

Central Florida Region SCCA SOLO CLASS

“STO” (STREET TOURING- OTHER)

Revision A: 1/23/2016

Central Florida Region SCCA STO class is a Street Tire class with very few limitations. The primary intent of this class is to provide members the opportunity to compete at Central Florida Region SCCA solo events on street tires with street legal cars that due to modifications made for other purposes (e.g., HPDEs, Time Trials, etc...) may be ineligible for any or all SCCA National Street Touring classes. In STO, a modification is generally allowed unless the modification is specifically not authorized, with the intention of keeping such restrictions to a minimum.

Participants are strongly encouraged to use common sense to insure their vehicles are safe for the road as well as for competition.

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, tires, and fuel.

Finally, beware! A car modified to the extent allowed by these STO rules will more than likely not be eligible for competition at other SCCA regional, divisional, or national events.

Classification

- The class designation will be “STO” and must be displayed along with the number according to the normal class and numbering guidelines for SCCA Solo.
- There is only one class; STO. There will be no parallel Ladies Class.
- STO class is not eligible for “X” class competition.

Vehicle Eligibility for STO

Cars running in STO must

- Not be on the “Excluded from Street Category for reasons of stability per Section 3.1” list and must also meet the minimum SCCA Solo guidelines for rollover potential.
- Be compliant with all safety requirements of 2015 SCCA Solo Rules Section 3.3.
- Have been series produced with normal road touring equipment
- Have been sold and delivered through the original manufacturer’s retail sales outlets in the United States.
- Have been produced and been sold through normal U.S. dealerships in quantities of at least 1,000 in a 12-month period.
- Be currently and legally registered for the street.

Tires

Tires must meet the following requirements:

- Minimum UTQG Tread wear Grade of 200.
- Minimum molded tread depth of 7 /32" as specified by the manufacturer.
- Must 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.
- Must be listed in a current year or prior 2 years of the "Tire Guide®" and/or the "Tread Design Guide®" (www.tireguides.com).
- Must be US Department of Transportation (DOT) approved.
- No recap and/or retread tires may be used.
- Shaving is permitted, but tires may not be modified through siping or regrooving.

Fuel

- STO vehicles must use fuel which is "Federally approved for use on public highways." This includes the pump fuel known as E85, but does not allow racing-type fuels which are available at service station pumps. 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).
- The use of Nitrous Oxide is not allowed. If the car is equipped with a Nitrous Oxide system, any bottles must be removed from the car during competition.

PAX Index for STO

Being a unique, regional class, the data base required for STO PAX determination is inadequate. As a surrogate, the recognized PAX for the SCCA National Class SSM, minus 0.020 points (i.e., $0.882 - 0.020 = 0.862$ for 2015), will be used for STO in 2015. SSM was selected because it is a National class with sufficient data to determine an annual PAX and is – other than tire eligibility - similar in philosophy and vehicle eligibility to STO. Furthermore, SSM typically would represent cars with the highest preparation level attainable for a street legal and street registered car. The reduction of 0.020 points reflects the estimated performance difference between DOT R compound tires allowed in SSM and the DOT 140 UTQG minimum tires allowed in STO.

The Central Florida Region SCCA STO PAX index will be adjusted as deemed appropriate based on actual results.

Other

The "Spirit" of the Central Florida Region STO class is to provide a competition home for cars that, while street legal and street drivable, are beyond the rules for any of the existing Street or Street Touring classes. The Event Chair, with advice and consent of other present CFR Solo Board members, reserves the right to disallow the entry of any car that is deemed to be unreasonable or unsafe for competition or otherwise outside of the spirit of these rules.

Furthermore, if STO class participation levels warrant, the CFR Solo Board may in the future authorize that the class be split based on other criterion yet to be determined.