP, stability control, anti-yaw, traction control, ABS, immobiliser, etc. may only be carried out by the *Championship's* nominated company.
- 4.6 The ECU must be securely fitted to the body or frame of the competing car or as fitted by the manufacturer as standard. The unit must be mounted using bolts or screws. No temporary fixings such as Velcro, tie wraps or double sided tape will be permitted.
- 4.7 All engine control ECUs must carry a *Championship* official seal at all times. If there is a need to change your ECU the reason must be given and it must have a seal re-fitted by the *Championship* Eligibility Scrutineer before you start the next event. The registered driver may be required to sign a declaration supplied by the *Championship* stating that the ECU fitted to their car is standard, and unmodified in any way.
- 4.8 ECUs may be tested at any time to confirm they are standard to the manufacturer's specification. The OBD/OBD II and/or diagnostic socket may be sealed **at the discretion of the Eligibility Scrutineer**. To facilitate sealing, it is required that at least two holes be drilled on opposite sides of the OBD/OBD II socket (top and bottom and close to the centre line) to allow a seal of 1/8th inch (3mm) diameter to be fitted in such a way that it prevents the socket from being accessed or ECU data interrogated. Removal of or other interference with the seal or any wiring between the OBD/OBD II socket and the ECU connector plug(s) and/or socket(s) will be taken as the ECU having been modified and penalties will be applied as per Article 4.9.
- 4.9 If an ECU is tested and found to not comply with these regulations in any form no matter how small and whether it provides any performance advantage or not, then the competitor will be deemed to have run that

ECU since the date the *Championship* seal was applied and will forfeit all points scored from that date, up to and including the time the unit was tested.

- 4.10 The *Organiser* reserves the right to **require** any competitor to run an ECU provided by the *Organiser* at any time during the season or at any time during an event.
- 4.11 If an ECU is suspected to infringe these regulations and is tested as per Article 4.8, and is found to not comply with regulations in any way other than modifications that are allowed in these regulations, and have been carried out by the *Championship's* nominated company, then the cost of the ECU being checked will be borne by the competitor.
- 4.12 The *Organiser* reserves the right to attach any type of data logging equipment to a car. The data collected will be shared with the competitor. The *Organiser* and/or any outside expert(s) will interpret the data and decide whether any further tests are required. Refusal to allow data logging to be undertaken will result in all *Championship* points up to and including the date of the requirement being forfeited.
- 4.13 All cars must have the manufacturer's OBD/OBD II or diagnostic socket working and mounted in such a way that easy access is available to attach diagnostic or ECU reading equipment by the *Organiser* and/or any person(s) nominated by the *Organiser* to perform such an action.
- 4.14 The wiring loom is free and may be modified and redundant wires removed. However the engine loom wiring and connections to both ECU and ODB and/or diagnostic port must remain. Removal of wires to either of these items that results in the *Organiser* and/or their representative(s) not being able to communicate fully with the ECU will be taken as the ECU having been modified and penalties will be applied as per Article 4.9.

