

A. UTV Category

~~UTV class (U): Open to mass-produced UTV including four-wheeled utility terrain vehicles, side-by-sides, and recreational off-highway vehicles.~~

The UTV category is open to mass-produced sport-oriented UTVs and is comprised of the following two classes:

UTV Max Class (UM)

UTVs with internal combustion engines with a displacement of 1.1L or larger, turbochargers, superchargers, hybrid electric drivetrains, or electric drivetrains.

UTV Sport Class (US)

UTVs with naturally aspirated internal combustion engines with a displacement less than 1.1L.

UTV Event Entry Requirements

1. All UTV class entrants must submit a completed copy of the RallyCross Self-Tech Form to the tech inspector prior to the beginning of the event. Only one form per vehicle is required.
 - This form is available on the SCCA Website in the RallyCross program Rules section.
 - It is recommended that all UTV class entrants view the RallyCross UTV Tech Overview video. A link to this is located on the SCCA Website in the RallyCross program Rules section.

UTV Preparation Requirements:

2. All vehicles must utilize the stock chassis and maintain a stock appearance. The stock chassis (frame) is defined as the main lower rails running along the inner sides of the vehicle and the front and rear tubes that connect them. The chassis may be reinforced to improve durability and strength but must retain the stock width, length, and configuration.
3. ~~The OEM upper tubular passenger compartment structure or roll cage shall be retained or may be replaced with a roll cage designed specifically for racing. All replacement roll cages must be built to the specification of a stage rally, short course, or desert racing sanctioning body. In all cases, the top of the roll structure may not be below the top of the driver's helmet when in the normal driving position.~~
Unless replaced by an aftermarket roll cage, the OEM upper tubular passenger compartment structure, or roll cage, shall remain as originally

supplied by the manufacturer without modification other than the addition of reinforcement bars and gussets. No holes may be drilled into the bars of the OEM upper tubular passenger compartment structure, or roll cage.

4. All aftermarket roll cages shall be constructed with at least one (1) front hoop, one (1) rear hoop, or two (2) side lateral hoops; two (2) interconnecting top bars, two (2) rear down braces and necessary gussets. Each bar must be one continuous piece with no splices between joints. The roll cage structure forward of and including the b-pillars must connect to all factory mounting points located at the a-pillars and b-pillars. Roll cage structure rear of the b-pillar may connect to factory mounting points or to a more suitable metallic frame component. Construction shall be consistent with SCCA Time Trial Level 3 roll cage specifications regarding materials, sizes, and thicknesses.
 - One or more diagonal braces on the area behind the driver are highly recommended.
5. In all cases, the bottom of the top bar(s) of the roll structure must be a minimum of 2" above the top of the driver's helmet when in the normal driving position.
6. No vehicle with structural damage to the roll cage, frame members, or suspension components is allowed to compete **or to continue competing if the damage is sustained during competition.** A damaged or modified OEM roll cage or frame may be replaced with another intact OEM roll cage or frame.
7. ~~Hinged doors are required. Doors shall be constructed of a rigid material that~~ **are required and must extend from the bottom frame rail or sill up to the driver's chest line with no gap greater than 1", commonly referred to as "half doors", at a minimum. Hinged full doors constructed of a rigid material are allowed.** **Non-OEM transparent** polycarbonate door panels must be a minimum of 6 mm in thickness. Doors must not be constructed from carbon fiber **unless originally equipped from the manufacturer.**
8. Roof panels constructed of a rigid material are required. **Non-OEM transparent** polycarbonate roof panels must be a minimum of 6 mm in thickness. Roof panels must not be constructed from carbon fiber **unless originally equipped from the manufacturer.**
9. **If the vehicle is not equipped with a full-height windshield that covers the entire area in front of the occupants, and side windows , all occupants must wear full face helmets with face shields or goggles during competition.**
10. Shoulder and lap belts are required and must be worn by all occupants during competition. All occupant restraint systems are subject to the installation and mounting requirements specified in 3.2 G.
 - **Four-or more-point restraints are strongly recommended. If four-point harnesses are used it is strongly recommended that they utilize an anti-submarine device or system.**

11. ~~If the vehicle is not equipped with a full height windshield that covers the entire area in front of the occupants, and side windows/window nets, all occupants must wear arm restraints during competition.~~ If any occupant's hands/arms are able to extend beyond any plane created by the roll cage, one of the following is required:

11. A. The vehicle must be equipped with hardware-secured windows, nets, or screens protecting the opening(s) for which the occupant's hands/arms are able to extend beyond.

