



JUNIOR ROD REGULATIONS 2026

Please read these rules carefully, there have been a lot of changes and any new changes will be in red and any thing that is now not allowed will be crossed out like this

INTRODUCTION

The JUNIOR ROD class will feature low-cost, well-turned-out cars competing on a STRICTLY NON-CONTACT

DRIVERS

Minimum age of 10 years - Maximum age 16 years.

Anyone whose 16th birthday falls after the first race meeting of the season will be allowed to continue to race to the end of that season.

Junior Rod drivers must complete lessons in the Onchan Raceway driving school before they are allowed to enter a race meeting. In the driving school they will learn to drive, racing lines, track rules and flag signals used during a race.

When referring to these rules and regulations the principle will always be: - Unless these rules say you can do it, you CANNOT DO IT.

Unless permission is specifically granted to make modifications, or any variation, nothing may be done to alter or change in any way the standard parts.

Any requests regarding rules must be made in writing to Onchan Raceway. If in the interest of the class a change is permitted notification and date of change will be posted then the change will be included in the next set of regulations issued.

Cars, Engines and Fuel will be checked on a random basis and all drivers must be prepared to have their engine stripped for examination at any time. If the driver / team does not have the expertise to do it, then they must provide someone to do it for them. Refusal to allow an engine strip will result in a ban for up to 1 year from all classes.

All car and engine specifications will be taken from the Technical Service Data book for cars as published by Glass's Guide Service Limited. It is the driver's/ team's responsibility to check that their car is legal before competing.

Drivers are reminded that all cars must be scrutineered before every meeting, and during a meeting, if necessary, it will be the driver's/ team's responsibility to prove to Onchan Raceway the legality of any part in doubt.

CARS

The cars that can be used in this class are any small front wheel drive hatchback type car not exceeding 1.2 litre, the only exception will be the Ford Fiesta 1.2 Suzuki swift 1.2 Nissan micra 1.2 and the Corsa 1.2

A logbook/last registration and chassis number may be asked for to check on eligibility

BODYWORK

Junior Rods are expected to be well presented on all occasions. Black or dark coloured cars are not recommended.

Headlamps, side indicators etc. must be removed

All glass must be removed, an interior rear-view mirror may be fitted, both door mirrors must be retained with the glass taped in position for safety.

Sunroofs must be removed and plated over with steel 1mm thick, welded or bolted in position.

The steering column, brackets and all cross members close to the driver shall have all sharp edges removed and be effectively padded to avoid injury.

A hole square or round minimum size 50mm maximum size 150mm must be cut in the bonnet to enable a fire extinguisher to be used without the bonnet being opened.

An air scoop may be used on the bonnet which doubles up as but not in addition to the fire extinguisher hole. The air scoop must be less than 50mm high and not larger than 150mm square.

Boot / Roof spoilers may be fitted but overall dimensions cannot be greater than 150mm x 150mm x the width of the roof of the car, spoilers must be fitted with less than 100 mm distance from the underside of the spoiler to the roof / boot lid.

Front grills may be removed if they become damaged and replaced with mesh or drilled alloy sheet to protect the radiator. The car must not be strengthened in any way and must be left open for scrutineering purposes.

Any bumper may be used which fits safely to the car and is not detrimental to the overall appearance. Bumpers must not have over riders or similar features added to them (whether optional or home-made). No additional armouring is allowed.

The boot or tailgate must be fitted and securely fastened in place. But access will be required for scrutineering purposes.

ENGINES

Engines "as manufactured" an overbore of 1.5mm is permitted on the minimum standard bore - no turbos, superchargers or dry sump systems allowed. 16 valve and fuel injection engines can be used.

Engines must be compatible with body shells/i.e., if a car was produced with a 1.25/1.0 it can be put in that car but must be ford to ford, Vauxhall to Vauxhall and be the same variant of engine

Engine numbers / identification plate must be visible for inspection and compliance.

The original bulkhead must not be cut away and remain intact, with all holes filled.

Air filters may be removed.

