



Sports Development Group / Groupe de Développement Sportif

2025 ASN Canada FIA NATIONAL AUTOSLALOM REGULATIONS

Appendix B SCCA

SUPPLEMENTARY CATEGORIES 2025

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APPOINTED BY THE FEDERATION INTERNATIONALE DE L'AUTOMOBILE**

These regulations are intended to assist in the conduct of events and to further general safety.

They are a guide, and in no way a guarantee against injury or death to participants, spectators or others.

Canadian 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.

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.

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Note: Regulations that are changed from the previous edition are indicated by a *red, bold, italics font*.

Go-karts are not allowed in SoloSport competitions.



APPENDIX B - SUPPLEMENTARY CATEGORIES

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. Vehicle wheelbase may not be changed except for small changes resulting from the allowed replacement of suspension components or modification of suspension designs.

CAM/XS (continued)

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

CAM/XS (continued)

- 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 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 (2004-06).
- Must have been originally equipped with seating for at least 4 adults or

CAM/XS (continued)

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
 - FWD: 2180

Xtreme Street Unlimited (XU) High Performance vehicles with minimal re-

CAM/XS (continued)

strictions

- 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

Club Spec

Objective

Provide an affordable multipurpose package that combines a street-ready, autocross capable and track appropriate performance in a single car using specified parts.

AUTHORIZED CHANGES/MODIFICATIONS

- A. 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.
- B. Wheel lug studs (e.g., length) and lug nuts may be changed.
- C. 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:
 - a. Clutch and related components (excluding flywheel).
 - b. Hardware (nuts, bolts, clips, etc.)
- D. Parts superseded by the Manufacturer may be used.
- E. 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.
- F. It is not permitted to use non-compliant parts even if they have been set to the manufacturer's specifications.

Bodywork/Interior

- A. 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.
- B. 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.
- C. Alternate Shift knobs are allowed.
- D. 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

Club Spec

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.

- E. 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.
- F. Tow bar brackets may be installed and may serve no other purpose.
- G. Any item not permanently in place by manufacturer-installed fasteners may be removed (i.e., emergency tool kits).

Safety

- A. Provided the vehicle fully meets SCCA Safety Level 2 as defined in the Time Trials Rules, the following may be added, replaced, or modified within the guidelines stated in Safety Level 2:
 - a. Compliant Rollbar (Required for Safety Level 2)
 - b. Fixed back racing seats for driver and passenger side
 - c. Racing harness(es)
 - d. Replacement of steering wheel and/or removal of steering wheel airbag

Suspension

- A. 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.
- B. Bushings:
 - a. Suspension bushings as supplied in the kits are mandatory.
 - b. Those not included in the supplied kits may not be replaced with bushings of a different material or dimension.

Electrical System

- A. The make of spark plugs is unrestricted.
- B. Tire Pressure Monitoring Systems (TPMS) may be disabled. Altering the signal to the TPMS module is allowed.

Engine and Drivetrain

- A. The engine management system parameters and operation of internal combustion engines may be modified only via the methods listed below.
 - a. OE ECU software may be reprogrammed, but no changes to the factory ECU hardware are permitted.
 - b. Any OE OBD2 or newer communications port functionality must remain.
- B. Oil filters are unrestricted.
- C. Lubricants and fluids are unrestricted.
- D. Fuel must be Federally approved for use on public highways and widely

CSM

distributed and typically sold in filling stations, commonly called “pump fuel” with typical octane ratings or AKI (Anti-Knock Index) (R+M/2) displayed on the pump between 87 and 93. The maximum octane rating allowed is what is typically delivered from a pump marked 93 octane*. Fuels comprised of more than 15% ethanol may only be used when specified by the manufacturer (e.g., in the owner’s manual for flex-fuel vehicles).

*Octane verification: Octane levels will vary from the number listed on the pump. Octane testing has a “margin of error” and different testing procedures will produce similar but different results. For the purposes of testing gasoline, a result that exceeds 95.9 octane is not allowed and will result in a disqualification with no exceptions (hard limit). This limit gives competitors a 99.99+% confidence level that fuel purchased from a pump marked 93 octane is compliant. Warning: Competitors attempting to approach the 95.9 octane limit through mixing or by any other means may inadvertently create fuel that appears compliant but may test above the 95.9 hard limit.

