



Pineview Challenge Cup

2021 Time Trial Racing Rules

Pineview Challenge Cup	2
1.0 General Rules	2
1.1 Schedule	3
1.2 Timing	3
1.3 Point System	3
1.4 Penalties	4
1.5 Championship Tie Breakers	4
1.6 Awards	5
Car Classing	6
2.0 Class C3 Street	6
2.1 Calculating Lbs/Hp	6
2.2 Tire Points	7
2.3 Calculating Your Car's Class	8
2.3.1 Running in Multiple Classes	8
2.3.2 Rain Tires	8
Appendix A: Class Worksheet	8

Pineview Challenge Cup

Version 2.2

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The intent of this racing series is to provide fair competition on street-based production cars. Open-wheeled race cars, prototypes and other cars that are not based on production street cars may race in class C1, No go-karts.

1.0 General Rules

- The event *series* is open to members and annual pass holders. Anyone else is allowed to enter up to *three* events, but needs a member sponsor. The final event is only open to series competitors.
- Every event starts with a short practice session. If you arrive late, you miss practice.
- There is no passing in a practice session, if you need room, back off. Classes are sometimes mixed during practice.
- Your timed runs start with a warm-up lap, your first flying lap is timed (green flag), your second flying lap is timed (white flag), and your final lap is a cool-down (checker flag). You will get three runs per day.
- The number of runs and timed laps may be modified at the organizer's discretion. For example, If an event has unusually high participation, or impending weather or other factors require, Race Direction may give everyone two runs with three timed laps instead. This is the same number of total timed laps.
- Cars will be spaced evenly on track. However, it's possible that a faster car may catch a slower car (due to a spin, mechanical problems, or drivers of different abilities). Do not pass or give a point-by. We will give you another session to make up that lap time.
- You can race in only one class per day. You can't switch tires, or switch cars, so that you can run in two classes on the same day.
- You may share a car between two drivers: you may race in the same class, but you will be put in different run groups.
- If you change classes, you must inform Race Direction (admin@pineviewrun.com).
- **All entries must be made 20 hours in advance** of the published start time. Entry forms made by reserving your spot in a Cup Event will be shut off at this time. To Enter:
 - Participants must **purchase** an event or series **pass** on the website shopping cart.
 - Make **Reservation** on <https://pineviewrun.com/reservations> click on classes and events and select the race(s) you are entering. (*20-hour advance deadline*).
 - Submit your **completed Entry/Class calculator** form with your transponder #. By email to admin@pineviewrun.com (*must be received 20 hours in advance*).
- You must submit a tech sheet with your classing sheet. See our tech rules here: <https://pineviewrun.com/tech-inspection>
- Race Direction reserves the right to put a GPS device and/or video camera in your car at any time to evaluate data and maintain parity in the classes and for promotional purposes. Pineview owns all media.

1.1 Schedule

Races run rain or shine, Saturdays 9:00am-12:00 and Wednesdays 5:00-8:00pm.

Saturday 9-12am	Wednesday 5-8pm
May 1	May 12
	May 26
June 5	June 9
	June 23
July 3	July 7
	July 21
	August 4
August 7	August 18
September 4	
September 25 final	

1.2 Timing

We use an AMB closed-loop timing system. You may bring your own AMB (MyLaps) transponder, or we have a limited number you can rent from us. If circumstances result in us not having enough transponders, Race Direction may require that competitors share a transponder.

Rental transponders must be reserved in advance (*20-hour minimum*). We recommend attaching a quick-release bracket (\$8 from Pegasus Racing Supply) to your vehicle; they are sturdy and save on zip ties.

If the timing system or transponders are problematic during a race, Race Direction may allow alternate timing devices, such as Aim Solo, Hotlap, etc., or may hand time with a stopwatch.

- Timing devices with a 10 hz or higher rate incur a .1 second penalty.
- Timing devices with 5 hz rate incur a .2 second penalty.
- Timing devices with a 1 hz rate (most phone apps) incur a .3 second penalty.
- Hand timing by a Pineview official incurs no penalty, but won't count as a lap record.

1.3 Point System

There are 13 regular-season events, and one double-points final. Your best 7 events, plus the final event, will be used for calculating the overall points. If you race in more than 7 events

before the final race, only your top 7 points apply to the championship. A perfect score leading up to the final race is 105 pts. A perfect score including the double-points final is 135 pts.

It benefits you to enter more than 7 events, as tie breakers and some prizes are based on overall wins and overall points, not just your best 7.

Points are awarded as follows:

- 1st place 15 points
- 2nd place 12 points
- 3rd place 10 points
- 4th place 9 points
- 5th place 8 points
- 6th place 7 points
- 7th place 6 points
- 8th place 5 points
- 9th place 4 points
- 10th place 3 points
- 11th place 2 points
- 12th place 1 point
- 13th + zero points

1.4 Penalties

Penalties apply to timed laps and practice laps.