CARBURETTOR/fuel injection/ecu

~~Injection manifolds can be used from another model in the manufactures range~~

~~Cold start devices may be removed.~~

~~Re jetting is permitted.~~ Fuel injection **only** allowed but must be standard as originally fitted **and a 20mm restrictor as supplied by Onchan Raceway must be in place before the maf sensor (MASS AIR FLOW) and no air must be able to enter in any other way into the combustion chamber.**

~~Removal off the injection system is allowed and can be replaced with a 32/34 Webber carb.~~

~~After market ecu's are allowed~~

~~Remapping is allowed.~~ **Any driver that thinks another competitor has a remapped ecu can have the car checked at a cost of £150 on a dyno and if the driver in question is found to have a remapped ecu they will receive a fine of £200 to pay for the check and admin costs and a 3-meeting ban and won't be allowed to race until the fine has been paid in full**

A cut down loom using the standard ecu and components is allowed

EXHAUST and Manifold All exhaust systems must be securely fastened to the underside of the car and MUST HAVE AT LEAST ONE GOOD SILENCER BOX. The catalytic convertor DOES NOT count as one box. **The catalytic converter can be removed**

The pipe should not protrude past the body work. Performance exhausts NOT allowed **a few cars have these and will not be allowed to race if not rectified by the 1st meeting. To make this clear no stainless steel anywhere in the exhaust system.**

Any car making excessive noise will be disqualified from racing until the fault is rectified.

~~The standard manifold may be changed for an aftermarket type.~~ **Only standard exhaust manifolds withing the manufactures range can be used**

GEARBOX

Must remain standard. As originally fitted by the manufacturer. Gear ratios may be changed.

DIFFERENTIALS

Standard ~~welded or limited slip~~ differentials may be used. **standard open diffs only**

RADIATORS

Any radiator may be used but must remain within the engine compartment. Electric cooling fans may be used.

Ducts or scoops to aid radiator cooling are allowed.

Water tanks must not be used. Thermostats may be removed. The heater matrix if used must be inside the engine compartment. No additional water or oil coolers permitted unless originally fitted by the manufacturer.

All overflow pipes must terminate under the car.

SUSPENSION

~~adjustable suspension can be used,~~ original suspension may be cut or heated to lower. Springs can also be changed. **RIDE HEIGHT This is measured without the driver, from the bottom of the sill (not**

the rebate lip) to the ground, Honda civic is measured to the underside of the rebate lip not the floor pan and this ride height measurement must be no lower than 152mm or 6". The test block must travel freely along the length of the sill between the front & rear wheels.

Wheelbase must be within +/- 25mm from one side of the car to the other (measured from the centre of the front

wheel to the centre of the rear wheel on both sides).

Strut braces are allowed, they must pass over the engine and be fixed from one strut top to the other, and not to any other part of the car or bulkhead.

Repairs to damaged cars can be done after the car has been straightened by using steel the thickness of the cars steel body panels, any thicker and it will be illegal armouring.

CAMBER

Camber will be measured before and during a meeting. A maximum of 5 degrees of camber will be allowed **on the outside only and the inside must remain standard** and can be obtained however you want. **using adjustable top mounts to get the camber is allowed**

cars with more than 5 degrees will not be allowed to race until the fault is rectified.

If a car receives damage during a meeting increasing the amount of camber this will be allowed for the remainder of that meeting but must be rectified before the next meeting.

BRAKES

Must remain as manufactured and work effectively on all four wheels.

The handbrake may be removed.

WHEELS / TYRES

Maximum width 7 inch. No wider permitted.

Hub caps, wheel trims and wheel weights must be removed.

All wheels must be fitted using a minimum of 4 studs or nuts, wheel centres cannot be modified.

TYRES

The only tyre that will be used is the **HIFLY 185/55R15 HF201 82V** and only 12 tyres will be allowed per season, If you purchase your own they must be produced before racing to be marked up, if a tyre is popped during racing and can be proven that it happened during racing a new tyre can be purchased. This new rule is to keep the costs down and all drivers have the same grip levels.

These tyres can be purchased at a cost of £35 each from Onchan raceway ltd but if the price does fluctuate this may go up or down.

~~Toyo Proxes T1R/TR1 or Falcon Ziex or any normal tread budget tyre~~

Tyre softener of any type cannot be used; random durometer readings will be taken before and during meetings.