CLUB SPEC Mustang (CSM)**Eligible Vehicles**

2005-2009 Ford Mustang GT (S197 Chassis)

Including California Special, Shelby GT*, and Bullitt* models

*Must use engine and rear gear ration listed below and either complete OE suspension or Performance Kit suspension

Vehicle Requirements

Engine: 4.6L, 3 Valve V8

Rear Axle Assembly Gear Ratio: 3.55:1

Required Performance Kit

A. Parts Specified below (tires, wheels, and suspension) must be used. All components and parts (e.g., hardware) are required to be installed per manufacturer instructions. Original equipment (OE) or equivalent components are not allowed.

B. Anti-roll (sway) bar end links may be substituted but may serve no other purpose.

C. Tires: Goodyear F1 Supercar 3 (220 Treadwear), size: 275/40R18

D. Wheels

a. Diameter and width (in): 18x9.5

b. Offset, including wheel spacer (mm): +35 (35ET or ET35) or greater

c. Weight, without spacer if used, minimum (lbs.): 17, including:

i. Wheel Weights

ii. TPMS sensor if installed

iii. Tire valve stem (type unrestricted)

d. Wheel spacers are allowed provided the resultant combination with the wheel complies with the offset requirements.

CSM

E. Suspension

- a. Sealed Koni Sport Strut, Front, Part# TBA
- b. Sealed Koni Sport Strut, Rear, Part# TBA
- c. Eibach Pro-Kit Lowering Springs- Part# 35101.140
- d. Choice of:
 - i. Strano Performance Parts kit Part# SpecS197-1. Includes bars, bushings, collar locks, Billet aluminum rear mounts
 - ii. Strano Performance Parts kit Part# SpecS197-2. Same as above, adding front sway bar mount reinforcements + Billet Front sway bar brackets
 - iii. Eibach Mustang Anti-Roll Bar Kit- Part# MM5CC-1
- e. Maximum Motorsports Caster Camber Plates- Part#MM5CC1

Authorized Changes/Modifications

- A. Parts superseded by Ford® may be used.

Bodywork/Interior

- A. A commonly available short throw shifter may be utilized, examples include:
 - a. Hurst Competition Plus Short Throw Shifter, Part# TR-3650
 - b. STEEDA Ford Mustang Tri-Ax Shifter, Part# 555-7305

Safety

- A. Vehicles that do not meet SCCA Level 2 Safety may not substitute or modify seats or steering wheel, however 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.

Brakes

- A. Ford Racing 2005-2014 Mustang GT 14-inch SVT Brake Upgrade Kit, Part# M-2300-S, or any Ford OEM kit utilizing 14” rotors and Brembo 4 piston calipers may be utilized.
- B. No Rear brake caliper relocation kits are allowed.
- C. Goodridge G-Stop Brake Line Kit is allowed, Part#12364 (these lines are included in the Ford Racing SVT Kit listed above)
- D. The make and material of brake linings (pads) may be changed.

Suspension

- A. A commonly available aftermarket Panhard Bar, that mounts in the OEM/Stock body and axle locations may be utilized, including those adjustable for length. This does not allow for Panhard Bar relocation,

CSM

adjustable height Panhard Bars, or replacement of the Panhard Bar Brace. Any bushing, rod-end, spherical bearing may be used. Examples include:

- a. UMI Performance On-Car Single Adjustable Panhard Bar, Part#UPI-1044-B
- b. STEEDA Autosports Street Panhard Bar Kit 05-14 Mustang, Part#555-2551-A
- c. Eibach Pro-Alignment Performance Kit Panhard Bar Part#5.72045K

B. The UMI Ford Mustang GT Adjustable Front Strut Tower Brace may be utilized, Part# UMI-1005-B

C. The STEEDA Mustang Upper Third Link Spherical Differential Bearing may be utilized, Part# 555-4104

Engine and Drivetrain

A. The air intake system, upstream of the throttle body, may be replaced with a CARB approved, commonly available aftermarket unit that utilizes a cone filter and divider wall. Examples include:

- a. K&N Part# 57-2565
- b. Airaid Part# 450-172
- c. aFe Power Part# 51-10293
- d. aFe Power Part# 54-10293

B. The engine management system parameters and operation of internal combustion engines may be modified only via the methods listed below.

