

HOUSTON REGION SCCA SOLO CLASS “STO” (STREET TOURING - OTHER): 2016

Houston SCCA Region's STO class is an unlimited class. The intent is to provide members the opportunity to compete at Houston SCCA Region's solo events on street tires with street legal cars that may be ineligible - due to excessive vehicle modification or restrictive classification - for any or all SCCA National Street Touring classes.

The logic behind the STO rules is unique. In virtually all Solo classes, if a modification is not specifically authorized, it is not allowed. In STO, a modification is allowed unless the modification is specifically **not** authorized. And the intent is to keep such restrictions to a minimum.

Vehicles eligible and legal for STO can be highly modified. Since it is mandatory for STO compliant cars to be legally registered for the street, participants are strongly encouraged to use common sense to insure their vehicles are safe on the road as well as in competition. And participants must insure their vehicles meet all relevant federal and state laws and policies pertaining to, but not limited to, safety equipment and emission control devices for vehicles registered for the street.

Although this is a regional class, participants and vehicles must still abide by all mandatory provisions spelled out in the active SCCA National Solo Rules and Regulations. Specific to vehicles in STO, these mandatory provisions pertain to, but may not be limited to, fundamental vehicle eligibility, vehicle safety, and fuel. The SCCA National Solo Events Board (SEB) has the right to change these mandatory provisions.

Finally, beware! A car modified to the extent allowed by these STO rules will most likely be ineligible for any or all National Street Touring classes and possibly ineligible for all other National Solo classes.

Vehicle Eligibility for STO

Cars running in STO must have been series produced with normal road touring equipment, capable of being licensed for normal road use in the United States and normally sold and delivered through the manufacturer's retail sales outlets in the United States. Cars must have been produced and have been sold through normal U.S. dealerships in quantities of at least 1,000 in a 12-month period in order to be eligible for STO. The entrant has the burden for proving his or her vehicle complies with these eligibility requirements.

Classification

There is only one class, STO. There is no parallel Ladies Class.

Vehicle Compliance with STO Rules

Entrants may run their cars in any configuration as long as the vehicle complies with the following:

1) Vehicle must be currently and legally registered for the street and have a current and valid state inspection.

2) Vehicle must compete on tires designed for highway use on passenger cars and meeting the following specifications:

- a. Minimum UTQG Treadwear Grade of 200.
- b. US Department of Transportation (DOT) approval.
- c. May be shaved evenly and parallel to the axis of rotation, but may not otherwise be siped, grooved, or modified.
- d. Have measurable tread depth (i.e., points where it is possible to obtain positive measurement values) at no less than two points which are 180 degrees apart around the circumference of the tire and which are in the center one-half of the tread surface
- e. Not a recap and/or retread.

Vehicle Modifications Not Authorized in STO

Fuels and/or fuel additives not allowed in the National "Street Touring" category are not allowed in STO. The use of Nitrous Oxide is not allowed.

PAX Determination for STO

Being a unique, regional class, the data base required for STO PAX determination is limited. As a surrogate, the recognized PAX for the SCCA National Class SM, minus 0.020 points, will be used for STO. SM was selected because it is a National class with sufficient data to determine an annual PAX and it is similar in philosophy and vehicle eligibility to STO. The reduction of 0.020 points reflects the estimated performance difference between DOT approved, R compound tires allowed in SM and DOT approved, minimum 200 UTQG grade tires allowed in STO.

Maintenance of These Rules

These rules are under the control of the Houston Region SCCA Solo Committee. Only the Committee can authorize changes to these rules. The active set of rules will reside on the Houston Region SCCA web site under Solo (Autocross) - Rules/Classes. The rules and PAX will be revised annually, prior to January 1st of the following year. The Committee reserves the right to change the rules at any time if warranted. Changes will be announced in the Houston Region SCCA HouSCCA Forum – Solo – Solo Announcements.

Approved. Houston Region SCCA Solo Committee, July 7, 2015