



NATIONAL SOLOSPORT REGULATIONS AUTOSLALOM



Appendix B

SCCA Supplemental Classes

Effective January 1, 2018

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

ASN 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.

APPENDIX B - SUPPLEMENTAL CATEGORIES/ CLASSES OFFERED AT NATIONAL SOLO® EVENTS

I. 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

- Vehicle must be either a domestic automobile or truck (pick-up or SUV) of front-engine/rear-wheel-drive (FE/RWD) configuration.
- Vehicle must be licensed and insured, as well as fully “street legal” (lights, wipers, etc.).
- Windshield and side glass must be present. Lexan® or equivalent may be used.
- Vehicle must pass the mandatory safety inspection (tech) of Section 3, Vehicles, and must be in compliance with the Sound Measurement Procedures, Appendix I, of the 2018 SCCA® National Solo® Rules.
- EXCLUDED: Dodge/SRT Viper (2013-17); Jeep military/CJ/Wrangler.

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).
- 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/passengers 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.
- Front splitter, air dam, and/or spoiler may be added below the bumper, but must not extend past the perimeter of the original body excluding non-integral bumpers except OE or equivalent for the body style.
- Rear spoiler may be added, but may extend no more than 10” from the original body nor past the perimeter of the body. No rear wings may be added except OE or equivalent.
- 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: Kumho Ecsta V720 ACR; Michelin Pilot Sport Cup 2 and Pilot Sport Cup 2 ZP; Yokohama ADVAN A052.

Brake, Suspension, and Steering System Allowances

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

Engine and Drive Train Allowances

- Components (internal and external) are unrestricted.

Supplemental Classes – used at SCCA® National Solo® events

CAM C (Contemporary) (car and truck body styles from 1990-on, plus CAM-T cars meeting CAM-C 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, minimum (lbs.) 3250
- Additional weight for Lexan® windshield (lbs.) +150

CAM T (Traditional) (car and truck body styles originating from 1954-89)

- Examples: Camaro (-1992), Mustang (-1993), Barracuda (-1974)
- All CAM C restrictions apply except minimum weight below.
- Weight without driver (lbs.), minimum 2950

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.), minimum:
 - Corvette (1984-on); Viper (-2012) 2900
 - All other cars 2500
- Additional weight for Lexan® windshield (lbs.) +150

II. SOLO® SPEC COUPE (SSC)

OBJECTIVE: Provide an affordable autocross package that combines a street-able car and a capable autocross car using specified parts.

Eligible Vehicles

- *Subaru® BRZ® (2013-16) (including 2015 Series.Blue and 2016 Series.HyperBlue models).*
- *Scion® FR-S® (2013-16) (including 2015 Release Series 1.0 and 2016 Release Series 2.0 models).*

Mandatory Parts

- *Parts specified below (tires, wheels, and suspension) must be used. All components and parts (e.g., hardware) are required to be installed. Original equipment (OE) or equivalent components are not allowed. Required bumps stops are provided in the Eibach® PRO-PLUS Performance Handling Package.*
- *Anti-roll bar end links are restricted to OE.*
 - *TIRES*
 - *Falken Azenis RT615K+, size: 225/45R17.*
 - *WHEELS*
 - *Diameter and width (in.): 17x8 (OE 17x7 may be used only as a full set of 4 wheels.)*
 - *Offset, including wheel spacer (mm): +40 (40ET or ET40) or greater*
 - *Weight, without spacer if used, minimum (lbs.): 17, including:*
 - *Wheel weights*
 - *TPMS sensor if installed*
 - *Tire valve stem (type unrestricted)*
 - *SUSPENSION (available from the Tire Rack®)*
 - *Eibach® PRO-PLUS Performance Handling Package # TR82105.880, including:*
 - *82105.001 spring front (2)*
 - *82105.002 spring rear (2)*
 - *1J0412303 (770343) bump stop front (2), ~53mm height*
 - *BS770143 bump stop rear (2), ~33mm height*
 - *82105.320F anti-roll bar front (1)*
 - *UB0346 bushing front (2)*
 - *82105.320R anti-roll bar rear (1)*
 - *UB0347 bushing rear (1)*
 - *1J0412303*
 - *82105.310HK hardware kit (1)*
 - *SPC Performance® Adjustable Alignment Kit, part # 60620T, including:*
 - *67655 adjustable toe arm rear (2)*
 - *67660 adjustable lower control arm rear (2)*
 - *81305 EZCam® XR bolts, 14mm (2)*
 - *Koni® Sport (Yellow) struts/shocks with tamper proof seal:*

- 8741-1560LSSC left front (1)
- 8741-1560RSSC right front (1)
- 8041-1416SSC rear (2)

Authorized Changes/Modifications:

- *If a change or modification is not specifically authorized, it is not allowed. All repairs must comply with factory-authorized methods and procedures, or industry standard methods, as follows: If the manufacturer does not provide an appropriate method of repair, industry standard methods and procedures may be used. Such repairs may not result in a part or combination of parts that provides a performance advantage (e.g., significant change to weight, suspension control, power, etc.) as compared to the standard part(s). Competitors are strongly cautioned to use this allowance to make common-sense repairs only.*
- *Front bumpers, rear bumpers, body trim pieces and attachment points may be reinforced to prevent or repair damage from hitting cones. Reinforcements that are not visible to the exterior of the car are allowed. Such repairs and/or reinforcements may serve no other purpose.*
- *Wheel spacers are allowed provided the resultant combination with the wheel complies with the offset requirements.*
- *Wheel lug studs (e.g., length) and lug nuts may be changed.*
- *Components which are normally expendable and considered replacement parts may be used provided they are essentially identical to the standard parts, used in the same location, and provide no performance benefit. Examples are:*
 - *Clutch and related components (excluding flywheel).*
 - *Hardware (nuts, bolts, clips, etc.).*
- *Parts superseded by Toyota® or Subaru® may be used on either vehicle.*
- *These allowances are strictly to permit components to be replaced from alternate sources other than the original manufacturer. They should not be construed as an allowance to replace components with those which could be considered a "higher performance" alternative.*
- *It is not permitted to use non-compliant parts even if they have been set to the manufacturer's specifications.*