- a. OE ECU software may be reprogrammed, but no changes to the factory ECU hardware are permitted.
- b. Any OE OBD2 or newer communications port functionality must remain.

D. Ford Performance Traction-Lok Rebuild Kit with Carbon Fiber Clutch Pack may be utilized, Ford Performance Part# M-4700-C.

E. The installation of oil catch tanks or oil separators is allowed provided the function of the PCV system remains functional.

F. An oil cooler is allowed provided no unauthorized modifications are made to perform the installation.

G. Mufflers may be substituted, provided there are two, one in each stock location no smaller than 6 inches in diameter or 4x6 inches height and width if oval.

H. Mufflers may be substituted, provided there are two, one in each stock location no smaller than 6 inches in diameter or 4x6 inches height and width if oval.

CLUB SPEC MX-5 (CSX)**Eligible Vehicles**

2006-2015 Mazda MX-5 (NC Chassis)

Vehicle Requirements

6-Speed Manual Transmission or Automatic Transmission

CSX

Minimum Vehicle Weight, as weighed without Driver (lbs): 2500

Required Performance Kit

- A. Parts specified below (tires, wheels, and suspension) must be used. All components and parts (e.g., hardware) are required to be installed per manufacturer instructions. Original equipment (OE) or equivalent components are not allowed.
- B. Tires: Falken Azenis RT660, size: 225/45R17
- C. Wheels
 - a. Diameter and width (in.): 17x8
 - b. Offset, including wheel spacer (mm): +45 (45ET or ET45) or greater
 - c. Weight, without spacer if used, minimum (lbs.): 15, including:
 - i. Wheel Weights
 - ii. TPMS sensor if installed
 - iii. Tire Valve stem (type unrestricted)
 - d. Wheel spacers are allowed provided the resultant combination with the wheel complies with the offset requirements.
- D. Suspension
 - a. Penske Front Shock (2), Part# 0000-04-5291-SA
 - b. Mazda Motorsport Front Mount Kit, Part# 0000-04-5359
 - c. Mazda Motorsport Front Offset Bushing Kit, Part# 0000-04-5407-NC
 - d. Eibach Front Spring (2), Part# 0000-04-9700-08
 - e. Penske Rear Shock (2), Part# 0000-04-5292-SA
 - f. Mazda Motorsport Rear Mount Kit, 0000-04-5358
 - g. Mazda Motorsport Rear Shock Alignment Spacer, Part# 000004-5294
 - h. Eibach Rear Spring (2), Part# 0000-04-9400-07
 - i. Eibach Helper Springs (4), Part# 0000-04-9926
 - j. Eibach Front and Rear Sway Bar Kit, Part# 0000-04-5306-EB
 - k. Mazda Motorsport Sway Bar End Links (4), Part# 0000-04-5597-KT
 - l. Penske Adjustment Knob (Recommended), Part# 0000-04-5293

Authorized Changes/Modifications

- A. Parts superseded by Mazda® may be used.

Safety

- A. Vehicles that do not meet SCCA Level 2 Safety may not substitute or modify seats or steering wheel, however a lap belt, as outlined in Solo® Rules section 3.3.1, Driver Restraints, is allowed. Seats may not be cut to allow for the installation of alternate seat belts or harnesses.
- B. Level 2 Fire Suppression is not required for Solo Events

