

APPENDIX B - DEVELOPMENTAL/EXHIBITION CATEGORIES

DEVELOPMENTAL CLASSES

Classic American Muscle / Xtreme Street Category

Rationale

- The purpose of this Category is to attract automobile enthusiasts interested in autocross events with popular street vehicles using minimal rules that allow for creative modifications with limited restrictions.

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. Vehicles must have a factory affixed OE manufacturer VIN plate. All vehicles must meet the requirements of Section 3.1.
- Must have functional low and high beam headlights, brake lights, turn signals, horn, and front windshield wipers (where originally equipped)
- Must pass the mandatory safety inspection (tech) and other parts of Section 3, and must comply with Appendix I, Sound Measurement Procedures, of the 2023 SCCA® National Solo® Rules.

Body and Bodywork

- Must have OE or OE-equivalent windshield. Side and rear glass must be in the original location if original for the vehicle. Windshields, side, and rear glass may be replaced with polycarbonate (e.g., Lexan®). Windshields must have a minimum thickness of 3/16" (0.1875 in.). Vehicles using polycarbonate windshields must add 150lbs to their minimum weight.
- Dashboard may be modified or replaced but must be "finished" and cover the original area.
- Headliner may be replaced or removed.
- Interior panels (e.g., door panels, kick panels) and carpet 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.
- Front seat(s) may be modified or replaced. Rear seat(s) may be replaced, modified, or removed. Unless originally equipped as a center seat vehicle the driver's seating area must not cross the vehicle's longitudinal centerline and must not intrude into the original rear seat area.
- Exterior body panels may be modified or replaced in the original locations. The shape of the body must remain recognizable as that of the original vehicle make and model
- Frame and Unibody may be modified or replaced to support allowed modifications. Subframes may be modified or replaced *or relocated*. Vehicle wheelbase may not be changed except for small changes result-

CAM/XS (continued)

ing from the allowed replacement of suspension components or modification of suspension designs.

- Fender liners and inner fenders may be modified, replaced, or removed.
- 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.).
- Only tires which meets SCCA Solo Street Category eligibility rules, or appear on the following list, are permitted. See Section 13.3 of the SCCA Solo Rules.
 - Vitour Tempesta P1, P1+

Brake, Steering, and Suspension Systems Allowances

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

Engine and Drivetrain Allowances

- Components (internal and external) are unrestricted.
- For Electric and Hybrid-electric vehicles: No changes are permitted to the tractive system or its programming. Batteries, the computers and/or hardware controlling battery systems must remain OE. This includes but is not limited to electric motors, battery packs, powertrain control modules/computers and sensors, etc.
- Converting a vehicle's drivetrain from one type (i.e. internal combustion, hybrid, or electric) to another is not permitted.

Aerodynamic Aids

- A front splitter, air dam, spoiler, and vertical members (e.g., fences, endplates) may be added below the top of the bumper. Components may extend a maximum of 6.0" (152.4 mm) from the front bodywork/fascia as viewed from above. The aerodynamic surface may not extend rearward past the centerline of the front axle.
- Canards, as defined in Section 12 of the Solo rules, may be added but may not extend beyond the OE vehicle width as defined by the outermost portion of the OE bodywork including mirrors, door handles, rub strips and trim.
- A rear diffuser may be added but the aerodynamic surface may not extend forward past the vertical centerline of the rear wheels and may not extend rearward more than 6" from the original body, as viewed from above.
- A rear spoiler may be added but may not extend more than 10.0" from the original body nor beyond the perimeter of the body as viewed from

CAM/XS (continued)

above. When adding a rear spoiler or wing competitors may add either a wing or a spoiler. Not both.

