

Vehicle Classification

Classification Category
and
Class within a Category



COVID-19 UPDATES

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MEMBER SPOTLIGHT

FRANK SAFRANEK



Member Spotlight: Frank Safrank, the WHOOMAH Godfather



COVID-19: Returning to Green, Part Deux | May 12



Member Spotlight: Adam Benaway, More Than a Racer



Hoosier eSports Super Tour Takes to COTA

FEATURED EVENTS

2020 Tire Rack SCCA Great Lakes ProSolo

June 12, 2020 to June 14, 2020

Grissom Aeroplex
Peru, IN

2020 Tire Rack SCCA Charlotte ProSolo

June 18, 2020 to June 20, 2020

zMAX Dragway
Concord, NC

LATEST ACTIVITIES

Members



April A. completed her profile



TEEN DRIVING PROGRAM

STARTING LINE

AUTOCROSS

RALLYCROSS

TRACK DAYS

TIME TRIALS

ROAD RACING

HILLCLIMB

ROADRALLY

EMOTORSPORTS

COVID-19 UPDATES

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LATEST ACTIVITIES

Members



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NEW TO AUTOCROSS? CLICK HERE!



CAM Challenge 2020 Update



ProSolo Finale 2020 Eligibility Requirements Announced

2019 Solo Driver of the Year and Rookie of the Year Named

Emily Brown: 2020 Wendi Allen Scholarship Fund Recipient

View more

BETWEEN TWO CONES



Between Two Cones

The One With the Updated 202



AUTOCROSS ANNOUNCEMENTS

COVID-19: Guidelines for SCCA Events Now Available

April 29, 2020 at 9:30 AM

Postponed: Spring Solo Nats (rescheduled)

April 14, 2020 at 3:42 PM

Postponed: Texas Champ Tour

April 14, 2020 at 2:57 PM

2020 Tire Rack SCCA Solo Nationals Paddock Improvements

April 8, 2020 at 10:00 AM

Solo Nationals Run Days Announced - First Edition

April 3, 2020 at 11:43 AM

Read More

AUTOCROSS GUIDE

Autocross Home

What Is Autocross?

How Do I Autocross?

Tire Rack Starting Line Schools

Wendi Allen Scholarship Fund

Rules

Fastrack News

Between Two Cones Podcast



Event Waiver Procedures

[Waiver Procedures](#)

[Waiver Checklist \(47 states, excludes California, Florida, and New York\)](#)

[Waiver Checklist for California](#)

[Waiver Checklist for Florida](#)

[Waiver Checklist for New York](#)

[Affidavit of Sole Custody](#)

2020 Solo Rules



The 2020 *Solo*® Rules online are made available by SCCA Solo as a courtesy to our entrants, volunteers and anyone interested in learning more about technical regulations governing SCCA Solo. If you would like a copy of the printer National Solo Rules, it is available on Amazon. Click [here](#) to purchase the 2020 rule book.

The 2020 Solo Rules online version is available in Adobe Acrobat format, version 10 or later. Download the latest version of Adobe Acrobat Reader [here](#). iPad and iPhone users should save this file in the acrobat reader app, not in iBooks (iBooks crashes when trying to use the search feature)

[- 2020 Solo Rules download](#)

[- 2020 ProSolo Rules download](#)

Supplemental Classes

Supplemental classes are provided to help give regions other class options for members at their events. Some of these supplemental classes are run at National Solo events and even the Tire Rack SCCA Solo Nationals. Those classes that compete at Solo Nationals are not eligible to win a championship.