Brakes

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

CSX

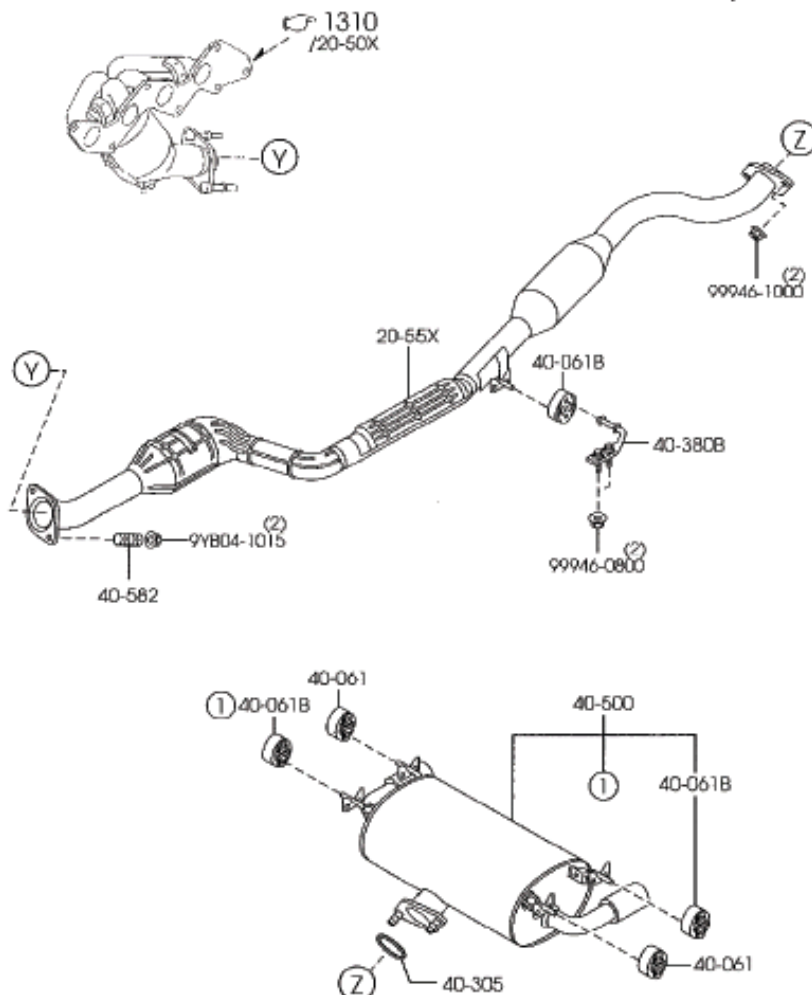
- B. Goodridge G-Stop Brake Line Kit is allowed, Part# 0000-03-5212
- C. Mazda Motorsports 2.5" Brake Duct Kit is allowed, Part# 0000-03-5301-NC

Suspension

- A. The Mazda Motorsports Competition Rear Hub, Part# 0000-04-5530, and Rear Hub Bearing, Part# 0000-04-5531 may be utilized.
- B. Mazda RX-8 Front Hub may be utilized, Part# F189-33-04X

Engine and Drivetrain

- A. The air intake system, upstream of the throttle body, may be replaced with the Mazda Motorsport Intake System, Part# 0000-06-5150-KT
- B. The installation of oil catch tanks or oil separators is allowed provided the function of the PCV system remains functional.
- C. An oil cooler is allowed provided no unauthorized modifications are made to perform the installation, Mazda Motorsports Oil Cooler Adaptor with Lines Part# 0000-015511-KT is recommended.
- D. Alternate exhaust and muffler may be utilized provided it mounts to the manifold flange labeled "Z" below, the muffler is in the stock location and is at least 6 inches in diameter or 4x6 inches if oval.



EVX**Electrical Vehicle Experimental (EVX)****Rationale**

The purpose of EVX is to provide an alternative class specifically targeted towards production electric powered vehicles. This ruleset draws from Street and Street Touring with the intention of choosing common-sense allowances to balance streetability and autocross preparation. Example: In many cases cars come from the factory with narrow wheels to improve real-world range. Wider wheels/tires will diminish range slightly, but still work well for street use while improving autocross performance.

Eligible Vehicles**Audi**

A3 Sportback e-tron (2016-18)
 e-tron SUV (Incl Sportback)(2019-23)
 e-tron GT (Incl. RS) (2022-2024)
 e-tron S (Incl Sportback) (2022-24)
 SQ8 e-tron (Incl. Sportback) (2024)
 Q4 e-tron (Incl. Sportback) (2022-24)

BMW

i3 (Incl. S) (2014-21)*
 i4 (Incl. eDrive35, eDrive40, xDrive40, M50) (2022-24)
 i5 (Incl. eDrive40, M60) (2024)
 i7 (Incl. eDrive50, xDrive60, M70) (2023-24)

