

Midwestern Council of Sports Car Clubs: revised Street Tuner

Announcement: Revisions to Street Tuner



Jared Cromas and the Street Tuner committee has worked with the MCSCC President David Wessel, Devin Anderson - IT Committee chairperson and Ralph Hansen in his role as competition director to work out the details of a new class structure for ST. Jared has successfully received approval from the MCSCC BOD and now we can reveal the entirely refactored Street Tuner series for 2020. Thanks to input from committee members, Jeff Vance, Scott Green, and many others we have positioned Street Tuner to be the most modern, most attractive place to race for new cars being built for racing today.

This new structure has expanded the mandate of the class to provide a valid and competitive place to race for all current and future mass-produced cars that would have traditionally been raced in one of NASA's Spec, Performance Touring, ST/TT/SP or GTS classes and of course the SCCA's Prod, ST and Touring classes or one of the many Endurance championships i.e. ChampCar®, Lemons, WRL or AER.

This should position MCSCC as a real and viable alternative to any racing organization out there today and provide a place to race for almost any mass-produced vehicle and help ensure the future of MCSCC as relevant place to race.

The new Street Tuner

Street Tuner is a class structure intended to provide a place to race modern performance vehicles and supplement MCSCC's already robust IT series. ST cars are typically those with robust aftermarket performance tuner support. The

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relatively open rule set of ST permits the owner to do to their car what they want, rather than adhering to a strict set of things you can and can't do. In other words, you get to build the car you want and race it.

Some of the changes for 2020 include more room for aerodynamic aides, specific classing for forced induction cars, tightened guidance for engine management systems, and more open rules for driveline and braking system swaps.

Class numbering and new classes

The classification and designation of car is also rearranged to include more cars, more competitively. We have also defined the numbering to start with the smallest engines as ST1 and the largest as ST4. This will permit us to add new classes as required easily without having to push existing cars "down" or adding non-linear numbering and lettering to define new levels of classification.

Class	Naturally Aspirated Engine Size	Forced Induction Engine Size	Weight Calc	Examples
ST1	Up to 2.3L	Up to 1.5L	1.55 lb./cc	1.6L car is 2480 lbs. and 1.0L turbo car is 2325 lbs.
ST2	Up to 3L	Up to 2L	1.25 lb./cc	2L car is 2500 lbs. and 1.5L turbo car is 2800 lbs.
ST3	Up to 4L	Up to 2.6L	0.95 lb./cc	2.5L is 2375 lbs. and 2.0L turbo car is 2850 lbs.
ST4	Up to 6L	Up to 4L	0.65 lb./cc	4L car is 2600 lbs. and 3.0L turbo car is 2925 lbs.

ST1 redefined:

Smallest engines up to 2.3 liters, and potentially the least expensive cars to race and build. We see also see potential for renewed competitiveness for existing racing cars currently outclassed in their traditional categories. Potentially cars in ST1 would be the Honda Fit, Ford Fiesta, VW Scirocco and Rabbit, Mazda 2, Chevy Sonic, Mini Cooper, Toyota Yaris, or the Nissan Versa, and early European sports cars.

ST2 revisited:

A step-up in engine size and weight and capping engine sizes at 3 liters. ST2 potentially includes many "Hot Hatches" as well as traditional sports cars and sport sedans. We expect the Mazda Miata, Honda S2000, Toyota 86, BMW 1.9-liter cars, the Subaru FRS, Ford Fiesta ST, Honda Civic and CRX to line up well with this class.

A new class, ST3:

Many of the existing forced induction cars and very modern performance vehicles, as well as smaller "muscle" cars will land here in ST3. The Mitsubishi Evo, BMW M3, Subaru WRX STi, Ford Mustang Ecoboost, Saturn Sky Redline, Pontiac Solstice GXP, Ford Focus RS, Porsche Carrera and Porsche Boxster/Cayman will all land here to fight it out.

ST4, for the fastest cars:

Being the class for the fastest cars it will be the place to race many modern American "muscle" cars and German performance coupes/sedans. This class will be the place to race your BMW M2, Mercedes C AMG, Cadillac ATS-V, Ford Mustang GT, Chevy Camaro SS, Dodge Challenger R/T and Porsche 911's

Non-ST compliant Ultra high-performance cars

These cars will find a home in the existing Super Production (SP) class, which has no weight restrictions. SP is the place to race Corvettes, Cadillac CTS-V, BMW M5/M6, Mercedes E AMG, Chevy Camaro ZR1, Mustang GT350/GT500, Dodge Challenger Hellcat/Charger Hellcat and 911 Turbo's that do not comply with ST weight limits.