## **BODYSHELLS**

- 5.1 The body shell of the car may be freely strengthened including roll cage and suspension areas.
- 5.2 Gusset/triangulations panels (or similar), seam weld and weld on braces are all permitted.
- 5.3 Bolt-on strut braces across suspension turrets are permitted.
- 5.4 Carpets, headlinings and sound deadening may be removed.
- 5.5 All body shell panels must be of the original material as specified by the manufacturer for the age and model of the car. These panels should be of steel unless a composite material was used in the car's original manufacture. The replacement of standard steel items by composite or GRP is not allowed.
- 5.6 Additional or alternative instruments are permitted as are interior accessories e.g. intercom, trip meter etc.
- 5.7 Underbody guards are permitted. Fuel tank guards are mandatory (NCR Ch.13, App.16, Art.12.10).
- 5.8 Strengthening, adding or replacement of engine and/or gearbox mounts is permitted.
- 5.9 Brake and fuel lines are free and their positioning can be changed.
- 5.10 Bonnet and boot fastenings are free. All doors (except tailgate) must retain the original manufacturer's fastening and all doors must be able to be opened from inside and outside the car.
- 5.11 All glass areas **MUST** remain glass. The replacement by any other material than glass is **NOT** permitted. Glass must remain original factory thickness. All side glass must be covered with protective film as per Motorsport UK regulations.
- 5.12 A minimum of **FOUR** rear view mirrors must be fitted to all cars. They will consist of **TWO** interior rear view mirrors and two door mirrors. The standard interior rear view mirror location may be moved to allow free vision after the fitting of a roll cage. It must however be in such a position that it can be used by the driver. The second interior mirror must allow the co-driver clear rearward vision whilst seated in his/her normal position. **The interior mirrors must be installed securely using the original mounting or by screws/bolts, glue and/or clamps.** The door mirrors must be fitted in the original manufacturer's position and must be fully extended outwards at all times during a special stage. The only exception is where accidental contact with stage furniture results in a mirror(s) being damaged and/or unextended. The door mirrors must be a single pane and should be the original equipment for the car or an equivalent aftermarket part with a surface area of not less than 100mm high and 150mm wide. It is permissible to substitute electrically operated door mirrors for manual versions on a cost basis but they must be the correct mirrors for the car and of the correct dimensions. A minimum of one replacement glass for each door mirror must be carried in the service vehicle to allow for replacement in the event of a breakage. If both door mirrors and replacements should be broken during an event then as a minimum **BOTH** internal mirrors must be installed to allow rear view for the driver and co-driver. In the event of a vehicle being registered prior to 1 August 1978 where only one mirror was required by law, then these cars must be retro fitted with door mirrors of the correct dimensions.
- 5.13 Lightening of the body shell is not permitted, however in the interest of safety and for the purpose of fitting equipment, removal or alteration of internal trim, mountings and brackets is not considered as lightening. Bonnets, boots/tailgates and doors must not be lightened and any strengthening bars **MUST NOT** be moved from standard position in the vehicle or removed altogether. Trim removal and drilling to affix handles or

fittings are not considered lightening. Fixings may be removed, shortened or replaced with items made from any material.

- 5.14 The dashboard and instrument panel must remain in their original positions and must not be removed. The edges of the dashboard may be cut to allow the fitting of a roll cage. The dashboard (dash top) must be the original for the car; this item cannot be substituted for an aftermarket item.
- 5.15 Indicator and wiper/washers switches must remain in the original positions on the steering column and operate in such a position. It is permitted to fit secondary switches for wipers/washers/horn that can be operated by the co-driver.
- 5.16 Heaters must be fitted in all cars and where possible should be the original item for the car. The heater specifically **MUST** be able to blow warm air onto the screen of the car through the manufacturer's original dash top outlets or vents. The fan **MUST** be able to blow with a similar force as the standard manufacturer's fan when on full speed. This system must be capable of keeping at least 80% of the car's windscreen clear at all times. This applies even if a heated screen is fitted. For cars registered after 1 January 2014 the original manufacturer's heater box must be retained in full.
- 5.17 Air conditioning systems including pumps, condensers and/or radiators may be removed.
- 5.18 The removal of the roof anti flex bar is allowed. The removal of the glove box is permitted.
- 5.19 The battery must remain fitted in the original position. The method of strapping the battery is free and the size of battery fitted is free.
- 5.20 Bumpers are not classed as trim and are not allowed to be lightened. The original steel back plates, or crash bars must be fitted. The drilling of holes in the bumpers themselves and/or the steel backing or crash bars will be classed as lightening and is not allowed.
- 5.21 Only factory wings or aerofoils are permitted. No aftermarket or altered versions are allowed.
- 5.22 Bonnet vents, scoops or any other modification to the bonnet area is not allowed. A bonnet vent will only be allowed if it was fitted as standard to the make and model of car entered.
- 5.23 A roof mounted vent pod is allowed.
- 5.24 Door cards must be fitted to doors; original door cards can be replaced with carbon fibre or such other parts. The original interior release handle must be retained and operational.
- 5.25 Tinted windows are allowed within the limits as laid down for a car to pass an MOT. The tinting must allow clear visibility, through all windows, if the SOS/OK board is held up within the car by either driver or co-driver.
- 5.26 The radiator grille or bumper air intakes must be fitted. It is permissible to replace these with another material to increase air flow but they must be fitted.
- 5.27 The removal of or replacement using a lighter material of the petrol filler cap or flap is not permitted.
- 5.28 The profile of the bodyshell must remain as standard, no modification to wings or wheel arches (i.e. widening) is allowed.
- 5.29 The minimum weight of the complete car inclusive of crew and crash helmets is **1000kg**.