If unsure ask – anyone caught using tyres deemed not to be legal will lose all points scored throughout the season.

ELECTRICAL

Batteries may be repositioned; they must be bolted or clamped securely and completely covered to prevent acid leaking in the event of a roll over. Ratchet straps, rope or cable ties are not suitable, and cars will fail scrutineering.

All wiring must be fully insulated. No Bare Wires.

A battery isolator switch, switching the POSITIVE side of the circuit MUST BE FITTED on the passenger side of the H frame / roll cage close to the B pillar, easily accessible for marshals to turn off.

All electrical circuits must be isolated by the Battery Isolator. This includes the battery.

Driver's must demonstrate during scrutineering that by turning off the isolator the engine stops and kills all circuits.

HOT WIRING IS NOT PERMITTED. Car horns must be disconnected or removed.

Alternators can be removed.

An electric fuel pump may be used but must be isolated by the ignition and battery isolator.

Rev counters and other instruments may be used.

Starter motors must be fitted and in working order.

Heavy duty / sports coils may be used.

Two brake lights must be fitted onto the rear parcel shelf or in the rear window aperture, both must be rear facing, if the cars brake lights as standard are above the back bumper they may be used instead. Brake lights must be in working order and operate from the standard brake light switch as fitted to that make / model of car, no other switches or modifications to switches can be made.

Red lenses please.

STRENGTHENING

Additional strengthening with any material is NOT permitted.

Seam welding of body panels is not allowed. Doors can be tack welded shut using 2 x 75mm welds per door.

Please note: - chassis / chassis legs must not be strengthened.

Spare wheel carriers and tow bars must be removed.

A bar maximum size 50mm x 50mm or 50mm diameter MUST be fitted under the front of the car to aid recovery by a tractor. The bar must not protrude further forward than the main chassis rails and must not be wider than the chassis rails.

A hole must be made in the front bumper / grill for easy access by the tractor.

BALLAST

No additional ballast of any kind allowed.

TRIM

All interior trim including door linings, head linings, floor coverings, all seats (other than the drivers), all exterior trim, windows, lights, glass, chrome strip, wheel trims and wheel weights must be removed before the car is brought to the stadium. No rubbish must be left inside or outside the stadium

AIR BAGS

Must be removed.

BONNET / BOOT

The bonnet and boot may be chained or bolted down. The outer skin must be in place, but the inner parts can be removed. If bolted, a maximum of four 12mm diameter bolts in both boot and bonnet may be used. In every case both the boot and bonnet must be able to be opened for scrutineering purposes. Bolts which protrude 50mm above the bonnet line will not be allowed.

DOORS

All doors must be either welded, bolted, or chained shut, - the strongest being bolted or welded immediately opposite the hinges, rope alone will not be permitted. (2 x 75mm welds per door allowed).

Door handles and window mechanisms must be removed. The inner door skin can be removed.

To make driver access easier, the passenger door can be used but must be securely fastened closed with the use of a spring bolt and suitable bracket fitted inside the car. Easily accessible by the marshals and medics if entry is required.

DOOR BARS

Door bars are compulsory.

Door bars - A minimum of two 38mm x 38mm box section 3mm thick or 34mm diameter tube 3mm thick are required – one positioned at a level to protect the driver's knee and the other positioned to protect the drivers arm in the event of a side impact. Both door bars must pass beyond the door opening, into the front wing / A pillar and back into the B pillar.

ROLL HOOP / ROLL CAGE

The minimum steel roll cage protection required is a single "hoop" roll bar to support the door pillars, securely bolted or welded to the roof and floor. Positioned directly behind and above the driver's seat. The ends of each roll hoop must be bolted or welded into position using a spreader plate minimum size 100mm square, maximum size 150mm square. If bolted into position 4 x M10 bolts and suitable nuts and washers must be used in each spreader plate. Minimum size of roll hoop 38mm x 38mm x 3mm box or 38mm x 3mm steel tube and must consist of two vertical and two horizontal bars.

Two separate bars of similar size to the roll hoop must be fitted from the top of the roll hoop down to the rear seat compartment or rear wheel arch area. Welded or bolted into position with 4 x M10 bolts and suitable nuts and washers.

