

Proposed CAM/EX Rule Set

2023 Supplemental category rules—comprising CAM and XS classes—are available for member review and comment: 2023 Proposed CAM/Xtreme Street. This rules package was created by a group comprised of SCCA staff, SEB members and class competitors after a lengthy review of existing rules, examination of class participation from the regional to the national level, and input from and discussion with current class competitors and knowledgeable parties from elsewhere in the world of motorsports.

These supplemental classes cast a wide net, appealing to not only “pointy-end” competitors, cutting edge builders and hardcore SCCA lifers, but providing an easily accessible entry point into SCCA competition for people from other series, or people from the general enthusiast community who are looking for an outlet for their competitive desires. As such, the rules package encourages innovation, while trying to group cars that logically belong parked next to each other on a Solo grid. These efforts focus on allowing innovation and creativity by the builders, fostering the development of an identity for each of the classes, while also keeping it simple and intuitive for regions to accurately class cars and streamline new driver’s entry into competitive SCCA culture.

Please take a moment to review the entire ruleset and classing structure and provide feedback by December 13th to camxsrules@scca.com.

Before you dive in, here’s the bullet points:

1. Updated aero rules for all classes, except for CAM-T, including broader adoption of mass-produced parts from recognized manufacturers, reducing the need for custom fabrication.
2. Improved alignment of the ruleset throughout the supplemental classes, comprising CAM and XS.
3. Addition of XE class to support electrified vehicles interested in a more open rule set.
4. Improved alignment with SCCA TT Max class rules and rulesets from other spiritually similar autocross and TT series, making for easier crossover between clubs and between disciplines.
5. Revised minimum weights for all classes, and inclusion of driver in competition weight.

Open discussion is welcome and encouraged. Active relevant social media channels will be monitored and engaged, but to make sure your voice is heard, remember to use the official feedback email address of camxsrules@scca.com. After reviewing the input and hopefully joining some of the online discussions, expect a final 2023 rules package to be announced the week of December 19th. Thanks in advance for your input.

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 low and high beam headlights, brake lights, turn signals, horn, 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. Side and rear glass may be replaced with polycarbonate (e.g., Lexan®), minimum thickness 1/8" (0.125 in.; 3.2 mm).
 - 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) 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.
 - Frame and Unibody may be modified or replaced to support allowed modifications. Subframes may be modified or replaced. Vehicle wheelbase may not be changed except for small changes resulting from the allowed replacement of suspension components or modification of suspension designs.
 - Non-metallic fender liners may be 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.).
- 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 Drivetrain Allowances

- Components (internal and external) are unrestricted.

Aerodynamic Aids •

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 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.

- 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 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 maximum wing chord length is 12". Except for standard parts, wings designed to be adjustable while the car is in motion must be locked in a single position.
- For all classes EXCEPT CAM-T, all off-the-shelf commercially available wings, splitters, air dams, and diffusers that are vehicle model specific and installed per the directions are permitted with the following exclusions:
 - o There are no currently excluded products Supplemental Classes as used at SCCA® National Solo® events:

Classic American Muscle (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 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 and year of the vehicle may be added.
- Weight with driver (lbs., min.) 3180

Contemporary American Muscle (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 (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

American Sports Cars (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.):

- o Corvette (1984-2019); Viper..... 3080
- o All other cars..... 2680

Xtreme A (XA)

Import and domestic sports sedans and coupes

- Eligible vehicles: All vehicles using an automobile-based engine (no electric or hybrid-electric vehicles).
- Must have been originally equipped with seating for at least 4 or more adults or be a Truck/SUV
- Weight with driver (lbs., min.):
 - o AWD: 3180
 - o RWD: 2930
 - o FWD: 2630

Xtreme B (XB)

Lightweight import and domestic sports cars

- Eligible vehicles: All vehicles using an automobile-based rotary, 3-, 4-, 5- or 6-cylinder production engine (no electric or hybrid-electric vehicles).
- Weight with driver (lbs., min.):
 - o RWD: 2330
 - o FWD: 2180

Xtreme Sport (XS)

Import and domestic high performance 2 seaters

- Eligible vehicles: All vehicles, including 1965-67 Cobra roadster replica “kit cars”, with seating for 2 or more adults (no electric or hybrid-electric vehicles).
- Interior floor covering may be removed.
- Weight with driver (lbs., min.):
 - o Average tire width of 275 and less: 2680
 - o Average tire width greater than 275: 2830

Xtreme Electric (XE)

electrified vehicles

- Eligible vehicles: All 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.