Competitors may be subjected to weight checking throughout any event at any time from the Rally Start Time Control to completion of post event scrutineering. Any car inclusive of crew found to be below 1000kg at any time during an event will score zero points for that round. It will also count as one of their scoring rounds for the *Championship* and cannot be used as a dropped score. The results of the scales will be deemed as FINAL.

Ballast can be fitted to a car in any area to facilitate meeting the minimum weight requirement. Such ballast must be securely attached in accordance with NCR Ch.7, App.2, Art.19.2.

IT IS YOUR RESPONSIBILITY TO ENSURE YOUR VEHICLE/CREW IS OVER THE MINIMUM WEIGHT AT ALL TIMES. There will be no leniency in respect of this rule.

## **BRAKES**

- 6.1 Pads, linings and fluids are free.
- 6.2 ABS systems may be disabled or removed. If this requires the modification of any Electronic Control Unit then this must be carried out by the *Championship's* nominated company.
- 6.3 All major mechanical components of the braking system must remain as standard for the make and model of car entered, or a direct bolt on replacement from another model in the range. You may fit brakes of a higher specification model, but they must not be aftermarket products.
- 6.4 Extending the parking brake lever is allowed. The extension must be no more than 200mm in length and must follow the line of the existing lever (No bends). The parking brake must continue to work as per MOT requirements.

- 6.5 Hydraulic handbrakes are not permitted. No parts of a hydraulic handbrake system will be allowed to be fitted to a car even if it appears to be disabled.
- 6.6 A brake bias valve may be installed however it must be positioned in such a way that neither the driver nor co-driver can operate said valve whilst seated and belted in the car.

## **TRANSMISSIONS AND DIFFERENTIAL**

- 7.1 No modifications or machining to the standard gearbox are permitted.
- 7.2 All internal parts including gears MUST be standard showroom specification for the make and model entered. The transmission unit must be complete as originally supplied by the manufacturer for the make and model of the competing car. It is not permitted to replace any transmission parts with aftermarket parts or parts from another model. This will be deemed as a specialist box and is not permitted.
- 7.3 Up-rated gear linkages are permitted.
- 7.4 Replacing automatic gearboxes is permitted.
- 7.5 Limited slip or torque biasing differentials are NOT permitted.
- 7.6 Clutch linings, covers and release bearings are free.
- 7.7 Drilling or machining on any external or internal parts of the transmission, gearbox casing, differential casing or any of its ancillaries other than to facilitate the application of a seal is expressly forbidden.
- 7.8 The gearbox from a Toyota Aygo, Citroen C1 or Peugeot 108 (with final drive that is not 3.550 to 1) introduced from 27 May 2014 must not be fitted to any Aygo, C1 or 107 manufactured before this date.
- 7.9 The fitting of a Toyota Yaris final drive to any Aygo, C1 or 107 is forbidden.
- 7.10 Volkswagen Up, Skoda Citigo and Seat Mii models must only use the standard gearbox with either a 3.895:1 or 4.167:1 final drive. No other gearbox is acceptable for these models.
- 7.11 Final drive and gearbox ratio checks will be carried out at random throughout the year. If any car fails these checks then they will score zero points for that event and the event will be counted as one of their scoring rounds for the *Championship* and cannot be used as a dropped score.
- 7.12 Uprated drive shafts and/or CV joints are permitted providing there is no modification to the gearbox output to allow this.
- 7.13 A minimum of two of the bolts securing the bellhousing to the engine block must be cross drilled to allow a wire seal of 1/16<sup>th</sup> inch (1.6mm) diameter to be fitted should the *Championship* Eligibility Scrutineer or the *Championship* Coordinator deem it necessary at any time that the gearbox be sealed for later inspection.

## **STEERING**

- 8.1 Aftermarket steering racks of higher ratio than standard are not permitted.
- 8.2 Power steering may be added or removed.
- 8.3 Conversion from left to right or right to left hand drive is permitted.