- For all classes EXCEPT CAM-T, a rear wing may be added, removed, or modified. Endplates are allowed. No portion of the wing or its components may be more than 6.0" forward of the rear axle or more than 6.0" beyond the rear most portion of the bodywork. For sedans, coupes, and trucks no part of the wing or its components may extend more than 10.0" above the roofline. For hatchbacks, wagons, and SUVs no part of the wing or its components may extend more than 14.0" above the roofline. No part of the wing may extend beyond the OE vehicle width as defined by the outermost portion of the OE bodywork including mirrors, door handles, rub strips and trim. The maximum number of non-OE wing elements is two (2). The total surface area of rear wings shall not exceed 8.0 sq. ft. as calculated per the Wing Area Computation in Section 12 of the Solo Rulebook. Except for standard parts, wings designed to be adjustable while the car is in motion must be locked in a single position.
- All commercially available wings, splitters, air dams, and diffusers that are vehicle model specific and installed per the manufacturer's directions are permitted with the following exclusions:
 - Rear wings are not permitted on CAM-T cars
 - There are no currently excluded products

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

Classic American Muscle – Traditional (CAM-T) Muscle cars, vintage automobiles, and trucks manufactured in North America

Examples: Camaro (-2002), Mustang (-2004), Firebird (-2002)

- Eligible vehicles: All vehicles manufactured in North America by GM, Ford, Chrysler, ~~or~~ AMC, or Studebaker with a front-engine rear-wheel-drive configuration and body style originating between 1948 and 2000 (no electric or hybrid-electric vehicles).
- Must have been originally equipped with seating for at least 4 adults or be a Truck/SUV
- OE or OE equivalent wings which were standard or optional for the model of the vehicle may be added or removed.
- Weight with driver (lbs., min.) 3180

Classic American Muscle – Contemporary (CAM-C) Newer domestic car and truck body styles, plus CAM-T cars meeting CAM-C minimum weight

- Eligible vehicles: All vehicles manufactured by North American manufacturers (GM, Mopar, or Ford) with a front-engine rear-wheel-drive configuration and body style originating newer than 2000 (no electric or hybrid-electric vehicles)
- Included: Chevrolet SS (2014-2016); Pontiac G8(2008-09) and GTO

CAM/XS (continued)

(2004-06).

- Must have been originally equipped with seating for at least 4 adults or be a truck/SUV.
- Any CAM-T legal cars may compete in CAM-C provided they meet CAM-C minimum weight. These cars may use the CAM-C Aero rules
- Weight with driver (lbs., min.) 3480

Classic American Muscle – Sport (CAM-S) Domestic high performance 2 seaters

- Eligible vehicles: All vehicles manufactured by North American manufacturers (GM, Mopar, or Ford) with a front-engine rear-wheel-drive configuration and 1965-67 Cobra roadster replica “kit cars”
- Must have been originally equipped with seating for at least 2 adults
- Interior floor covering may be removed.
- Weight with driver (lbs., min.):
 - Corvette (1984-2019); Viper..... 3080
 - All other cars..... 2680

XTREME STREET

Excluded from all X Classes

- All vehicles on the Street Category stability exclusion list. Non-SUV vehicles with a corresponding alternate model classed in Street (i.e. Ford Fiesta) may be allowed on a case by case basis provided they satisfy the rollover requirements of Section 3.1 of the Solo Rules.

Excluded from XA/XB

- Any vehicle eligible to compete in any CAM class.

Xtreme Street A (XA)

- Import and domestic sports sedans and coupes
- Eligible vehicles: All vehicles using an automobile-based engine drivetrain or tractive system.
- Weight with driver (lbs., min.):
 - AWD: 3180
 - RWD: 2930
 - FWD: 2680

Xtreme Street B (XB)

- Lightweight import and domestic sports cars
- Eligible vehicles: All vehicles using an automobile-based engine drivetrain or tractive system.
- Weight with driver (lbs., min.):
 - AWD: 2480
 - RWD: 2330

CAM/XS (continued)

- FWD 2180

Xtreme Street Unlimited (XU) High Performance vehicles with minimal restrictions

- Eligible vehicles: All production vehicles using an automobile-based engine with seating for 2 or more adults
- Windshield wipers are not required
- In addition to the allowances earlier in these rules the following aspects of the vehicle are unrestricted:
 - Aero components
 - Interior modifications
 - Weight