

CANADIAN NATIONAL SOLOSPORT REGULATIONS AutoSlalom Regulations

Effective March 1, 2021

Appendix B SCCA

SUPPLEMENTARY CATEGORIES

These regulations are intended to assist in the conduct of national competitions.

Canadian territories and regions may adopt these regulations for use within their jurisdictions if they choose to do so including the sole responsibility for the administration thereof.

These regulations are a guide to further general safety and in no way a guarantee against injury or death to participants, spectators or others.

No express or implied warranties of safety or fitness for a particular purpose shall be intended or result from publication of or compliance with these Regulations.

Go-karts are not allowed in SoloSport competitions.



CLASSIC AMERICAN MUSCLE (CAM)

Rationale

The purpose of CAM is to attract automobile enthusiasts who are currently interested and/or participating in autocross events for muscle cars and vintage vehicles manufactured in North America by GM, Ford, Chrysler, and AMC. These avid enthusiasts would largely be a new and different group to join us as SCCA® members and participants. Regions are encouraged to offer this great recruitment tool using a single CAM class or more to encourage Classic American Muscle car enthusiasts to join the fun at your SCCA® Solo® events!

Eligible Vehicles

- Must be either a domestic automobile or truck (pick-up or SUV) of front-engine, rear-wheel-drive (FE/RWD) configuration (no electric-powered vehicles).
- Must be licensed and insured, as well as fully “street legal” (working lights, etc.).
- Must have “full-size” windshield similar to the original from the manufacturer. Side and rear glass must be present if original for the vehicle. Lexan® or equivalent may be used.
- Must pass the mandatory safety inspection (tech) of Section 3, Vehicles, and must be comply with Appendix I, Sound Measurement Procedures, of the 2021 SCCA® National Solo® Rules.
- EXCLUDED: Chevrolet Corvette ZR1 (2019); Dodge/SRT Viper (2013-17); Jeep military/CJ/Wrangler models.

Body Allowances

- Body panels may be modified or replaced in the original standard locations. Frame may be modified or replaced. Vehicle perimeter and wheelbase must be full-scale to the original model. Incidental wheelbase changes resulting from the allowed replacement of suspension components or modification of suspension design are allowed. This is not an allowance to shorten or lengthen the chassis/body (e.g., change the scale from the original). Lower rear body panels may incorporate the “look” of a rear diffuser but may not extend forward more than 6.0” past the exterior OE body panel(s).
- Front splitter, air dam, and/or spoiler may be added below the bumper and may extend a maximum of 6.0” forward from the integral bumper as viewed from above or the original body excluding non-integral bumpers.
- Rear spoiler may be added, but may extend no more than 10.0” from the original body nor past the perimeter of the body. No rear wings may be added except OE or equivalent.
- Interior and exterior must have a “finished” look.
- Front seating may be replaced or modified. Rear seating may be removed or modified. If removed, the rear seat bottom area must be finished (e.g., carpeted, metal). The driver’s seating area must not cross the vehicle longitudinal centerline and not intrude into the OE rear seat bottom cushion area.
- Upholstered interior panels (door panels, kick panels, etc.) may be replaced with another upholstered or finished panel. Non-upholstered interior panels may be replaced with a panel of any material. Alternate panels must cover any opening(s) the OE panel(s) concealed.

- The dashboard may be modified, but must be finished and cover the original area.
- Headliner may be replaced or removed.
- Exposed metal interior surfaces must be covered, painted, and/or coated. (No “race car” interiors, please.)
- Fuel tank/cell may be modified or replaced and must be separated from the driver/passenger(s) as originally manufactured or by a metal panel/bulkhead if the OE structure is modified. Fuel must not vent into the driver/passenger compartment directly or indirectly.
- Body electrical system components and wiring are unrestricted.

Wheel and Tire Allowances

- Any wheels are allowed. Non-metallic wheels must be certified/approved from an appropriate, recognized standards organization (e.g., FIA, SFI, SAE, TUV, etc.).
- DOT tires with a UTQG Treadwear Grade of 200 or higher are permitted. EXCLUDED TIRES: Kumho Ecsta V720 ACR; Michelin Pilot Sport Cup 2 and Pilot Sport Cup 2 ZP.

Brake, Steering, and Suspension Systems Allowances

- Components, lines, hoses, and method of attachment are unrestricted.

Engine and Drive Train Allowances

- Components (internal and external) are unrestricted.

SUPPLEMENTAL CLASSES AS USED AT SCCA® NATIONAL SOLO® EVENTS:

CAM C (Contemporary) (car and truck body styles from 2001-2020, plus CAMT cars meeting CAMC minimum weight)

- INCLUDED: Chevrolet SS (2014-16); Pontiac G8 (2008-09) and GTO (2004-06).
- Sedans/coupes with seating originally for 4 or more adults and trucks.
- Interior floor covering(s) may be replaced, but not removed.
- Weight without driver (lbs., min.) 3300
- Additional weight for Lexan® windshield (lbs., min.)+150

CAM T (Traditional) (car and truck body styles originating from 1948-2000)

- EXAMPLES: Camaro (-2002), Mustang (-2004)
- Sedans/coupes with seating originally for 4 or more adults and trucks.
- Interior floor covering(s) may be replaced, but not removed.
- Weight without driver (lbs., min.) 3000
- Additional weight for Lexan® windshield (lbs., min.)+150

CAM S (Sports) (all eligible vehicles)

- Sports cars, sedans/coupes, trucks, and 1965-67 Cobra roadster replica “kit cars” with seating for 2 or more adults.
- Interior floor covering may be removed.
- Weight without driver (lbs., min.): Corvette (1984-2019); Viper (-2012) 2900
- Weight without driver (lbs., min.): all other cars 2500
- Additional weight for Lexan® windshield (lbs., min.)+150



Xtreme Street (XS) Category

Rationale

- The purpose of the Xtreme Street (XS) Category is to attract automobile enthusiasts interested in autocross events with street vehicles using minimal rules that allow for creative modifications with limited restrictions. This category is intended to appeal to regional/local competitors who would like to compete with a modified car on street tires but would otherwise be classed in high-prep race tire categories.

