

SCCA Solo

Solo Car Classifications

The following information is excerpted from the SCCA National Solo Rules. Please consult those rules for information regarding allowable modifications and guidelines. If you are interested in a copy of the SCCA National Solo Rules, you can download the Rules from the SCCA website ([http://www.scca.com/Solo/Index.asp?IdS=0A515D-9A0D090&x=050|070&~="](http://www.scca.com/Solo/Index.asp?IdS=0A515D-9A0D090&x=050|070&~=)), download the order form (Adobe PDF / Acrobat Reader required) from the SCCA website (<http://www.scca.com/Filelibrary/File/form-merchandise.pdf>) and mail or fax it to the SCCA National Office, or you can call the SCCA National Office and order with a credit card. For questions and / or information concerning the SCCA National Solo Rules, contact the SCCA Solo Technical Manager, Doug Gill at dgill@scca.com or 1-800-770-2055.

Categories

Stock – This category includes mass-produced, common vehicles that may be “daily drivers,” cars used for normal, everyday driving. Stock Category cars compete in their “factory” configuration with a minimal number of allowances (these are not requirements) such as:

- Removal of spare tire and tools
- Front anti-roll bar(s)
- Suspension / wheel alignment using factory-approved adjustments
- High-performance DOT-approved tires (including R-compounds)
- Shock absorbers or struts (2 external adjustments maximum)
- Competition-type seat belts (no shoulder belts in open cars)
- Brake linings (pads / shoes)
- Air filter element (the “throw-away” part)
- “Cat”-back exhaust systems
- Wheels – standard diameter, width and offset (within ¼”)
- Roll bar / cage
- Gauges, indicator lights, etc.

Please refer to the SCCA National Solo Rules for more details and specifics.

Street Touring® – Started in 1997, this is one of SCCA’s fastest growing Solo Categories, which includes Street Touring Sport (STS), Street Touring Sport 2-seater (STS2), Street Touring Xtra (STX), and Street Touring Ultra (STU). This is the only category that does not allow R-compound tires – only real “street” tires with a UTQG treadwear rating of 140 or higher.

STS consists of sedans / coupes with four seats and normally aspirated engines up to 3.1L (very few turbo / supercharged cars are allowed):

- Stock category allowances
- No limited slip differentials except for standard viscous-types

- Pedal kits and other interior trim
- Front seats (15 pounds minimum weight each)
- Rub strips, emblems, and mud flaps removed
- Body kits, spoilers, and wings added
- Tires up to 225 mm wide, UTQG treadwear 140 minimum
- Wheels up to 7½ inches wide, any diameter / offset
- Shocks / struts
- Drilled / slotted rotors (standard size) and braided DOT brake lines
- Anti-roll bars, front and rear
- Lowered suspensions using standard-type springs
- Suspension bushings (non-metallic)
- Camber kits, plates, or bolts
- Traction bars, torque arms, panhard rods
- Strut bars, 2-point only
- Battery relocated
- Air filter systems up to throttle body or compressor inlet
- Headers, emissions compliant
- Engine computers (ECU / PCM) reprogrammed
- Shifter kits
- Accessory drive pulleys
- Motor mounts (non-metallic)
- Example of included cars: Audi A4 1.8T and TT (non-quattro), Mazda 323 GT and GTX (AWD), Volkswagen Golf / GTi / Jetta / Beetle / Passat 1.8T and TDI, Volvo S40 (except T5) and V40
- Example of excluded cars: Datsun Z 2+2, Honda CRX, MG B GT, Porsche (all), Triumph (all)

STS2 (supplemental class – non-Championship) for sports cars with 2 seats and normally aspirated engines up to 1.9L:

- STS allowances
- Included cars: BMW Z3, Honda CRX and del Sol, Mazda Miata ('90-'97) and RX-7 ('79-'92) (non-turbo), Toyota MR2 ('85-'89) (non-supercharged)
- Excluded cars: Lotus (all), Mazda Miata (99+), Toyota MR2 ('91-'95, '00+)

STX is for sedans / coupes with four seats and engines up to 5.1L normally aspirated or up to 2.0L turbo / supercharged:

- STS allowances
- Tires up to 245 mm wide, UTQG treadwear 140 minimum
- Wheels up to 8 inches wide, any diameter / offset
- Limited slip differentials allowed (including aftermarket) for 2WD cars
- High-flow "cat"
- Larger brake calipers and rotors
- Excluded cars: Audi S4 (V8 engine), BMW M3 (E36 & E46) and M5, Mitsubishi Lancer Evolution, Subaru Impreza WRX STi, Mazda RX-8

STU (supplemental class – non-Championship) is for sedans / coupes with four seats and normally aspirated engines of any displacement normally aspirated or turbo / supercharged engines up to 3.1L

- STS and STX allowances

- No wheel restrictions
- Tires for 2WD cars up to 275 mm wide (245 for AWD)
- Example of included cars: Audi S4, BMW M3 (E36), Chevrolet Camaro, Dodge SRT-4, Ford Mustang, Mazda RX-8, Mitsubishi Lancer Evolution, Pontiac Firebird / Trans Am and GTO, Subaru Impreza WRX STi, Volvo S60 R, Toyota Supra
- Excluded cars: BMW M3 (E46) and M5 (E39)

Refer to the SCCA National Solo Rules for full details and specifications on the Street Touring allowances.

Street Prepared – The original SCCA “street” category, Street Prepared allows any carburetor or fuel injection system and any ignition system. Turbo / superchargers have to remain factory spec as well as boost control systems, except aftermarket intercoolers are allowed. Exhaust manifolds and systems are free. Emission controls are not required for competition, but no internal engine or transmission modifications are allowed beyond factory specs. Some cars are able to update/backdate components like engines, brakes, etc. (See Solo Rules for details and specs). There are no limits on wheels sizes or DOT tires and race-bred springs and shocks are the norm.

Street Modified – The top of the “street” categories, SM allows anything from Stock, Street Touring, and Street Prepared allowances and also almost any drivetrain configuration as long as the engine manufacturer matches the body manufacturer (see Solo Rules for details). Four-seaters (BMW, Corolla, Civic, Integra, Neon, Supra, Talon, VW, etc.) run in SM and two-seat sports cars (Corvette, CRX, M Roadster, Miata, RX-7, MR2, etc.) compete in SM2. Subframe connectors, carbon-fiber hoods, cams, and turbo / supercharger kits are welcome, too.

Prepared – These cars are not for the street; they are virtually race-prepared vehicles for dedicated Solo competition or SCCA Club Racing. Gutted interiors and racing slicks are the first visual characteristics of these cars and when they crank up, you can tell these engines weren’t built for bringing home the groceries. Convertible cars are required to install roll bars.

Modified – Except for D and E Modified, Modified cars were never ever “street” cars. They are special built competition vehicles and most of them resemble an open-wheel Indy car or a Le Mans sports racer. DM and EM cars may have started life as “street” cars, but just about any engine, drivetrain, or suspension is permitted. Supercharged rotary engines and V-8 engines are seen in 1700-pound EM machines and powerful 4-cylinders are common in 1300-pound DM lightweights.