Cadillac

LYRIQ (Incl. AWD) (2023-24)

Chevrolet

Bolt (Incl. EUV) (2017-23)*
 Blazer EV (Incl. AWD) (2024)

Fisker

Karma (2011-12)
 Ocean (2023-24)

Ford

Focus EV (2012-18)
 Mustang Mach-E GT (2021-24)

Genesis

Electrified G80 (2023-24)
 Electrified GV70 (2023-24)
 GV60 (Incl. Performance) (2023-24)

Hyundai

IONIQ Electric (2017-21)
 IONIQ 5 EV(2020-23) (2022-24)
 IONIQ 5 N (2025)
 IONIQ 6 (2023-24)
 Kona EV(2020-23) (2019-24)

Jaguar

EVX (continued)

I-PACE (2019-20, 2022-24)

Kia

EV6 (Incl. GT) (2022-24)

Niro EV (2019-24)

Lucid

Air (Incl. Performance, Excl. Sapphire) (2022-24)

Mercedes-Benz

EQE Sedan (Incl. AMG) (2023-24)

EQS (Incl. AMG) (2022-24)

Mini

SE Hardtop Cooper SE 2-Door (2020-24)

Nissan

Leaf (2011-24)*

Ariya (2023-24)

Polestar

2 (Incl. Performance Models, Excl. BST Models) (2021-24)

Porsche

Macan 4 Electric (Incl. Turbo) (2024)

Taycan (Incl. Turbo/Turbo S) (2020-24)

Taycan Cross Turismo (Incl. Turbo/ Turbo S) (2021-24)

Taycan Sport Turismo (2022-24)

Subaru

Solterra (2023-24)*

Tesla Motors

Model S (Incl. Performance & Plaid) (2012-24)

Model 3 (Incl. Performance) (2017- 24)

Model X (Incl. Performance & Plaid) (2016-24)

Model Y (Incl. Performance) (2020-24)

Roadster (all) (2008, 2010-11)

Toyota

bZ4x (2023-24)*

Volkswagen

e-Golf (2015-18 19)

ID.4 (2021-24)*

Volvo

C40 Recharge (2022-24)

* Models listed with an asterisk do not meet the section 3.1 rollover guidelines via the height/track width equation, however they do have a published SSF rating higher than 1.30.

ALLOWANCES**BODYWORK**

A. Accessories, gauges, indicators, lights and other appearance, comfort and convenience modifications which have no effect on performance

EVX (continued)

- and/or handling and do not materially reduce the weight of the car are permitted.
- B. Data acquisition systems (including video cameras) and the accompanying sensors are allowed but may serve no other purpose during a run other than real-time display and data recording.
- C. 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 Section 3.3.3.B.1, Safety Inspection Requirements.
- D. Roll Bars and Roll Cages
 - 1. Roll bars may be added. Roll bars may be welded in. Standard roll-over hoops and covers may be removed if the resulting installation meets Appendix C.A, Basic Design Considerations. The total weight of components added must not be less than that of components removed.
 - 2. Roll cages may be added. It is strongly recommended that roll cages be constructed according to the Club Racing GCR, though they must be bolted (not welded) into the automobile and be contained within the driver/passenger compartment. A roll cage has more than four attachment points to the body or frame or has bracing both fore and aft of the main hoop.
- E. Driver restraints as outlined in Section 3.3.1 are allowed. Seats may not be cut to allow for the installation of alternate seat belts or harnesses. Passive restraint systems may be disabled but may not be removed. Removable seat headrests may be repositioned using the original mounting hardware only if the OE components permit it with no modifications. This includes removing a headrest and reinstalling it backwards. A horizontal "harness bar" may be used as part of the installation hardware for allowed driver restraints provided it has no more than 2 attachment points to the chassis and is bolted at those locations. A C-type harness bar may also be used. It may have 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.
- F. Cars may add one rear trailer hitch. The resulting weight addition is allowed. The hitch may serve no other purpose. 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.
- G. Tow bar brackets may be installed but may serve no other purpose.
- H. Any item that cannot be held permanently in place by factory-installed fasteners may be removed.
- I. Factory rub strips, emblems, mud flaps, bolt-on front valance lips/spoilers, and fog lights (except those integral to a headlight or turn signal)

EVX (continued)

may be removed. Rear wings may be removed so long as the vehicle retains any federally-mandated third brake light.