- **Two wheels off track** - The driver will be penalized 1 second for the session. *All* laps in that session incur a 1 second penalty, not just the lap when the penalty occurred.
- **Four wheels off track** - The driver will be penalized 1 second as above, and 3 points against the race series.
- **Oiling the track** - If your car drops fluids on track, you may be penalized against the championship. You may also be responsible for paying for cleanup.
- **Broken rule** - Most infractions will be given a 1 or 2 second penalty for the event, or may result in disqualification for that event, at the discretion of Race Direction.
- **Classing violation** - No points until your worksheet is corrected.
- **Bad behavior** - Penalty depends on the infraction, and may result in anything from a finger wag, to points deduction, to being banned from the premises.

1.5 Championship Tie Breakers

If two or more competitors are tied on points after the final race, ties are broken as follows:

- **Class champion** - Whoever has more wins in their class is the class champion. If this also results in a tie, whoever won the final race is the class champion. The final race counts for double points, and *two* wins. The same is true for 2nd, 3rd, etc, whoever has more wins (or 2nd places if no wins) is 2nd overall.

- **Series champion** - If competitors in two or more classes are tied on points, all tied competitors will drive the same car. Driver order will be chosen at random, and the fastest lap wins the Pineview Challenge Cup.

1.6 Awards

Awards are given at every event, and special awards will be given at the end of the year.

- **Event Awards** - 1st, 2nd, and 3rd place ribbons for each class, and regular awards from our sponsors including Detail Johnny and Cantech Auto.
- **Class Champions** - 1st, 2nd, and 3rd place trophies to the top point earners in each class will be awarded at the final event.
- **Challenge Cup Championship** - Name engraved on the perpetual Challenge Cup trophy, Championship jacket, \$1000 tire credit, bragging rights for a year.
 - **The Auto Specialist, Yokohama Tire Award** - The overall winner of the Pineview Challenge Cup will receive a \$1000 credit towards a Yokohama tire purchase at The Auto Specialist.
- **Fortune Auto Awards**
 - Fortune-auto 500-series shocks will be raffled off at the final race (you may use this credit for a 510-series shock if the 500 is not available for your car).
 - Every race you attend earns one raffle ticket. Every 10 points gets you another raffle ticket. The raffle points total is based on the entire season's points tally, not just your top 7 events, so it benefits you to enter as many races as possible. Raffle tickets will be distributed after the final race.
 - In addition, Fortune Auto is giving a 25% discount to all Pineview Cup competitors. This is a \$550 discount on their 510-series coilovers.
- **Most Improved Driver** - The most improved driver as determined by a drivers' times in the beginning of the season to the championship will earn an AIM Solo system Sponsored by A&P Auto Parts.
- **More** - We are working on more sponsors and awards, stay tuned!

Car Classing

Most car classes are determined by the weight of your car with you in it, how much horsepower it has at the wheels, and what tires you're using.

- Class 1 (C1) - An unlimited class for any street-based production car.
- Class 2 (C2) - Cars that evaluate to 2.0-2.99.
- Class 3 (C3) - Cars that evaluate from 3.0-3.99. Also any street licensed cars with OEM wheels, tires, and factory aero. (C3S)
- Class 4 (C4) - Cars that evaluate at 4.0 or more. By calculation, any car on 400+ TW tires, or FWD cars on 300 TW tires goes into class C4.

2.0 Class C3 Street

For competitors using high-end sports cars on OEM wheels and tires, a calculated class would put them in the middle of C2 class (2.5 raw score). However, their lap times in 2020 were more in line with class C3. Therefore, any car on OEM wheels and OEM-size tires may race in the C3 Street class (C3S), provided it's driven to the track, and has stock wheels, tires, and aero. This class is run and scored with the C3 class.

- Rear-wheel and AWD cars must use 300+ treadwear tires. For example, any generation Corvette on Michelin Pilot Sport 4S (or other 300TW) would be class legal. However, no car on Michelin Pilot Sport Cup2 (180 TW) would be legal for C3S.
- FWD cars may be on 240+ treadwear tires (except Michelin Pilot Sport Cup 2 Connect). For example, a Hyundai Veloster or Honda Civic Type R on their OEM wheels and tires (240 TW) would be legal, but not with tires or wheels wider than OEM.
- All C3S cars are limited to factory aero, including factory-installed OEM options.

2.1 Calculating Lbs/Hp

If you have dynoed and weighed your car, use the weight of the car with driver and fuel, and divide by peak wheel horsepower. Power is assumed to be measured on a Dynojet dyno. For Mustang, Land and Sea (DYNOMite), or dynos that read lower, multiply horsepower by 1.12. If your car is very fast or very slow, use the following upper and lower limits:

- If your car has less than 10 lbs/hp, use 10.
- If your car has more than 22 lbs/hp, use 22.

If you have not dynoed and weighed your car, you may substitute the manufacturer's figures for weight and crank horsepower, with the following modifications.

- Use the manufacturer's weight of the car, plus the weight of the driver, minus things you remove from the car (floor mats, spare tire, jack, tools, etc).
- Use factory horsepower multiplied by .83 for all drivetrains. This gives a slight advantage to FWD (more efficient) and a disadvantage to AWD (less efficient), but that balances out with the available traction.

