

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

The Solo Committee addressed issues regarding emission equipment and the legality of STO-classed cars at their April 3, 2018 meeting. After reviewing the current STO rules (Houston Region SCCA Solo Class “STO”: 2016) the committee concluded that the intent was and would remain to be that to be legal, a STO vehicle must “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” **and** “must be currently and legally registered for the street and have a current and valid state inspection”. Subsequently, the board approved the clarification given below.

To clarify, a legal STO vehicle must:

#1. Have a current and valid Texas registration sticker. Texas no longer provides inspection stickers but passing an annual safety inspection is a prerequisite for obtaining a registration sticker.

And

#2. Meet the inspection criteria for passenger cars (or light duty trucks) as defined in the Texas “*Inspection Criteria for the Annual Safety Inspection*”, provided at <https://www.dps.texas.gov/RSD/VI/inspection/inspectionCriteria.aspx>

* It is believed that meeting these Texas criteria will insure meeting federal requirements.

* Participants are responsible for continuing to meet the criteria independent of having a valid & current registration sticker or when the sticker was obtained.

* Be warned, Texas is free to change its criteria at any time!

Out of state participants are always welcomed. But the expectation is they present a road legal vehicle meeting federal requirements and their state’ requirements.

Specific to emission equipment:

The Texas Department of Safety website “*Inspection Criteria for the Annual SAFETY Inspection*” referenced above states **all** vehicles must undergo an annual safety inspection. The annual safety inspection includes an inspection of emission systems. Use the drop down menu “items of inspection” at the website above and select “exhaust emission system”. That will take you to “**Inspection/Rejection Criteria, 20.14 Exhaust Emission System**”. The first paragraph summarizes it:

“Operator of the motor vehicle or motor vehicle engine shall not remove or intentionally make inoperable within the state of Texas the exhaust emission system or any part thereof, except where the purpose of removal of the exhaust emission system or part thereof is to install another exhaust emission system or part thereof, which is intended to be equally effective in reducing atmospheric emissions from the vehicle or engine.”

To be road-legal in Texas your vehicle has to have, in working order, whatever emissions systems that were on the car at the time of manufacturer. That applies to a crankcase

ventilation system on a 1968 Mustang or a catalyst on a 2010 Honda. Whether an inspector really looks for all pertinent emission systems and ascertains whether they work or have been tampered with is another issue. That's why the 2016 version of the STO rules put the onus of legality on the participant.

Approved. Houston Region SCCA Solo Committee, June 12, 2018