## **SUSPENSION**

- 9.1 Suspension bushes may be changed for polymer material.
- 9.2 No all metal spherical, or composite or similar joints are allowed except as defined in Article 9.6.
- 9.3 All suspension mounting points MUST be kept in the same position as standard showroom specification, other than Article 9.6, but may be strengthened.
- 9.4 Springs and dampers are free, however remote reservoir dampers are not permitted.
- 9.5 Struts, springs and dampers may be changed for an up-rated version, but MUST be attached to the original fixing points on the car and suspension components.
- 9.6 Heavy duty/fabricated strut top mounts or similar are permitted, including spherical joints. These MUST fit in the standard body shell location per NCR Ch.13, App.16, Art.6.1(a), or be fitted via 3 fixing holes drilled concentric with the original strut top mounts. Holes must be no larger than 9mm diameter each and no other metal may be removed from the body shell within a circle inscribed through the 3 holes. Any variation from or alteration(s) to the type of mounting and/or mounting point(s) provided by the vehicle manufacturer is subject to the approval of the *Championship* Eligibility Scrutineer and will be recorded on the Championship Vehicle Record Card.
- 9.7 Rear coilovers are permitted as long as the top and bottom mountings of such items mount the car body and other suspension components in the original way.

## **SAFETY EQUIPMENT**

- 10.1 All cars must comply with Motorsport UK safety NCR.
- 10.2 Five or six-point safety harnesses are mandatory.

## WHEELS

- 11.1 Wheels are free and may be of steel or alloy material. However, the maximum permitted total width of any wheel/tyre combination is eight inches (NCR Ch.13, App.16, Art.7.3).
- 11.2 The machining or lightening of any wheel from the wheel manufacturer's specification and weight is forbidden. The centre spigot hole may be enlarged to allow fitting over the hub; this will not be classed as lightening but the hole may only be increased sufficiently so as to make a tight fit over the hub. Overmachining and adding any form of insert on the spigot is not permitted.
- 11.3 Permissible wheel sizes are as follows:
- 11.3.1 13 inch wheels with 185/60R13 tyres.
  - 11.3.2 14 inch wheels with 185/60R14 tyres.
- 11.4 Competitors must notify the Junior 1000 Ecosse Challenge Coordinator of their choice of wheels prior to Scrutineering for the first round of the *Championship* and must continue to use only that size of wheel for the remainder of the *Championship*. The choice of wheels will be recorded on the Championship Vehicle Record Card.
- 11.5 The above tyre sizes are the only tyre sizes permissible for the *Championship*.
- 11.6 Wheel spacers with a maximum thickness of 10mm are permitted, subject to the complete wheel (flange + rim + tyre) being housed within the bodywork.
- 11.7 At least one full size spare wheel and tyre plus the equipment required to effect a wheel change in the event of a puncture (eg. wheel brace and fully operational jack) must be carried securely in the competing car between the Rally Start Time Control and the completion of post event scrutineering.

## TYRES

- 12.1 Only tyres listed by the *Organiser* are permitted. For 2026 these will be the Toyo Proxes R888R (Single compound).
- 12.1.1 Tyres will **only** be available from Wheels Around and will be branded WA9.
  - 12.1.2 If a Driver is registered in both this *Championship* and the Formula 1000 Rally Club Junior Championship (see also Sporting Article 14.2), the tyre supply and branding requirements applicable to that Driver will be determined by the domicile of the Driver unless otherwise agreed between the Championship Coordinators.
- 12.2 The use of tyre warmers is not permitted.
- 12.3 The use of tyre softening chemicals, compounds or any type of tyre softening material is not permitted.
- 12.4 The hand cutting of or any other modification to tyres is not permitted.

- Tyres can be purchased direct from Wheels Around and be couriered to you at your expense. Alternatively, they can be ordered in advance and supplied and fitted free of charge at events attended by Wheels Around or at their premises. Tyres should be ordered no less than 7 days prior to each event to ensure availability. Contact Ronnie Thom at Wheels Around (07711 577148) or email [Fiona@wheelsaround.com](mailto:Fiona@wheelsaround.com).
- Tyre prices are advised in a separate bulletin.

## FUEL

- 13.1 Only commercially available pump fuel (petrol) will be permitted.
- 13.2 Bio ethanol fuel is not permitted.
- 13.3 Only factory fitted fuel tanks are allowed.
- 13.4 All cars must be equipped with the facility to provide a fuel sample (NCR Ch.7, App.4, Arts.6.1 & 6.2).

## GENERAL POLICING

- 14.1 Each competing car will be issued with a Championship Vehicle Record Card. This document will contain details of the competing car and details of measurements, Seals and any modifications approved by the *Organiser*. **This document will be held by the Eligibility Scrutineer.**
- 14.2 The *Organiser* may require any engine or transmission part or parts to be stripped for inspection. Sealing may be carried out with a view to stripping such components at a later date. Refusal to allow this will result in all *Championship* points up to and including the date of the requirement being forfeited. The cost of any stripping will be borne by the competitor. The *Organiser* also reserves the right at its sole discretion to seal any other item on a vehicle for subsequent examination as it deems fit.