Allowed at all National Solo events including Solo Nationals

- [Classic American Muscle \(CAM\)](#)
- [Formula Junior](#)
- [Formula SAE](#)

Allowed at all National Solo events except Solo Nationals

- [Xtreme Street \(XS\)](#)

Regional only

- [Heritage Classic](#)

[Glossary](#)

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AUTOCROSS LEVELS

[Starting Line School](#)

[Regional Solo](#)

[Divisional Solo](#)

[Championship Tour](#)

[CAM Challenge](#)

[ProSolo](#)

[Solo Nationals](#)

UPCOMING SOLO EVENTS

CANCELED - Central Florida Region Solo 2020 TnT @ Deland Airport

May 23, 2020

Deland Airport

2020 Tire Rack SCCA Lincoln Spring Nationals Champ Tour

May 23, 2020 to May 25, 2020

Lincoln Airpark

CANCELED - Great River Region Solo Event @ Iowa Air National Guard

May 23, 2020 to May 24, 2020

Iowa National Guard

Indiana Northwest Region Solo School & Test N Tune Event @ Majestic Star Casino

2020 Solo Rules



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13. STREET CATEGORY

CATEGORY OBJECTIVE

This category should provide the lowest barrier of entry and appeal to the largest segment of potential and existing members.

CATEGORY VALUES

Preparation allowances with a minimal impact on daily public highway use of the vehicle.

CORE MODIFICATIONS

Primary allowances permit changes to shocks, anti-roll bars, and tires.

13.1 AUTHORIZED MODIFICATIONS

If a modification is not specifically authorized in this or previous Sections of these Rules, it is not allowed.

The addition of small holes for attachment hardware for authorized modifications is implicit (e.g., holes for fasteners to mount additional gauges, holes for brackets to mount shock absorber remote reservoirs). However, these holes may serve no other purpose.

All repairs must comply with factory-authorized methods and procedures, or industry standard methods, as follows: If the OEM 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 competitive 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.

It is not permitted to use non-compliant parts even if they have been set to OE specifications.

Refer to Appendix F for past clarifications of these rules.

14. STREET TOURING® CATEGORY

CATEGORY OBJECTIVE

Street Touring allowances and modifications build upon existing Street category allowances. Competitors in this class are looking to add performance to a select group of vehicles based on performance potential.

CATEGORY VALUES

- Vehicle modifications should not prevent daily use on public roads. “Daily use” is subjective criterion; competitors will interpret this differently. “Street legal” is a category goal. Some states may require more stringent requirements. It is not the intention of “street legality” to be an absolute. *It is intended for the majority of the membership.* Drive-train configuration variances are balanced through limited slip differential and wheel/tire allowances.
- Performance Improvements Through “Bolt-On” Modifications
 - Modifications should not require cutting, drilling, or permanent alterations to body panels.
 - Modifications that enhance the performance for Solo® and street driving.
 - Suspension
 - Differentials
 - Bolt-On Engine Parts
 - Aftermarket/Larger Brake Kits
 - Wheel/Tire Upgrades

14.1 AUTHORIZED MODIFICATIONS

All Street Category section 13 allowances, plus all allowances contained in Section 14 are permitted.

15. STREET PREPARED CATEGORY

CATEGORY OBJECTIVE

Street Prepared builds on the Street allowances to provide opportunities for vehicles with more extensive modifications that may not be suitable for public highway use.

CATEGORY VALUES

Provide a level of modification which encompasses lower-prep category allowances plus a moderate level of fabrication and a greater range of bolt-on alternatives.

15.1 AUTHORIZED MODIFICATIONS

- A. All Allowable modifications permitted in Section 13, Street Category are allowed.
- B. Street Prepared vehicles may only be modified in excess of Street Category rules in the following ways. Any modification not specifically authorized by the Street Category or Street Prepared rules is prohibited. No unauthorized modifications are permitted in order to accommodate authorized modifications (e.g., non-standard hood scoops or holes necessary for carburetor clearance). Structural modifications, such as the addition of members known as “jacking rails,” are not permitted unless specifically authorized herein.

16. STREET MODIFIED CATEGORY

CATEGORY OBJECTIVE

Street Modified allows competitors to modify vehicles using advanced fabrication and tuning with specific limitations. Street Modified provides the allowances of the lower-prep categories with the addition of major modifications to the drivetrain, suspension, and body as well as sophisticated aerodynamic components.

CATEGORY VALUES

Freedom to improve vehicles using a variety of methods including suspension geometry changes, extensive powertrain conversions and/or modifications.