Bodywork

- *Accessories, gauges, indicators, lights, and other appearance, comfort-and-convenience modifications which have no effect on performance and/or handling and do not materially reduce the weight of the car are permitted. This does not allow driver's seat substitutions, or the removal of "tow hooks" or "tie-down loops." Data acquisition systems (including video cameras) and the accompanying sensors are allowed but may serve no other purpose during a run than real-time display and data recording.*
- *Alternate shift knobs are allowed.*
- *Spare tires, tools, and jacks may be removed. Any fastening hardware and/or other pieces that can no longer be firmly secured in the absence of the spare tire may be removed if necessary to ensure compliance with Solo®*

Rules section 3.3.3.B.1, Safety Inspections, Inspection Requirements.

- *Driver restraints as outlined in Solo® Rules section 3.3.1, Driver Restraints, are allowed. Seats may not be cut to allow for the installation of alternate seat belts or harnesses. A horizontal “harness bar” may be used as part of the installation hardware for allowed driver restraints provided it has no more than two (2) attachment points to the chassis and is bolted at those locations. A C-type harness bar may also be used; it may have four (4) bolted attachment points to the chassis (2 primary and 2 supporting connections to resist rotation). Truss-type harness bars with more than two (2) attachment points are not allowed.*
- *Cars may add one (1) rear trailer hitch. Factory tie downs and cosmetic pieces (e.g., diffusers) may be modified or removed to facilitate hitch installation. Complete or partial removal of the hitch is allowed for competition, provided it does not result in a reduction in weight compared to the unmodified standard configuration.*
- *Tow bar brackets may be installed and may serve no other purpose.*
- *Any item not permanently in place by manufacturer-installed fasteners may be removed (i.e., emergency tool kits).*

Suspension

- *Alignment*
 - *Both the front and rear suspension may be adjusted through their designed range of adjustment by use of the specified parts. No suspension part may be modified for the purpose of adjustment unless such modification is specifically authorized by the manufacturer service documentation.*
- *Bushings*
 - *Suspension bushings as supplied in the kits are mandatory.*
 - *Those not included in the supplied kits may not be replaced with bushings of a different material or dimension.*

Brakes

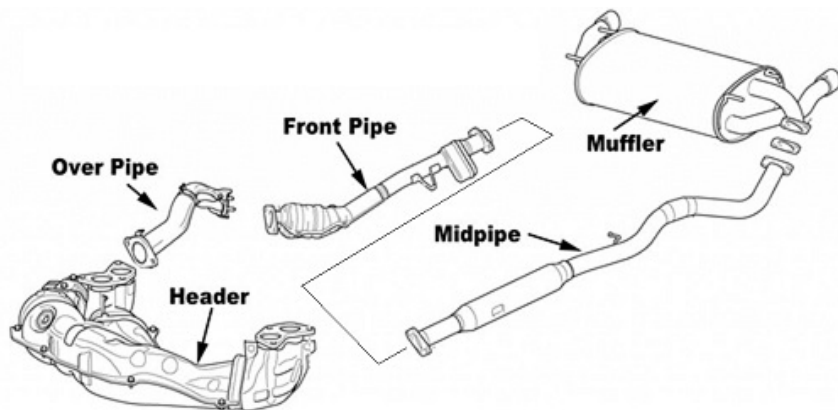
- *The make and material of brake linings (pads) may be changed.*

Electrical System

- *The make of spark plugs is unrestricted.*
- *No changes are permitted to electronic engine management systems or their programming.*
- *Tire Pressure Monitoring Systems (TPMS) may be disabled. Altering the signal to the TPMS module is allowed.*

Engine and Drivetrain

- *The engine air filter element may be removed or replaced provided the air flow path remains as originally designed (i.e., no additional openings). No other components of the air induction system may be removed, replaced, or modified.*
- *The muffler and midpipe (as shown in the following figure) may be substituted provided the system exits the car in one or both original locations.*
 - *Weight, minimum, both muffler and midpipe (lbs.): 18.*



- Oil filters are unrestricted.
- The installation of oil catch tanks or oil separators is allowed provided the function of the PCV system remains functional.
- An oil cooler is allowed provided no unauthorized modifications are made to perform the installation.
- Silicone replacement hoses are allowed as alternate components provided they meet the requirements of Solo® Rules section 13, Street Category, with regard to size, shape, location, and performance equivalence. Replacement induction system air intake hoses must also match the standard part in stiffness, contour, and internal wall texture.
- Lubricants and fluids are unrestricted.
- Fuel must be Federally-approved for use on public highways and must not exceed an octane rating of 93 [(R+M)/2], with an allowed variance of up to +0.9. Ethanol content may not exceed 15%.

Engine control unit (ECU) tuning is under consideration for 2019.

Being a new development for SCCA® Solo®, there may be clarifications issued to these SSC rules from time to time. Official notifications will be published in Fastrack News, posted monthly on the SCCA® website (www.scca.com.)