14.3 The whole aim of this championship is to inspire and promote young talent. We do not want to find anyone in contravention of these regulations. You are given fair warning that the checks on cars will be stringent and regular. If you have any queries regarding anything written here please get in touch. We have said many times, if these pages don't say you can do it then assume you can't. If your engine has had anything done to it at all other than what is expressly permitted by these regulations, then it is illegal. If your ECU has been touched in any way by anybody other than the *Championship's* nominated company then it is illegal. We want the talent to shine not the budget. Furthermore, the organisers reserve the right to instruct a competitor to take their car to a championship approved rolling road for a power check at any time. This will be at the registered competitor's expense.

## COMPLIANCE

15.1 Competitors are reminded of the following technical regulations for which specific penalties for non-adherence are stated. This table is a summary only and reference should always be made to the relevant articles for full details of the requirements and penalties.

Article	Requirement / Situation	Penalty for non-adherence
1.1 - 2.12, 2.14 – 2.15	Engine is found to not be fully compliant with the regulations.	All championship points from the fitting of the seal up to and including the event at which the engine is found non-compliant shall be forfeited.
2.13	Rev limiters must operate within the manufacturer's range and limits as specified for that make and model of car.	Disqualification.
4.1 – 4.12	Engine Control Unit (ECU) is found to be modified and/or non-standard for the make and model of car entered, other than as permitted by the regulations.	Competitor will be deemed to have run the ECU since the date the <i>Championship</i> seal was applied and will forfeit all points scored from that date, up to and including the time the unit was tested.
4.12	Refusal to allow data logging to be undertaken.	All <i>Championship</i> points up to and including the date of the requirement will be forfeited.
4.13 – 4.14	Wiring loom and connections between/ to both ECU and ODB and/or diagnostic port must not be removed or modified.	Removal or modification of the wiring loom/ connections will be deemed to be modification of the ECU. Competitor will forfeit all points scored from the date of sealing, up to and including the time the unit was tested.
5.29	Minimum weight of the complete car inclusive of crew and crash helmets is <b>1000kg</b> .	Competitor will score zero points for the event at which the weighing takes place. It will also count as a scoring round for the <i>Championship</i> and cannot be used as a dropped score.
7.1 – 7.12	Transmission unit must be complete as originally supplied by the manufacturer for the make and model of the competing car.	Competitor will score zero points for the event at which the final drive and/or gearbox ratio check takes place. It will also count as a scoring round for the <i>Championship</i> and cannot be used as a dropped score.
14.2	Refusal to allow the <i>Organiser</i> to have any engine or transmission part or parts to be stripped for inspection, or sealed for stripping at a later date.	All <i>Championship</i> points up to and including the date of the requirement will be forfeited.



## **Our sport is nothing without respect**

The National Governing Body's Respect Code champions a high standard of behaviour from everyone within the motorsport community underpinned by our commitment to make motorsport an inclusive and safe sport for everyone, across all levels of motorsport. The Respect Code will help to grow and strengthen the sport by making it accessible and welcoming for everyone and we cannot stress enough how important it is that it is embraced by all participants.

By participating in a Motorsport UK event, in any capacity, you are agreeing to follow the values of the governing body's Respect Code:

- Respect
- Integrity
- Fair Play
- Self-control
- Good Manners

We therefore ask all competitors to pledge to **#RaceWithRespect** and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants
- Always behave with integrity and uphold fairness in the sport; play your part in keeping the sport safe through your actions
- Treat everyone with respect, regardless of their gender, ethnicity or socio-economic background, language, religious or other beliefs, disability, sexual identity or other status
- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, competitors, volunteers, as well as fans and supporters
- Respect the rules, regulations and authority of the officials and Motorsport UK

Whether you are a Competitor, Parent, Official, Marshal, Team Manager, Mechanic, Spectator or any other participant in an Event it is incumbent on us all to Respect our fellow participant and to 'call out' poor standards of behaviour.

Breaching these obligations may result in disciplinary action.

[www.motorsportuk.org/racewithrespect](http://www.motorsportuk.org/racewithrespect)

#RaceWithRespect

## Race with Respect code of conduct for Competitors

A socially-minded standard of behaviour is expected from everyone within the motorsport community. We all have a responsibility to follow the values of the Race With Respect Code of Conduct, embodying respect, integrity, fair play, self-control and good manners.

