Fastrack news official SCCA member notification
EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

RXB have reviewed and approved the following clarification to the 2026 rules.

The following side intake panels count as "pop-out panels" for rule 3.3.C.4.i for 2026.

- → *Porsche Boxster 986-504-747-00*
- → *Toyota MR-2 Spyder 62907-17040*
- → *Lotus Elise D117B0130F*

In addition, there are several proposed Rule changes for 2027. RXB would like to solicit 'What Do You Think' feedback from the Membership on these proposed changes.

PROPOSED CONVERTIBLE SOFT TOP/ROLL BAR CHANGE AND SAFETY LEVEL STANDARDIZATION

These changes support the following rule changes. They have been separated for clarity.

- → Standardize roll bar and roll cage language into the Safety section of the rulebook
- → Require a roll bar or factory rollover protection on all convertibles including convertibles running a hardtop
- → Start a pilot program for two seat roadsters to run with a roll bar and factory soft top with plans for expansion in 2028.

SAFETY

ITEM 1: Standardize safety levels and add them to the safety section of the rules

3.2 Vehicle/Driver Safety

All vehicles and drivers must meet all requirements in **3.2.A Safety Level 1**.

3.2.A Safety Level 1

<The entire contents of old 3.2 with some additional changes below>

3.2.B Safety Level 2

These safety preparations are strongly recommended on all rallycross vehicles. Compliance to Safety Level 2 standard consists of,

- All Safety Level 1 requirements
- A four point roll bar meeting Time Trials Level 2 requirements

3.2.B Safety Level 3

These are optional and encouraged safety preparations that may be done to any rallycross vehicle. Compliance to SL3 consists of

- All Safety Level 1 requirements
- A Roll Cage adhering to SCCA Time Trials Level 3 OR a stage rally roll cage with current logbook from ARA, NASA, or CARS

- The driver and front passenger seat, if present, must be of a one-piece, bucket-type design specifically intended for racing. The date code may be expired, but the seat structure must not be visibly worn or damaged.
- 5-, 6-, or 7-point harness. The date code may be expired, but installation must be in accordance with SCCA Time Trials Level 3 best practices and belts should not be visibly worn or damaged.
- Optional for Level 3, but not required, are fire suppression bottles or systems and a fire-retardant driving suit

ITEM 2: Remove the encouraged roll cage rule, 3.2.O

3.2 Vehicle/Driver Safety

A. Safety Level 1

~~**O.** Roll cages are strongly recommended in all vehicles. If installed it is strongly recommended that roll cages be constructed according to the rules for stage rally competition used in other sanctioning bodies. Roll cages are required for UTVs.~~

ITEM 3: Rewrite the convertible safety rule, 3.2.C, for mandatory roll bars and allowed soft tops

3.2 Vehicle/Driver Safety

1. **Safety Level 1**

~~Convertible, Targa, or T-top vehicles must have their hardtop or panels securely in place during course runs~~ Vehicles with convertible tops, targa tops, and t-tops must meet these additional requirements

A. Vehicles with convertible tops must have rollover protection meeting one of the following criteria:

i. The vehicle is equipped with documented factory installed roll over protection. (Examples of manufacturer-documented roll over protection include hydroformed and reinforced a-pillars or windshield frame **AND** factory installed roll bars and/or "pop-up" bars that are designated as roll over protection).

ii. The vehicle meets Safety Level 2 or Level 3 standards

B. The roof of the vehicle must fully enclose the passenger compartment. One of the following roof configurations must be used

i. OEM strength hard top, targa top, or t-top

ii. Soft convertible tops and soft targa tops with an OEM frame and OEM quality canvas or vinyl in a vehicle with safety level 2 or 3 preparation on the following inclusion list

1. BMW Z3, Z4
2. Chevrolet Corvette
3. Honda S2000
4. Lotus Elise
5. Mazda Miata/MX-5

6. Nissan 350Z, 370Z
7. Pontiac Solstice
8. Porsche Boxster
9. Saturn Sky
10. Toyota MR2

STOCK CATEGORY

ITEM 1: Rewrite 3.3.C.4.d with Safety Levels in mind

3.3 Vehicle Classification

C. Stock Category

4. The addition of protective equipment is allowed with the following exceptions:

d. Driver restraints and roll cage may be added. Modification of interior components to the minimum extent necessary for the proper installation of driver restraints and roll cage is permitted.

