

HERITAGE CLASSIC

Rationale: The purpose of Heritage Classic (HC) is to enable enthusiasts of sports cars, coupes, and sedans from the early years of the SCCA to participate at SCCA Solo events with cars of similar technology. This participation can range from those just wanting to drive these cars in a competition setting, to those wanting to drive their classic car aggressively for a trophy position. The core objective is to provide a fun experience at the local level for Heritage Classic car enthusiasts through SCCA Regions offering this opportunity using a common set of rules.

Background: These cars from the 1940's through the early 1970's are an important part of the history of not only the SCCA, but of the American automotive scene and are worthy of being a part of the SCCA today so this history is not forgotten. The Heritage Classic category is intended to encourage the use and enjoyment of these cars by their owners and other event attendees.

Eligible Vehicles: Vehicle must be from model year 1974 or older and not produced by a United States based manufacturer. Models newer than 1974, but of the same generation as the 1974 model, are allowed. EXAMPLE: a 1978 MGB would be eligible. Vehicle must pass the mandatory safety inspection (tech) and be in compliance with Section 3, of the current SCCA® National Solo® Rules

Classes: There are two classes; Heritage Classic Street (HCS) and Heritage Classic Race (HCR). HCS is for street legal vehicles competing on street tires with common enthusiast modifications. HCR is for race prepared vehicles competing on any tires with modifications similar to those common "back in the day". Additional safety requirements will apply to HCR.

Local Region Options: The classes above and the rules that follow are offered for Regions to use as shown OR Regions may modify them to suit their local needs. This includes the number of classes, vehicles included/excluded, and/or specific allowances/restrictions contained in the rules. The core objective is described in the "Rationale" above, but specifics may be adjusted to fit the needs of the local participants so they can have fun with their Heritage cars

Heritage Classic Street (HCS)

General Information

- Vehicle must be considered “street legal” with normal road touring equipment (lights, wipers, etc.) and capable of being licensed for normal road use in the United States.

Body Allowances

- Body panels may be replaced with an OE equivalent and fenders may be flared.
- Interior panels (door panels, kick panels, etc.) and headliner may be replaced with an OE equivalent and must cover any opening(s) the original panel(s) concealed. Seats may be replaced.
- Dash may be modified to accommodate alternate or additional gauges and switches, but must be complete and cover the original area. Steering wheel and steering column may be replaced.
- Front splitter, air dam, and/or spoiler may be added below the bumper, but must not extend past the perimeter of the body.
- Rear spoiler may be added, but may extend no more than 8” from the original body or past the perimeter of the body. No rear wings may be added except OE or equivalent.

Wheel and Tire Allowances

- Any metallic wheels are allowed.
- Any DOT-approved tires with a UTQG Treadwear Grade of 200 or higher are permitted. Tires must also meet other requirements in Section 13.3 of the Solo rules.

Body Electrical System Allowances

- Components and wiring are unrestricted.

Brake System Allowances

- Components, lines, and hoses are unrestricted except that rotors and drums must remain in original locations (outboard vs. inboard) and be of ferrous metal.

Suspension and Steering Allowances

- Alternate springs are allowed, but must be of the same type as OE and attach at original locations.
- Lever shock absorbers may be modified. They may be replaced with tube shocks unless they also serve as suspension component such as a control arm (Example; front shocks on an MGB).
- Non-lever shocks may be replaced.
- Alternate bushings may be used in original location.

Engine and Drive Train Allowances

- Engine may be updated to any available from the manufacturer for that model through its generations. EXAMPLE: a 1275 cc engine from a late model Sprite/Midget may be used in a Bugeye Sprite, however, a Spitfire or MGB motor would NOT be allowed
- Engine must be externally stock appearing, with engine internals unrestricted.
- Intake system must be same type as OE (fuel injection or carbs), but individual components (intake manifold, carbs, injectors, controllers, etc.) are unrestricted.
- Any ignition system may be used.
- Exhaust manifold and exhaust system may be replaced with alternate components
- Original drivetrain layout must be preserved.
- Any alternate production car transmission are allowed. No racing gearboxes.
- Clutch components, driveshaft, and mounts are unrestricted
- Cooling system components, alternator/generator, and emission control components/systems may be modified, replaced, or removed.
- Battery may be replaced and relocated.

Heritage Classic Race (HCR)

General Information

Unless authorized in the HCS rules above or by the allowances below for HCR, the vehicle must be unmodified from original configuration. Some HCR rules/allowances below will be more restrictive than HCS to keep HCR cars more period correct to their racing origins.

- Additional Allowed Vehicle: GCR legal Formula Vee
- Excluded Vehicles: Elva Courier; Lotus Elan, Europa, Super 7; Turner 950S and 1500; TVR 1800 and V8

Body Allowances

- All interior trim, dash boards, gauges, floor covering, carpet, upholstery panels, seats, and similar non-performance comfort or convenience items may be removed or replaced.
- Driver's seat must be located within 12" of original fore/aft location.
- Body must maintain recognizable external features of the manufacturer's make and model.
- Chassis, frame, or sub-frame may be reinforced and/or notched.
- Open cars may remove the windshield and frame. Closed cars may remove side windows.
- All windows may be replaced with a polycarbonate material. Polycarbonate windshields must have a minimum thickness of at least 0.125'. All window mechanisms may be replaced.
- Headlights, mirrors, exterior lights, trim, grills, bumpers, windshield wipers/washers, inner fender panels, and trunk floors may be removed.
- Fuel tank/cell may be modified or replaced and must be separated from the driver/passengers as originally manufactured or by a metal panel/bulkhead.
- Fuel must not vent into the driver/passenger compartment directly or indirectly.
- All open cars on racing slicks will at a minimum be required to have a roll bar installed meeting the requirements of Appendix C of the Solo Rules. GCR legal roll cages are allowed.
- **Minimum weight for following displacements:** 900-1050 cc: 1.35 lbs./cc; 1051-1450 cc: 1.20lbs./cc; 1451 – 1900 cc: 1.05 lbs/cc; 1901 cc and above: 1.00 lbs/cc, not to exceed 2300 lbs.. Weight adjustment for front wheel drive: - 50 lbs.

Wheel and Tire Allowances

- All DOT approved tires and race tires (non-DOT) are allowed.
- Wheel width is limited to a maximum of 8".

Suspension and Steering Allowances

- Components and method of attachment are unrestricted.

Engine and Drive Train Allowances

- Same engine rules as HCS, except for the following.
- Engines must be of the original type; size and design as originally provided by the manufacturer and mounts must remain in the correct location. Blocks and heads must be of the same material and design as provided by the manufacturer. Modern aftermarket blocks and heads are prohibited unless they are identical (material and design) to the originals.
- The standard stroke must be retained.
- The block may be re-bored no more than 0.0472" (1.2mm) over standard. The resultant displacement increase shall not be included in the weight calculations for the car
- Transmission/transaxle, rear axle, and final drive ratio are unrestricted
- Wet sump may not be converted to dry sump. Any accumulator (Accusump) may be used