- If you modified your car's power or weight, please **provide an accurate estimate of your new power and weight**. Cars will be weighed at random. If you submit false values, you may lose points or be disqualified.

2.2 Tire Points

Tires are evaluated on grip, and how quickly they come up to temperature. Many 200TW autocross tires are more points than 100TW R-comp tires because the latter don't come up to optimal working temperature in a warm up lap. If you use different tires front and back, average them. **Subtract .8 points if your car is front-wheel drive.**

Pts	UTQG	Examples
2.5	400+	Any tire with UTQG 400+
3.3	300-380	BFG SC2, Falken FK510, Sumitomo HTR Z3/Z5, Yokohama S.Drive, Fleva 701, other 300-380 TW tires by review
4	300-380	Accelera 651 (200), Conti ECS, Michelin PSS, PS4S, any 300+ TW not listed
4.5	200-280	Avon ZZS, Bridgestone Potenza S001, Champiro SX2 (260), Conti SC6, Dunlop Z1, Falken 615K, Federal RS-R (220), SS595 (260), Toyo T1R, Nitto NT05, Pirelli PZero PZ4, any 220-280 TW not listed
5	200-220	BFG Rival, Champiro SX2 RS, Dunlop Z2/Z3, Falken 615K+, Hankook RS4, Maxxis VR1, Nankang NS-2R, Toyo R1R, Yokohama AD08R
5.5	180-200	Accelera 651 (100), Federal RS-RR and RS-Pro, Federal FZ201 (100), Maxxis RC1 (R1), Michelin Pilot Sport Cup 2, Nexen Sur 4G, Nitto NT01, Toyo R888R, RA1
6	100-220	Bridgestone RE71R, BFG Rival 1.5 S, Cooper RS3-R, Falken 660, Federal FZ201 (40), Maxxis RC1 (R2), Michelin Pilot Sport Cup 2 Connect (240), Nankang AR1, any 120-200 TW not listed
6.5	40-200	Goodyear Eagle F1 Supercar 3 and 3R, Hankook Z214 C5/C51, Nankang CR1, Pirelli Trofeo R, Toyo RR, Yokohama A052, any 100 TW not listed
7	40-60	BFG R1, Goodyear Eagle RS, Hankook Z214 C7/C71, Hoosier R7, SM7/7.5, Kumho V710, any 60-80 TW not listed
7.5	40	BFG R1S, Goodyear RSA, Hankook Z214 C9/91, Hoosier A7, H20, any 40 TW not listed
8	0	Non-DOT racing slick.

* UTQG (treadwear, or TW) is used for generic classing, but is not a precise measure of a tire's grip. Race Direction reserves the right to change tire points at any time to balance competition.

2.3 Calculating Your Car's Class

Classing is determined by the weight of the vehicle, divided by horsepower, divided by tire points, rounded down to a whole number: FLOOR (Lbs / Hp / Tire). For most cars, this will result in a value between 1 and 4. Cars that evaluate to 5 or more run in class C4. The following example shows how a car class is calculated using different tires.

Honda S2000 - Weighs 2850 lbs with driver, dynoed at 200 hp, **14.25 lbs/hp**.

- Hoosier A7: $14.25 / 7.5 = 1.9$ pts, rounded down = 1 **C1**
- Yokohama A052: $14.25 / 6.5 = 2.19$ pts, rounded down = 2 **C2**
- Continental ECS: $14.25 / 4 = 3.56$ pts, rounded down = 3 **C3**
- BFG SC2: $14.25 / 3.5 = 4.07$ pts, rounded down = 4 **C4**

2.3.1 Running in Multiple Classes

You may race in only one class per event; you may not switch tires, or switch vehicles, so that you race in two classes on the same day. However, you may race in different classes at different events. You will accrue points in each class separately. At the end of the season, you must choose one class for the final race. You may bump to a faster class, but not a slower one.

- **Example 1:** On Wednesdays you come straight from work and race on street tires in Class C4. On Saturdays you switch to softer tires and compete in Class C3. You earn points in two classes.
- **Example 2:** You begin the season in Class C2, but part way through the season you switch to harder tires, which puts you in Class C3. You earn points in two classes.
- **Example 3:** You regularly race in Class C2, but your car is in the shop and you bring a C3 class car. You may race in Class C2 to earn points in your regular class, or you can race in Class C3.

2.3.2 Rain Tires

If it rains, you may choose a different tire. If your tire choice puts you into a faster class, you must run in the faster class. If that tire puts you in a slower class, you have the option of racing in your original class (to earn points there) or in the slower class (to be more competitive). For example, your car has 13 lbs/hp and you normally use a Toyo RRs (6.5 pts) in Class C2. In the rain, you switch to Continental ECS (4 pts). You can remain in Class C2 to earn points in that class, or move to C3. If you switch to Hoosier H2O (7.5 pts), you would race in C1.