1. ~~If a roll bar meeting SCCA Time Trial Safety Level 2 Standards is installed, carpet and trim from behind the driver, convertible soft tops, and rear seats may be removed.~~ Vehicles that meet all requirements for Safety Level 2 may remove any or all of the following interior items:
    a. Convertible soft tops
    b. Seats aft of the driver
    c. Carpet and trim aft of the driver.
2. ~~If a roll cage meeting SCCA Time Trial Safety Level 3 Standards is installed, a five (5)-point or greater restraint system (SFI or FIA rated) shall be used by all occupants during competition runs. The harness(es) shall be securely attached to the frame or roll cage of the vehicle in accordance with the restraint manufacturer's recommendations. The vehicle will be allowed seat modification per rule 3.3.D.11 to meet harness installation requirements. In addition, all carpet and trim, convertible soft tops, and rear seats may be removed. The dash must remain in place.~~ Vehicles that meet all requirements for Safety Level 3 may remove any or all of the following interior items:
    a. Seats aft of the driver
    b. All carpeting and insulation material
    c. All trim panels, except the dash which may be trimmed or modified to the minimum required for installation of the Safety Level 3 associated parts

d. Convertible soft-tops

ITEM 2: Rewrite the hardtop allowance with Safety Levels in mind

3.3 Vehicle Classification

C. Stock Category

22. An OEM hardtop, t-top, or targa top from any domestic market may be used. Alternately, non-OEM hardtop of a type substantially similar to the shape, design, construction, and weight of the OEM hardtop may be used ~~if the vehicle is equipped with a roll bar built to current SCCA Time Trials Level 2 or 3, or a roll cage built to current SCCA Improved Touring specifications or better~~ if the vehicle meets Safety Level 2 or 3 requirements.

MODIFIED CATEGORY

ITEM 1: Combine the roof strength, hard top, and targa top requirements, 3.3.E.10, 11, and 12, with Safety Levels in mind

3.3 Vehicle Classification

C. Modified Category

10. Vehicle roof must be present and retain OEM strength.
    a. Vehicles with deleted sunroofs (replaced with new material) must meet or exceed the OEM roof skin strength of non-sunroof models
    b. Roof skin (if replaced) must be made of mild steel (minimum thickness 18 gauge) or aluminum (minimum thickness: 0.063”). Other materials to be approved by the RXB.
    c. Roof vent kit(s) may be installed.
    d. Open top vehicles prepared to Safety Level 1 are required to use one of the following roof options
        i. An OEM hardtop, t-tops, or solid targa panel
    e. Open top vehicles prepared to Safety Level 2 or 3 are required to use one of the following roof options
        i. Any option allowed for Safety Level 1
        ii. A soft convertible top or targa top that meets safety and eligibility requirements in rule 3.2.C.
        iii. A non-OEM hardtop, t-top, or targa top that maintains OEM hardtop strength and completely encloses the driver.

~~11. T-top/Targa top vehicles must retain OEM T-top/Targa panels.~~

~~12. It is highly recommended that convertibles be equipped with a rollbar meeting Time Trials Level 2 requirements. Convertibles require a hardtop that meets one of the two following requirements:~~

~~a. OEM hardtop with OEM rear window.~~

~~b. A non-OEM hardtop of a type substantially similar to the shape, design, construction, and weight of the OEM hardtop if the vehicle is equipped with a roll bar built to current SCCA Time Trials level 2 specifications or better.~~

ITEM 2: Rewrite the door bar requirements, 3.3.E.13.e, with Safety Levels in mind

3.3 Vehicle Classification

C. Modified Category

13. Vehicle driver door and passenger door (if passenger seat is present) must meet the following requirements:

e. The anti-intrusion bars, window mechanism, and inner door skin are not required to be present. If anti-intrusion bars are removed, ~~a roll cage meeting Time Trials Level 3 is recommended~~ safety equipment meeting Safety Level 3 is recommended.

ITEM 3: Rewrite the windshield requirements, 3.3.E.14, with Safety Levels in mind

3.3 Vehicle Classification

C. Modified Category

14. Windshield must be OEM glass (or equivalent) or may be replaced with minimum 3/16" clear polycarbonate (Lexan or equivalent) ~~with addition of a full roll cage built to SCCA Time Trials Safety Rules Safety Level 3 or better~~ if Safety Level 3 requirements are met.