- J. Fenders may not be cut or flared but the inside lip may be rolled to gain additional tire clearance. (The outer fender contour may not be changed.) Plastic and rubber wheel well splash shields may be modified for tire clearance and to accommodate a rolled inside fender lip. The modifications may serve no other purpose (e.g., air intake, brake ducts, etc). No other changes to the standard fenders or wheel wells are permitted.
- K. Strut bars per Section 12 are permitted with all types of suspension, subject to the following constraints:
 - 1. A 2-point strut bar may be added, removed, modified, or substituted, but only with another 2-point strut bar.
 - 2. A triangulated (3-point) strut bar may be removed, modified, or substituted; substitution may be with either a triangulated or a 2-point strut bar. The connection to the chassis (e.g., firewall, bulkhead) must be in the standard location.
 - 3. Lower suspension braces must be attached to the lower suspension pickup point locations on the chassis within 2" (50.8mm) in any direction of the actual suspension attachment to the chassis.
 - 4. Except for standard parts, no connections to other components are permitted. Additional holes may be drilled for mounting bolts. Only "bolt-on" attachment is permitted. Interior trim panels may be modified to allow installation of strut bars. Holes or slots may be no larger than necessary and may serve no other purpose. This does not permit any modifications to the frame or unibody beyond the allowed mounting holes.

BRAKES

- A. The make and material of brake linings may be changed.
- B. Non-standard brake rotors may be used provided they are of equal or larger dimensions (diameter and overall thickness) and made of ferrous material (e.g., iron). The diameter for replacement rotors is measured at the minimum outside dimension. Aluminum rotor hats are allowed. Cars originally equipped with solid (non-vented) rotors may utilize vented rotors. Cross-drilled and/or slotted brake rotors may be fitted provided all such voids are within the disc area and comprise no more than 10% of that area.
- C. Brake lines may be substituted with alternate DOT-approved flexible brake lines.
- D. Alternate brake bleeder fittings (e.g., Speedbleeders®) are permitted. They may serve no other purpose.
- E. Air ducts may be fitted to the brakes provided the air directed to the brake rotor originates forward of the wheel well. Modifications to fender liners, undertrays, and splash guards for routing of ducts is permitted.

EVX (continued)

ted. No new holes may be made in the bumper cover. Backing plates and dust shields may be substituted, modified, or removed. Deflectors that mount to components within the wheel well and serve to direct air towards the rotors are permitted. Modifications for brake ducting may serve no other purpose.

TIRES

Tires must meet section 13.3 requirements except as noted: Any tire size may be used, provided it doesn't require exterior and/or mechanical modifications outside of what is allowed elsewhere in these rules.

WHEELS

Wheels may be replaced with wheels of any diameter and width. Replacement wheel material must be metal.

SHOCK ABSORBERS/STRUTS

- A. Shock absorbers may be modified or replaced. Shock absorber mounting brackets and bushings may be modified or replaced provided they attach to the original locations on the chassis, subframe, or suspension component.
- B. Struts may be replaced. Replacement struts may only utilize the same mounting points on the chassis, subframe, or suspension component as the factory struts. Strut mounting brackets and bushings may be modified or replaced provided they attach to the original locations on the chassis, subframe, or suspension component. This includes upper strut mounts which may also function as an upper spring perch. On struts with an attached steering arm the position of the steering arm on an aftermarket strut must remain the same as stock.
- C. Upper and lower spring perches may be modified or replaced provided they attach to the original locations on the chassis, subframe, or suspension component. This allowance does not permit relocation of a spring (e.g. moving from a divorced shock/spring to a coilover).
- D. Shock absorber and strut bumpstops are unrestricted
- E. When replacing factory electronically controlled shocks or struts, devices may be added to satisfy the ECU that the OEM shocks or struts are still installed; such devices shall perform no other function.
- F. Vehicles equipped with an adaptive ride control system (MSRC, MRC, PASM, etc.) may alter the calibration using an OEM-provided reflash or replace the entire controller. When utilizing this allowance the OEM shocks/struts must be utilized without modification.
- G. A hole may be added through bodywork and strut bars to permit access to the adjustment mechanism on a shock absorber or strut. The hole may serve no other purpose and may not be added through the exterior body panels.
- H. For remote reservoir shocks a hole may be added through bodywork to route the reservoir to a remote mounting location. Such holes may serve no other purpose.