Alternatively, a substantial steel roll cage of at least 38mm x 38mm box section 3mm thick or 34mm x 3mm tube may be constructed inside the driver's compartment only, bolted or welded to solid bodywork, using the same method of spreader plates and bolts as above.

The roll cage shall consist of two hoops, one behind the driver and one in support of the windscreen, with connecting bars in the roof.

Two chicken bars must be fitted to the roll cage on the driver's side and one on the passenger side.

A horizontal bar must be fitted across the roll cage pillars at shoulder level behind the driver's seat and at the scuttle panel.

The cage may be extended to form a 6-post cage by the addition of diagonal tubes from the rear hoop down to the rear suspension strut tops, (rear wheel arches) or floor

No show roll cage is allowed and if asked a hole must be drilled into any material used to verify the wall thickness.

DRIVERS SEAT

The driver's seat must be replaced with a strong and secure competition type seat incorporating a head rest, the seat must be bolted or welded to the floor. Adjustable runners or sliders must be bolted or welded up or the seat bolted at the back to prevent it from moving on the runners.

FUEL TANK

The standard fuel tank must be removed. A metal tank of two gallons maximum must be securely fastened inside the cab, preferable in the centre of the rear seat area. The tank must have a breather which will not allow fuel to leak if the car is upside down, which will include a non-return valve.

An ON /OFF tap must also be fitted in a position so that the driver can turn off the fuel whilst sat in the car and wearing the safety harness. The tap must be clearly marked to show ON / OFF position.

All fuel tanks must have a metal top which is securely fastened, with both fuel outlet and breather from the top of the tank. Breathers must terminate under the car, securely fastened so that they cannot be pulled back into the car. All pipes must be either brazed, welded, or correct tank fittings used. Chemical metal, silicon and other types of gunge will not be allowed.

Only standard pump fuel up to and including 100 octane is permitted. No Avgas, Methanol blends, Special mixes, Nitrous Oxide or Octane boosters are permitted.

SAFETY HARNESS

A 5-point safety harness must be fitted and be in good condition. The harness should feature two shoulder straps, lap straps, crutch strap and quick release buckle. Minimum width of harness straps is 50mm. 75mm is recommended. Hans type harness with narrower shoulder straps are allowed

The harness must be fixed to a strong point of the floor, roll hoop, or roll cage, separate from the seat mountings and with a minimum of 10mm bolts.

CRASH HELMETS

Helmets must be fitted with a suitable visor or goggles. Helmets must be always worn during practice or racing.

Helmets must conform to either: - FIA 8860 - 2010, FIA 8859 – 2015, Snell SA 2010, Snell SAH 2010, Snell

SA2015, Snell EA2016, SFI Foundation 31.1A, SFI Foundation 32.2A, SFI Foundation 31.1, or ECE-R22.05

Fibreglass or Tri composite form only. POLYCARBONATE HELMETS NOT ALLOWED.

The following approved standards are allowed for Junior drivers only, in addition to the ones above.

Snell CMR 2007, Snell CMS 2007, Snell CMR 2016, Snell CMS 2016, SFI 24.1 Polycarbonate helmets not allowed.

TRANSPONDER

1. A Transponder is mandatory & it must be fitted in a vertical position 1.8m back from the front position of the car. All drivers regardless of licencing promoter must now be fitted with a functioning transponder.

2. A hole 150mm or 6” in diameter or square, must be cut in the floor & the transponder fitted above it.

3. In the event of a dispute with a transponder result, then the Steward of the meeting will make the final decision.

Race receivers

From 2022 onwards race receivers must be always used during practice and racing, this will help the clerk of the course in many aspects and will also help in any racing incidents on track.

OVERALLS

Drivers are required to wear suitable overalls during practice or racing – minimum standard for all drivers is flame retardant Proban protected to BS 6249. Overalls must be in good condition, no holes, or tears. Karting suits will not be allowed as they are not fire retardant.

NECK COLLARS / HANS DEVICE

Neck collars, or a Hans device are compulsory, and must be worn during practice or racing.

GLOVES

Flame retardant Proban gloves must be always worn during practice or racing.