16.1 ALLOWED MODIFICATIONS

- A. All Street, Street Touring®, and Street Prepared category modifications are authorized. Except as noted by these rules and the referenced rules, vehicles must be as originally delivered including all road-going components such as lights, wipers, interior, heater, etc.
- B. Competitors may pick and choose between all Street, Street Touring®, Street Prepared, and Street Modified category allowances when preparing a Street Modified category car. Apparent conflicts between inherited rule sets from Section 16.1.A shall not prohibit any specific inherited allowance. Allowances inherited from Section 16.1.A may not incorporate Street Modified-specific allowances. Foreign spec parts may not be used to substitute for parts which are required to remain standard.

Class Category Definition

Occasionally, an owner is not aware of all the modifications made before their purchase of the vehicle or they believe a modification is insignificant. Reading through the mods listed in each section may help an owner recognize which modifications are called out in autocross class definitions. This can help to create a more appropriate listing of mods.

Using our best list of mods, we study Section 13 (Street) and then the sections / categories that follow.

We continue to move from section to section until we have found a section / class category where all our modifications have been listed as allowed.

Each section builds upon the allowed modifications listed in the previous section / class category and includes all the modifications described within those.

The section / class category the vehicle fits within is the one that would allow the highest level of modifications.

For example:

Researching the class category for a vehicle with listed mods limited to an ecu tune, intake manifold change, throttle body change, and camshaft change yields:

ECU tune: Allowed in Street Touring Section 14.10.F)

Intake manifold: Allowed in Street Prepared (Section 15.10. A)

Throttle body: Allowed in Street Prepared (Section 15.10. A)

Camshaft: Not allowed in Street Prepared (Section 15.10. Z), Allowed in Prepared (Section 17.10.G.8)

If there are no other modifications to the base vehicle, we would put it in the **Prepared** class category.

Class Definition

Next, we search the year, make, and model listings of vehicles in the Prepared class descriptions (Appendix A).

Given the information provided, this 1997 Honda Civic would be classed as "E-Prepared" (EP) with a 2020 PAX index of 0.850.

If the cam had not been replaced and the vehicle were in the Street Prepared class category it would be in "D-Street Prepared" (DSP) with a 2020 PAX index of 0.842.

If the cam, intake, and throttle body had not been changed and the vehicle were in Street Touring Sport class category (STS) it would run with a 2020 PAX index of 0.812.

A stock 1997 Honda Civic would run in Street Class category and would be in "H-Street" (HS) with a PAX of 0.780.

Clocking a 60 second run, the PAX-indexed time for:

HS would be $.780 \times 60 = 46.8$ sec

STS would be $.812 \times 60 = 48.72$ sec

DSP would be $.842 \times 60 = 50.52$ sec

EP would be $.850 \times 60 = 51.0$ sec.

The camshaft mod by itself has put this vehicle in a class with a "punishing" PAX index.

Vehicle mods have classing consequences.

Everyone should have a modifications / class strategy that guides their investments in modifications.

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SS (continued)**NISSAN**

GT-R (excluding NISMO & Track Edition) (2009-20)

PORSCHE

718 Boxster S & GTS (2017-19)

718 Cayman S & GTS (2017-19)

911 (991 chassis, incl. GT3, Turbo; excl. GT2, GT3 RS, & Turbo S) (2012-20)

911 GT3 (991.2 chassis)

911 GT3/GT3 RS (996 & 997 chassis, excl. 4.0L)

911 Turbo (997 chassis; non-GT2) (2006-12)

911 Turbo & 911 Turbo S (996 chassis) (2001-05)

911 Turbo (993 chassis) (1995-99)

911 Turbo (964 chassis, non-S, non-3.6S) (1989-94)

911 Turbo (930 chassis) (1974-89)

Boxster Spyder (2011-13)

Cayman GT4 (non-Clubsport) (2016)

Cayman R (2012)

TESLA MOTORS

Model 3 Performance (2018-20)

Roadster (all) (2008-13)

“CATCH-ALL”:

All eligible unclassified cars not covered by another catch-all listing.