EVX (continued)**ANTI-ROLL (SWAY) BARS**

- A. Substitution, addition, or removal of front and rear anti-roll bar(s) is permitted. Bushing material, method of attachment, and locating points are unrestricted. This does not authorize the cutting of holes to route the bar(s) or links. Components such as anti-roll bars and strut housings that serve dual purposes by also functioning as suspension locators may not be modified in ways that change the suspension geometry or steering geometry.
- B. No modification to the body, frame, or other components to accommodate anti-roll bar addition or substitution is allowed except for the drilling of holes for mounting bolts.

SUSPENSION

- A. Ride height may only be altered by suspension adjustments, the use of spacing blocks, leaf spring shackles, torsion bar levers, or change or modification of springs or coil spring perches. This does not allow the use of spacers that alter suspension geometry, such as those between the hub carrier and lower suspension arm. Springs must be of the same type as the original (e.g., coil, leaf, torsion bar, bellows) and except as noted herein, must use the original spring attachment points. This permits multiple springs, as long as they use the original mount locations. Coil spring perches may be changed or altered and their position may be adjustable. Spacers are allowed above or below the spring. Coil springs may incorporate spring rubbers.
- B. Alternate suspension springs are permitted but must remain the same type as the factory springs (e.g. coil, leaf, torsion bar).
- C. Suspension bushings may be replaced with bushings of any materials
- D. If ordered by the manufacturer for a particular model and year, the use of shims, special bolts, removal of material to enlarge mounting holes, and similar methods are allowed and the resulting alignment settings are permitted even if outside the normal specification or range of specifications recommended by the manufacturer. If enlarging mounting holes is specifically authorized but no material removal limits are specified, material removal is restricted to the amount necessary to achieve the maximum factory alignment specifications.
- E. Camber bolts may be installed providing these parts use the original, unmodified mounting points. Caster changes resulting from the use of camber bolts are permitted.
- F. Camber kits (also known as camber compensators) may be installed. These kits consist of either adjustable length arms or arm mounts (including ball joints) that provide a lateral adjustment to the effective length of a control arm. Alignment outside the factory specifications is allowed. The following restrictions apply:
 1. On double/unequal arm (e.g., wishbone, multi-link) suspensions, only the upper arms OR lower arms may be modified or replaced, but not

- both. Non-integral longitudinal arms that primarily control fore/aft wheel movement (e.g., trailing arm(s) or link(s) of a multi-link suspension) may not be replaced, changed, or modified.
2. On arm-and-strut (MacPherson/Chapman) suspensions, the lower arms may be modified/replaced OR other methods of camber adjustment allowed by the EV rules can be utilized, but NOT both.
 3. The replacement arms or mounts must attach to the original standard mounting points. Intermediate mounting points (e.g., shock/spring mounts) may not be moved or relocated on the arm, except as incidental to the camber adjustment. The knuckle/bearing housing/spindle assembly cannot be modified or replaced.
 4. Changes in suspension geometry are not allowed except as incidental to the effective arm length change.
- H. Changes in alignment parameters that result directly from the use of the allowed components are permitted.
- I. A lateral suspension link which serves to control toe may be modified or replaced to facilitate toe adjustment, provided the factory mounting locations are used without modification. Factory adjustment mechanisms such as eccentric bolts may be locked out or otherwise disabled. Changes in suspension geometry are not allowed except as incidental to the effective arm length change. On double/unequal arm (eg wishbone) suspensions Suspension.F.1 or Suspension.I may be used to change one arm but not both.

ELECTRICAL SYSTEM AND DRIVETRAIN

No changes are permitted to electronic management systems or their programming. Batteries, the computers and/or hardware controlling battery systems, and all mechanical drivetrain components must remain stock. Including but not limited to electric motors, transmissions, differentials, battery packs, powertrain control modules/computers and sensors, etc.