CONSTRUCTORS CATEGORY

ITEM 1: Replace the roll cage rule, 3.3.H.13, with a Safety Level 3 requirement

3.3 Vehicle Classification

H. Constructors Category

~~13. A roll cage meeting or exceeding the current SCCA Road Racing General Competition Rules or the current requirements of another sanctioning body approved by the SCCA RXB is required.~~ The vehicle must meet Safety Level 3 preparation requirements. Additionally,

a. …

ITEM 2: Remove the standalone belt requirement, 3.3.H.17

The belt requirement is covered by the Safety Level 3 requirements

3.3 Vehicle Classification

H. Constructors Category

~~17. A five (5)-point or greater restraint system (SFI or FIA rated) shall be used by all occupants during competition runs and shall be securely attached to the frame or roll cage of the vehicle in accordance with the restraint manufacturer's recommendations.~~

OTHER PROPOSED CHANGES FOR THE 2027 RULEBOOK

STOCK CATEGORY

ITEM 1: Rewrite the headlight allowance

3.3.C.7

1. Vehicle lights may be replaced with alternate bulbs and housings~~. Auxiliary lights may be added. The total number of lights shall not be less than standard.~~ as long as they meet the following requirements
    a. The total number of lights shall not be less than as delivered from the manufacturer. The vehicle must maintain high beam, low beam, and turn signal functionality.
    b. The housing must completely enclose the headlight opening and must meet requirements in 3.3.C.4 concerning performance advantages
    c. Auxiliary lights may be added

ITEM 2: Rewrite the snorkel allowances

3.3.C.3

1. Any air filter may be used, but it must fit in the stock location. Prefilter may be used. Add-on intake snorkel systems may be used ~~provided that the snorkel attaches to the factory airbox. The airbox may be modified to the minimum extent necessary to install the snorkel.~~ as long as they meet the following requirements
    a. The snorkel attaches to the factory airbox. The airbox may be modified to the minimum extent necessary to install the snorkel.
    b. Snorkels must be properly secured. Minimal minor modifications such as adding brackets, drilling holes, or adding fasteners are permitted.
    c. Grills, mesh panels, and other decorative panels used for intake air may be removed or modified to the minimum extent necessary to route snorkel tubing.
    d. The cross sectional area of the snorkel tubing must be no greater than the cross sectional area of the throttle body.
    e. A snorkel shall not be designed in such a way to promote a 'RAM air' or similar effect that would increase engine power by delivering greater airflow. Snorkel inlets must not have any forward facing openings if mounted outside the body work. A 'mushroom type' rain cap or similar device may be placed over a forward facing opening to meet this rule.

ITEM 3: Rewrite stock rule 4 to combine the guidelines from point 3.3.C.4.a into the top level 3.3.C.4.

1. The addition of protective equipment is allowed ~~with the following exceptions~~. The modifications must only provide protection to the car and/or occupants and provide no performance advantage. Any alternate mounting hardware shall only serve to reinforce the mounting mechanism of the panel or body part and shall not provide any performance advantage or weight reduction. Examples of non-allowed modifications that provide a performance advantage include vents/scoops to improve cooling or intake airflow, additional ducting to improve engine or brake cooling. Any protective equipment that falls in the following categories must meet these additional requirements,

~~a. The modifications must only provide protection to the car and/or occupants and provide no performance advantage. Examples of allowed protective equipment include skid plates to protect underbody components and to protect lower front fascia from ground contact, mud flaps and bolt-on fender flares to protect paint from gravel damage, driver restraints/harness belts and roll cages/bars to protect occupants, and strut caps to prevent failure of strut mounts. Mounting hardware for bumper covers, fascia, body panels, undertrays, and trim pieces may be replaced with alternate components. Any alternate mounting hardware shall only serve to reinforce the mounting mechanism of the panel or body part and shall not provide any performance advantage or weight reduction. Examples of non-allowed modifications that provide a performance advantage include vents/scoops to improve cooling or intake airflow, additional ducting to improve engine or brake cooling.~~

b. Mud flaps must be flexible.

c. …

ITEM 4: Restrict tires to automotive tires

3.3.C.2

1. Passenger and light truck tires with ~~Tires must be~~ U.S. Department of Transportation (DOT) ~~approved and~~ approval that display the applicable DOT symbol and Tire Identification Number (TIN) label are allowed. Tires with the equivalent Canadian DOT and TIN labels are allowed on Canada registered vehicles at Regional events. Tires marked "For competition only", "Not for street use" or similar are not allowed. No part of the tire may be modified or altered from its original form, either through addition or subtraction, other than normal wear. Retreaded, recapped, and remolded tires are not permitted. Alternate tire sizes are allowed but tires may not interfere with any parts of the car (fenders, fender liners, suspension, etc.). Inner tubes are considered an integral part of the tire.