A Street class (AS)**ACURA**

NSX Alex Zanardi Signature Edition

ALFA ROMEO

Giulia Quadrifoglio (2017-20)

BMW

M2 Performance Edition (ZL4)

M3 CS & M4 CS (2018-20)

CADILLAC

XLR

CHEVROLET

Camaro Z28 (2014-15)

Camaro ZL1 (non-1LE) (2012-15, 2017-20)

Corvette (C6, non-ZR1) (2005-13)

Corvette Stingray (C7) (2014-19)

Corvette Z06 (C5) (2001-04)

DODGE

Viper (non-ACR) (2008-10)

Viper GTS (1996-2005)

Viper R/T (1992-2003)

Viper SRT-10 (2003-07)

FORD

Mustang Boss 302 Laguna Seca (2012-13)

Mustang Shelby GT500 (2007-15)

HONDA

S2000 CR

JAGUAR

F-Type (NOC non-Project 7) (2014-20)

LOTUS

Elise (non-SC) (2005-11)

Esprit Turbo (1996-2004)

Evora S (2011-15)

Exige (non-S) (2006)

MAZDA

RX-7 (1993-95)

MERCEDES-BENZ

SLK55 AMG (2012-16)

MORGAN

Plus 8

Roadster (V6)

EP (CONTINUED)

Spectrum (1985-88)

Sprint (non-turbo) (1985-91)

CHRYSLER, PLYMOUTH, DODGE, EAGLE, & MITSUBISHI

Colt & Champ (non-turbo) (1979-83)

Colt & Mirage (non-turbo) (1984-88)

Colt, Mirage, & Summit (non-turbo) (1989-92)

Colt & Mirage (non-turbo) (1993-96)

Daytona & Laser (2.2 L non-turbo) (1984-90)

Eclipse, Laser, & Talon (16v & 8v non-turbo, FWD) (1982-90)

Neon (non-turbo) (1995-2005)

Omni, Horizon, 024, & TC3 (1978-90)

Shadow & Sundance (2.2 L) (1986-94)

Shelby Charger (pre-1979)

Shelby Charger (1983-87)

Spirit & Acclaim (4-cyl) (1989-95)

Sedans (N/A, FWD, NOC)

FIAT

128 Coupe SL & 3P (1290 cc) (1969-79)

500 (2011-15)

FORD & MERCURY

Escort (1997-2002)

Escort, EXP, Lynx, & LN7 (1982-88)

Escort GT & ZX-2 (1991-96)

Escort GT (1981-90)

Festiva (1984-97)

Fiesta (1976-83)

Focus (1998-2010)

Probe (non-turbo) (1989-92)

Probe (non-turbo) (1993-97)

HONDA

Accord (4-cyl, non-turbo)

Alternate cylinder head: 12100-P05-010 or 12100-P05-020

Civic (1170 cc)

Civic (1237 cc)

Civic (1488 cc) (1980-83)

Alternate cylinder head: 12100-664-010 (2v per cyl)

Civic (1984-87)

Alternate cylinder head: 1342 cc - 12100-PE2-000, 121000-PE7-000, or 12100-PE3-000; 1488 cc - 12100-PE3-010 or 121-XA1-0084

Civic & CRX (1988-91)

Civic (1992-95)

Civic (non-Si) (1996-2000)

Civic Si (1.6L DOHC VTEC) (1999-2000)