11. B. The occupants must wear arm restraints during competition. Arm restraints must be worn and anchored according to their manufacturer's specifications.

- It is noted that most commercially available arm-restraints are designed to be used in conjunction with a four or more point harness and cannot be properly worn with a three point harness. If an arm restraint cannot be mounted per the manufacturer's recommendation, a window net is required.

12. Heavy items such as spare tires or cargo must be removed, even if securely bolted in place.

13. Minimum width is 64 inches measured from the outer edge of the wheels. Minimum wheelbase is 83 inches measured from the center of the wheels.

14. Maximum ground clearance measured at the base of the frame rails at both the front and rear of the vehicle is equal to one half of the diameter of the tires fitted to the vehicle 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 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.

15. OEM swaybars shall be retained or may be replaced with aftermarket units. All swaybars must be connected.

- Stiffer swaybars are recommended.

UTV Preparation Allowances:

16. All applicable Prepared category modifications are allowed, unless overridden by preparation requirements or allowances contained within ~~this section~~ the UTV Category section.

17. Bumpers, nerf bars, and other accessory items, such as auxiliary lights, safety flag whips, mirrors, and camera mounts may be added, however, drilling of holes in the roll cage or frame members to attach accessories is prohibited. Spare tires and cargo must be removed.
18. A front windshield or wind deflector, side, and rear windows are allowed. If equipped with a windshield or wind deflector, it must be made of automotive safety glass, polycarbonate/Lexan, or metal rock screen and securely mounted to the vehicle. **Non-OEM transparent** polycarbonate windshields, wind deflectors, and windows must be a minimum of 6 mm in thickness. Drilling of holes in the roll cage to attach the windshield, wind deflector, or windows is prohibited.
19. **Steering racks may be modified or replaced. Steering quickeners may be used provided that they are installed according to manufacturer specifications.**
20. Wheel spacers up to 2" in thickness, wheels with lower offsets, and non-OEM suspension components including wide-track suspension kits are allowed.
 - It is recommended that the vehicle's track width be made as wide as possible. ~~Stiffer than stock sway bars are recommended.~~
- ~~21.~~ Any commercially available tire marketed for UTV or automotive use is allowed unless restrictions are specified in supplemental regulations by the event organizers. **Tire diameter may not be larger than that of the OEM tire on that vehicle's trim level.**
 - Tires with diameters similar to those used in automobiles (26" or less) are recommended.
 - **Tires with squared profiles similar to those used in automobiles are recommended.**
 - **It is recommended that relatively higher tire pressures are used, with a minimum of 16 psi recommended.**
 - ~~If the Event Chairman determines at his discretion that a vehicle's tires are excessively detrimental to the course surface, the tires may be excluded.~~ **At the discretion of the event organizer, tires felt to be detrimental to the surface may be excluded.**
 - Bead lock wheels are recommended.
22. At the discretion of the event organizer, any eligible (per 3.1) log booked UTV vehicle currently legal for stage rally, short course, or desert competition in other sanctioning bodies may run in its appropriate UTV class regardless of whether it meets the UTV class rules.
23. **Forced-induction systems may be modified or added.**
24. **Aftermarket fuel injectors are allowed.**
25. **On vehicles equipped with CVT transmissions, aftermarket belts, clutches, weights, and reinforcements are allowed.**

26. Radiator and cooler systems, including their fans, for engine, transmission, power steering, or differentials may be added, modified, or replaced with alternate parts. They may be placed in any location on the vehicle, with the following limitations:
- A. Radiator(s) and their lines must be securely mounted and be separated from the occupants by a shroud or panel.