PREPARED CATEGORY

ITEM 1: Permanently fix the omitted roof rule in the 2026 rulebook

3.3.D.25.b

25. Vehicle roof must be present and retain OEM strength.
    b. Replacement roof skin must be made of mild steel with minimum thickness 18 gauge or aluminum with minimum thickness: 0.063" or composite/plastic with minimum thickness: 0.125".

ITEM 2: Rewrite the headlight allowance

3.3.D.24

1. ~~Auxiliary lights (commonly called fog lights) may be removed. This does not allow the removal of turn signals, side markers, brake lights, daytime running lights, or headlights.~~ Exterior lighting may be replaced or modified as long as the following requirements are met
    a. The vehicle must have functional low and high beam headlights, turn signals, side markers, and brake lights.
    b. Auxiliary lights (commonly called fog lights) may be removed.

c. Vehicles with any variety of non-fixed headlights may remove the housing, motors, and control units as long as the replacement headlights meet all other requirements.

ITEM 3: Rewrite the steering rule into an explicit list of allowances

3.3.D.26

1. ~~Steering racks may be removed or replaced. Associated components (i.e. belts, pumps, lines, etc) may be removed or replaced.~~ Steering systems may be modified in the following ways
   a. Steering racks or boxes may be swapped for other racks or boxes. The replacement rack or box must attach to all stock attachment points. Tie rods, pitman arms, and idler arms may be replaced or removed.
   b. The steering shaft forward of the firewall may be modified or replaced. Any collapsible section of the steering rack must remain OEM.
   c. Rear steering systems may be disabled, locked out, or removed
   d. Hydraulic steering may be depowered or replaced with manual or electrically-powered steering. The power steering pump, associated lines, and brackets may be removed or replaced as necessary. Engine belts can be shortened and rerouted.
   e. Electric power steering systems may be added as long as they are forward of the firewall.
   f. Steering quickeners may not be added.

ITEM 4: Fix the transmission control unit acronym

3.3.D.19

1. On automatic transmission vehicles, any torque converter may be used. The valve body may be replaced. Shift kits or transmission ~~ECU~~ TCM/TCU tunes may be installed.

TRUCK CATEGORY

ITEM 1: Correct oversight on the removal of OEM parts when doing partial package conversions

Preparation Allowances

1. Parts offered for sale from the same OE manufacturer, with an OE part number, for the same model, year, and drivetrain, as dealer-installed accessories, over the counter accessories, or performance parts may be added or used to replace OEM parts with the same function ~~are allowed~~.
4. Complete drivetrains may be replaced by ~~from~~ eligible alternate trim levels or option packages from the same model and model year of the vehicle may be used without performing a full package conversion. A complete drivetrain includes the engine, transmission, differential, electronics, and any ancillary parts unique to the drivetrain.

ITEM 2: Clarify fuel cell and fuel line allowances

Preparation Allowances

10. Safety fuel cells are encouraged and, if installed, must be mounted on top of the bed load floor, within the bed of the vehicle. If a safety fuel cell is installed, fuel line extensions may be added.

UTV CATEGORY

ITEM 1: Update ride height recommendations

UTV Preparation Requirements

14. Maximum ground clearance measured at the base of the frame rails at both the front and rear of the vehicle is equal to the distance between the centerline of the hub of the nearest wheel and the ground ~~or the OEM ground clearance spec, whichever is lower~~.
    - It is strongly recommended that the vehicle be lowered to the greatest extent possible. On vehicles that feature trailing arm rear suspensions with lateral links it is recommended that the suspension be adjusted such that the lateral links are near horizontal ~~or angled upwards towards the wheels~~.
    - It is strongly recommended that the vehicle's suspension be optimized for RallyCross use. Stiffer springs, shorter springs, limit straps used in conjunction with appropriate end links, and shocks optimized for RallyCross use are recommended.