Vehicle Identification

Choosing a number
and

Showing your number and class

19Jun2019 Sort by Class & Number

D R I V E R	N U M B E R	C L A S S	D R I V E R	N U M B E R	C L A S S	2 0 1 9 P A X I N D E X	L A S T U S E D
A. Tubey	4	AS	Reserved	104	AS	0.817	2018
Reserved	21	AS	C. Griffith	121	AS	0.817	2017
E. Roales	51	AS	Reserved	151	AS	0.817	2018
J. McCarthy	77	AS	Reserved	177	AS	0.817	2018
J. Shade	89	AS	Reserved	189	AS	0.817	2018
Er Shade	98	AS	Ev Shade	198	AS	0.817	2018
Reserved	46	ASP	A. Miller	146	ASP	0.850	2017
E. Roales	51	ASP	Reserved	151	ASP	0.850	2018
St. Grav	88	ASP	Reserved	188	ASP	0.850	2017
B. Grav	90	ASP	Sc. Grav	190	ASP	0.850	2018
B. Sonntag	36	BM	Reserved	136	BM	0.960	2018
Jr. Crowe	3	BS	Reserved	103	BS	0.810	2019
J.T. Crowe	7	BS	K. Carden	107	BS	0.810	2018
C. Shieldsmith	44	BS	Reserved	144	BS	0.810	2018
R. Sandy	70	BS	Reserved	170	BS	0.810	2016
J. Schindler	99	BS	Reserved	199	BS	0.810	2017
M. Crowe	3	BSL	Reserved	103	BSL	0.810	2019
S. Milan	10	BSP	Reserved	110	BSP	0.851	2018
M. Petry	6	CAM-C	Reserved	106	CAM-C	0.820	2018
J. Stradtner	10	CAM-C	Reserved	110	CAM-C	0.820	2018
J. Choi	16	CAM-C	Reserved	116	CAM-C	0.820	2018
J. Metz	56	CAM-C	S. Metz	156	CAM-C	0.820	2018
L. Goff	77	CAM-C	Reserved	177	CAM-C	0.820	2018

90	190	SS	AS	BS	CS	DS	ES	FS	GS	HS	HCS	STF	STS	STX	STR	STU	STP	SSP	ASP	BSP	CSP
91	191	SS	AS	BS	CS	DS	ES	FS	GS	HS	HCS	STF	✗	STX	STR	STU	STP	SSP	ASP	BSP	CSP
92	192	SS	AS	BS	CS	DS	ES	FS	GS	HS	HCS	STF	STS	STX	STR	STU	STP	SSP	ASP	BSP	CSP
93	193	SS	AS	BS	CS	DS	ES	✗	GS	HS	HCS	STF	STS	STX	STR	STU	STP	SSP	ASP	BSP	CSP
94	194	SS	AS	BS	CS	DS	ES	FS	GS	HS	HCS	STF	STS	STX	STR	STU	STP	SSP	ASP	BSP	CSP
95	195	SS	AS	BS	CS	DS	ES	FS	GS	HS	HCS	STF	STS	STX	STR	STU	STP	SSP	ASP	BSP	CSP
96	196	SS	AS	✗	CS	DS	ES	FS	GS	✗	HCS	STF	STS	✗	STR	STU	STP	SSP	ASP	BSP	CSP
97	197	SS	AS	BS	CS	DS	ES	FS	GS	HS	HCS	STF	STS	STX	STR	STU	STP	SSP	ASP	BSP	CSP
98	198	SS	AS	BS	CS	DS	ES	FS	GS	HS	HCS	STF	STS	STX	STR	STU	STP	SSP	ASP	BSP	CSP
99	199	SS	AS	✗	CS	DS	ES	FS	GS	HS	HCS	STF	STS	✗	STR	STU	STP	SSP	ASP	BSP	✗

Planning Example:

You've decided to run in the B-Street class and you want to run with a number, "ninety-something".

The chart shows that 90 through 99 is open except for 96 and 99 which are already reserved in B-Street.

You decide that you want number 92 and 192 for a potential second driver.

You send an e-mail to davelehrschall@aol.com. You include your name as you want it to appear on the registration and event results, the vehicle that you will be using this number with, and the number and class combination you wish to reserve.

Dave updates the file to show 92 BS and 192 BS are reserved for you. The website file is updated at the end of the month and the event working copy is updated prior to the next Autocross event.

You purchase or fabricate numbers (92) and letters (BS) meeting the SCCA vehicle identification rules for use at the next Autocross event.