



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)