Eligible Vehicles

- Must be an automobile or truck (e.g., pickup, SUV) manufactured for road use and legal to drive on US roads. Non-US models are allowed and right-hand-drive steering is permitted.
- Must be licensed & insured.
- Must include all road-going components such as lights, wipers, interior, heater, etc.
- Must comply with these sections of the SCCA[®] National Solo[®] Rules:
 - Section 3, Vehicles
 - Appendix I, Sound Measurement Procedures
- EXCLUDED: Acura NSX; Audi R8; Ferrari (all); Ford GT; Lamborghini (all); Lotus 7 (all including clones); McLaren (all); Porsche 911 (all w/liquid-cooled engines).

Body and Bodywork

- Interior and exterior must have a "finished" look (e.g., carpeted, upholstered, painted, coated).
- Must have OE or OE-equivalent windshield. Side glass must be present if original for the vehicle and may be replaced with polycarbonate (e.g., Lexan[®]), minimum thickness 1/8" (0.125 in.; 3.2 mm).
- Dashboard may be replaced or modified but must be "finished" and cover the original area.
- Headliner may be replaced.
- Interior panels (e.g., door panels, kick panels) forward of the B pillar (driver and front passenger area) may be replaced, not removed, with an upholstered or "finished" panel of any material.
- The area behind the B pillar may have panels and carpet removed. Exposed metal interior surfaces must be painted or "finished." (No "race car" interiors, please.)
- Front seat(s) may be replaced or modified. Rear seat(s) may be replaced, modified, or removed. The driver's seating area must not cross the geometric centerline and must not intrude into the original rear seat area.
- Exterior body panels may be replaced or modified in the original locations. Non-metallic fender liners may be removed.
- Frame/chassis may be modified including suspension attachment points. Alternate subframes (K-members) are allowed. Vehicle perimeter and wheelbase must be full-scale to the original model. Incidental wheelbase changes resulting from suspension changes are permitted. This is not an allowance to shorten or lengthen the chassis/body (e.g., change the scale from the original).
- Fuel tank/cell may be replaced, modified, and/or relocated.
- A front splitter, air dam, spoiler, canards, and vertical members (e.g., fences, endplates) may be added below the top of the bumper (measured at the highest front most point of the bodywork). Components may extend 6.0" (152.4 mm) maximum forward of the perimeter of the original body (excluding non-integral bumpers) but may not extend rearward past the

centerline of the front axle. No portion may be wider than the front bodywork (ahead of the doors including flaring).

- A rear spoiler or a rear wing may be added, removed, or modified but must not extend past the perimeter of the original body (excluding non-integral bumpers). Endplates are allowed; size is not restricted. A rear spoiler may extend 10.0" (254 mm) maximum from the original body. A rear wing, components, and attachment points must be behind the centerline of the rear axle and may extend 6.0" maximum above the topmost portion of the roofline (or windshield frame for a convertible). The wing may not be mounted behind the rearmost portion of the original body (excluding non-integral bumpers). Components, such as mounting struts, may be behind the body. The maximum number of non-OE wing elements is two (2). The total surface area of all wing elements is 8.0 sq. ft. maximum. Changes in wing position are allowed in grid. Non-OE wings that are adjustable-in-motion must be disabled and "locked" in position.
- Body electrical system components are not restricted.

Wheels and Tires

- Any wheels are allowed. Non-metallic wheels must be certified/approved from an appropriate, recognized standards organization (e.g., FIA, SFI, SAE, TUV, etc.).
- DOT tires with a UTQG Treadwear Grade of 200 or higher are required.
 - EXCLUDED: Kumho Ecsta V720 ACR; Michelin Pilot Sport Cup 2 and Pilot Sport Cup 2 ZP.

Brake, Suspension, and Steering Systems

- Components and method of attachment are not restricted except brake rotor/drum friction surfaces must be of ferrous metal.
 - EXCEPTION: OE non-ferrous rotors may be retained.
- Material may be added and/or removed from strut towers.

Engine and Drivetrain Allowances

- Engine cylinder block or rotor housing must be from a production automobile or a copy (e.g., Dart, BMP, Ford Performance); non-US blocks are permitted. Motorcycle or industrial-based cylinder blocks are not allowed.
- All other engine and powertrain components and attachments are not restricted.

Minimum Weights (without driver, lbs.)

- Class XS-A
 - AWD: 3000
 - RWD: 2750
 - FWD: 2500
- Class XS-B
 - RWD: 2150
 - FWD: 2000

Supplemental Class – Suggested for use at Regional/Divisional-level Solo events and will be offered at 2020 SCCA[®] National Tour and ProSolo[®] regular season events as a Supplemental/Exhibition class (no contingency awards, not eligible for Super/Women's Challenges, no PS points)