WINDOW NETS / WINDSCREEN

A window net must be fitted to the driver's door window area but must be easily removable if access is required by the rescue services. Attention must be given to the way window nets are fastened, ensuring that they cannot come loose if a car rolls. Ie avoid cable ties around windscreen and door pillars.

A metal upright (tube, box or angle) minimum 20mm x 20mm maximum 38mm x 38mm must be welded or bolted into the centre of the windscreen aperture. Mesh with holes no greater than 30mm x 30mm is to be fitted from this bar to the A pillar on the driver's side. Mesh on the passenger side is optional. no flimsy mesh please

NUMBERS

Racing numbers must be painted on both sides of the car (as large as possible), and on both sides of a roof mounted fin. Minimum size of numbers 230mm high with 25mm brush strokes. Black numbers on a White background. No edging, no holographic styles, just solid BLACK numbers on a plain WHITE background.

The drivers name should be able to be seen by the commentator and spectators.

No obscenities as stockcar racing are a family sport.

CONDUCT

Drivers are required to wear clean overalls and attend the meetings with themselves and their cars looking as presentable as possible. Remember that apart from racing for your own enjoyment, you are entertaining the public and it is with their support that we continue to race.

A driver is expected to comply with all requests of the stadium staff when at a meeting.

Mechanics are the responsibility of the driver and irresponsible conduct by a mechanic or driver could lead to the driver being suspended.

Mechanics / Parents must not discipline / challenge another driver. Any matters must be directed through the Clerk of the Course / Onchan Raceway who will then listen to both sides and make a judgement and inform both parties.

The Clerk of the Course / Onchan Raceway may at any time discipline a driver or their representatives for unsporting actions or conduct either on or off the track.

ON TRACK CONDUCT

Any driver driving recklessly or aggressively will be warned of their actions, if they offend during the next 3 meetings the driver will receive a formal warning Yellow Card this will remain in place for a further 5 meetings, if the driver offends during these 5 meetings, they will be banned from racing for 3 meetings.

Any driver who is issued with a yellow card will also have 25 championship points deducted from their current score.

A driver making a "jump" start may cause the whole grid to be reformed and will be warned of their actions. If the same driver is judged to have jumped the start for a second time within the next three races, that driver will be docked two places from the race result.

If a major incident occurs on or off the track involving deliberate fencing, sideswiping, or ramming another driver's car or other serious misconduct the driver / team will be disqualified from the remainder of the meeting.

The Clerk of the Course, relevant marshals and Onchan Raceway will discuss the matter at the end of the meeting and inform the relevant drivers / teams of their decision / penalty.

The decision of the Clerk of the Course or Onchan Raceway will be final.

SOCIAL MEDIA

Abuse, threats, or defamatory comments will not be tolerated by Onchan Raceway. The internet and social network sites are regularly monitored, if any such comments are made by a driver or team member the offending Driver / Team will be banned from racing and the stadium for a minimum of 3 meetings.

SAFETY

Keep your harness on and helmet until the race has finished and the pit gate has been opened, if you do take any off you will be loaded up and also miss the next round.

Safety is of the up most importance. These rules have been compiled with you, your fellow drivers, and spectator's safety in mind.

When overtaking another car on the same lap, it is your responsibility as a driver to ensure the whole of your car is completely past the car being overtaken before taking the racing line. It is not the responsibility of the driver on the racing line to brake and let you in.

Drivers are not allowed to swerve or weave around the track to defend their racing position. Any driver deemed to be holding up a race will be shown a blue flag even if leading the race. If a driver does carry on obstructing other drivers after they have been shown a blue flag, they will be docked places in the race results.

Lapped cars will be shown the waved BLUE flag which indicates faster cars are approaching, the lapped driver must hold their line and allow the faster driver / drivers an uninterrupted passage through.

Unsporting conduct will not be tolerated and could lead to disqualification. The decision of the Clerk of the Course / Onchan Raceway is final.

GENERAL

Each driver is only permitted one car per formula, and each car is only allowed one driver per meeting, (team building, celebrity and special events excepted).

Cars cannot leave the pit area for repairs. If a car goes out of the stadium, it stays out for the rest of the meeting,

NO EXCEPTIONS.

