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

- Must be either a domestic automobile or truck (pick-up or SUV) of front-engine, rear-wheel-drive (FE/RWD) configuration *(no electric-powered vehicles)*.
- Must be licensed and insured, as well as fully "street legal" (working lights, etc.).
- Must have "full-size" windshield similar to the original from the manufacturer. Side *and rear* glass must be present if original for the vehicle. Lexan® or equivalent may be used.
- Must pass the mandatory safety inspection (tech) of Section 3, Vehicles, and must be comply with Appendix I, Sound Measurement Procedures, of the 2020 SCCA® National Solo® Rules.
- Excluded: *Chevrolet Corvette ZR1 (2019);* Dodge/SRT Viper (2013-17); Jeep military/CJ/Wrangler models.

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). *Lower rear body panels may incorporate the "look" of a rear diffuser but may not extend forward more than 6.0" past the exterior OE body panel(s).*
- Front splitter, air dam, and/or spoiler may be added below the bumper *and may extend a maximun of 6.0" forward from the integral bumper as viewed from above or* the original body excluding non-integral bumpers.
- Rear spoiler may be added, but may extend no more than 10.0" from the original body nor past the perimeter of the body. No rear wings may be added except OE or equivalent.
- 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/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 Drive Train Allowances

- Components (internal and external) are unrestricted.

Supplemental Classes as used at SCCA® National Solo® events:

CAM C (Contemporary) (car and truck body styles from *2001*-2020, plus CAMT cars meeting CAMC 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 (lbs., min.) 3300
- Additional weight for Lexan® windshield (lbs., min.) .....+150

CAM T (Traditional) (car and truck body styles originating from *1948-2000*)

- Examples: Camaro (-*2002*), Mustang (-*2004*)
- 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 (lbs., min.) 3000
- Additional weight for Lexan® windshield (lbs., min.) .....+150

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., min.): Corvette (1984-2019); Viper (-2012) 2900
- Weight without driver (lbs., min.): all other cars 2500
- Additional weight for Lexan® windshield (lbs., min.) .....+150

SCCA Sports Car Club of America

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This 2020 CAM Rules handout is from the
2020 SCCA® Solo® Rules, Appendix B.

Words *italizied in red* indicate changes from the
2019 SCCA® Solo® Rules, Appendix B.

For more information, please contact:

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2020 Category Rules

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