As a competitor I agree to demonstrate RESPECT by:

- Treating everyone with respect regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or status.
- Being polite and respectful to all staff, officials, competitors, volunteers, as well as fans and supporters
- Never engaging in or tolerating offensive, insulting or abusive language or behaviour.
- Respecting my team mates, competitors from other teams and all other participants.

As a competitor I agree to demonstrate INTEGRITY by:

- Always taking part to the best of my ability.
- Behaving responsibly.
- Raising concerns when something isn't right and reporting any incidents of bullying to an Officer of the club or to Motorsport UK.

As a competitor I agree to demonstrate FAIR PLAY by:

- Respecting the rules and regulations, decisions and authority of the officials.
- Not cheating.
- Not breaking or bending the rules

As a competitor I agree to demonstrate SELF CONTROL by:

- Always speaking to other competitors with respect.
- Always being considerate of others and appreciating that everyone has a different level of skill and talent.
- Taking responsibility for my behaviour and the way I speak to other people.

As a competitor I agree to demonstrate GOOD MANNERS by:

- Placing an emphasis on fun and enjoyment, making our sport a friendly and welcoming place to be.
- Celebrating when I win and being gracious when I lose.

In accordance with Ch.1 Art 3 and Ch.2 Art.3, Motorsport UK reserves the right to take appropriate disciplinary action for breaches of these codes of conduct. This may include being asked to leave Motorsport UK affiliated activities and being excluded from future activities.

## Race with Respect code of conduct for Parents and Guardians

A socially-minded standard of behaviour is expected from everyone within the motorsport community. We all have a responsibility to follow the values of the Race With Respect Code of Conduct, embodying respect, integrity, fair play, self-control and good manners.

As a parent/guardian I agree to demonstrate RESPECT by:

Treating everyone with respect regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or status.

Being polite and respectful to all staff, officials, competitors, volunteers, as well as fans and supporters

Respecting other competitors, their families and other teams.

As a parent/guardian I agree to demonstrate INTEGRITY by:

Always behaving with integrity and upholding fairness in the sport.

Behaving responsibly and reporting any concerns I have to an Event Official, Officer of the Club or Motorsport UK.

Never encouraging any driver to break or bend the rules.

As a parent/guardian I agree to demonstrate FAIR PLAY by:

Respecting the rules, regulations and authority of the officials of Motorsport UK.

Celebrating effort and good racing by all involved.

Not making or publishing negative comments which may bring individuals, teams and/or Motorsport UK into disrepute.

As a parent/guardian I agree to demonstrate SELF CONTROL by:

Not placing undue pressure on young drivers or criticising their performance in a unconstructive, unhelpful or negative way.

Taking responsibility for my behaviour and the way I speak to other people. Not drinking alcohol or using illegal drugs during practice or competition.

As a parent/guardian I agree to demonstrate GOOD MANNERS by:

Being a positive role model for my child/ren and their peers and help them work towards skill improvement and fair play.

Contributing to a welcoming and friendly environment that ensures the safety and welfare of all participants.

In accordance with regulation Ch.1 Art 3 and Ch.2 Art.3, Motorsport UK reserves the right to take appropriate disciplinary action for breaches of these codes of conduct. This may include being asked to leave Motorsport UK affiliated activities and being excluded from future activities.



## Co-driver experience and competence

The basic requirements for co-drivers in Junior Rally championships are set by Motorsport UK.

The *Championship's* additional recommendations are listed below. These are ideal but not compulsory nor will co-drivers necessarily meet every criterion. We do not wish to deter eligible co-drivers from supporting a Junior driver but the role of the co-driver is more complex in Junior competition and a higher level of prior experience is in the interests of both drivers and prospective co-drivers.

- Should be an experienced competitor who has been rallying regularly and/or been involved in rally organisation in a senior role over the past three years.
  - Should have experience on both loose and sealed surfaces.
  - Should have experience in using route notes and ideally in making their own pace notes.
  - Ideally have won or been top 3 in a championship class at some point in their recent rallying career.
  - If coming from the driving seat with limited/no navigational experience, should have at least completed and finished both multi-venue and single venue events, ideally with top 20 finishes at both types of event.
  - Previous experience of “night stages” is ideal for certain *Championship* events.
  - If has only single venue rally experience, have been competing regularly and/or won or been top 3 in a championship class over the past 3 years.
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