Annual trophies such as the Sword of State, and Points Championship Ministox model must be returned a minimum of 3 weeks before the race is held, by the previous winner.

ENGINE DISPUTES

Any registered Junior Rod driver/ team may put in a written complaint about the legality of any engine or car parts; this will cost £40 and is non-refundable this fee must be accompanied by the relevant complaint fee: -

Complaints requiring the removal of a cylinder head £ 200

Complaints requiring the removal of the flywheel £ 200

Complaints requiring an engine strip to inspect crank, con rods, pistons, gearbox, or diff. £ 400

The engine concerned will be checked with Onchan Raceway staff in attendance and if it is found to be illegal the complainant will be refunded, and the offending driver and car will be banned from racing for a minimum of **3 meetings** ~~60 days~~ and all points removed. If the suspected engine is legal, the complainant forfeits the complaint fee to the suspected driver.

If the driver refuses to have anything checked it's a year ban from this date and a second time caught with illegal parts is a life ban

Points and GRADING

Points will be scored 10 points for a win, down to 1-point for 10th place.

If a driver of **any grade** ~~white grade, yellow, grade or blue grade driver~~ wins a race they start at the back last position of their grade for the **next race** ~~rest of the meeting~~. If a white, yellow or blue grade driver wins 2 races at a meeting, then at another meeting before grading they automatically go up a grade, if a white, yellow or blue grade driver wins all 3 races at a meeting they automatically move up a grade.

Grading will take place after every fourth meeting.

The entire roof of the car must be painted either white, yellow, blue, red, or silver depending on points scored. Drivers having the wrong-coloured roof will have to start each race behind the red / superstar grade drivers until the fault is rectified.

Normal championship starting grid positions will be in graded order and reverse point scoring order. ie Lowest points scorer before the start of the meeting in each grade starts all the races at that particular meeting from inside front row etc. ie. Grades within grades.

Drivers who regularly share the same car, will have their points totals added together to determine their starting grid position for each meeting.

SILVER with 2 orange flashing lights denotes previous season's point's champion.

THE RACE

Cars will line up on the starting grid in graded order.

All races will be started using a rolling lap system. During the rolling lap, 5 car lengths must be maintained between grades (10 car lengths if an entire grade is missing).

The previous season's points champion will be designated superstar for the whole of the following season and start each race 2 car lengths behind the red-top graded drivers. (Silver roof with 2 roof mounted amber flashing lights in working order).

The points champion from the previous season has the option of racing under No.1 indicating that achievement.

SCRUTINEERING

Every car must be scrutineered before being allowed to practice or race. It is the driver's/ team's responsibility to ensure that their car and safety equipment is scrutineered.

Cars suffering damage during a meeting will be allowed to continue racing during the meeting at the scrutineers / clerk of the course's discretion.

ANNUAL TROPHIES

Best turned-out car – judged at each meeting by commentary box officials, with the trophy going to the driver gaining most awards throughout the season.

Newcomer of the Year – awarded to the highest point scoring driver in the grading list, open to drivers in their first season of racing.

Sword of State Trophy – awarded to the highest points scoring driver, over 3 meetings held during the season.

The drivers name and racing number will be engraved on the trophy which they keep for one year. The trophy remains property of Onchan Raceway.

Points Champion (Ministox model) – awarded to the winner of the season long points championship. Driver's name and number will be engraved on the trophy which they will keep for one year. It is then presented to the following season's point's champion.

THE RULES

When referring to these rules and regulations the principle will always be: -

If you want to alter, modify, or vary anything and these rules do not actually state that it can be done DO NOT DO IT – ask Onchan Raceway for written permission.

If you have any doubts about the interpretation of these rules and regulations, you should seek confirmation from Onchan Raceway.

Modifications or interpretations will be considered by Onchan Raceway and if it is thought the sport of Junior Rods would benefit by a rule change, modification, or interpretation this will be conveyed to all registered drivers who will be notified of the change and time of implementation.

REMEMBER – UNLESS THESE RULES STATE YOU CAN DO IT - DON'T

OBJECT

Junior Rods is intended to be a fun sport for 10- to 16-year-olds.

Let's keep it that way --- enjoy you're racing and go for it!