



Pineview Challenge Cup

1. General rules	2
1.0 Timing	3
1.1 Schedule	3
1.2 Point system	3
1.3 Penalties	4
1.4 Awards	4
1.5 Championship tie breaker	4
2. Car classing	5
2.0 Weight	5
2.1 Horsepower	5
2.2 Tire points	6
2.3 Rain tires	6
2.4 Calculating your class	7
2.5 Typical cars	7
Appendix A: Class Worksheet	8

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2022 Season

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The intent of this racing series is to provide a “run what you bring” competition for any car, on any tire. The classing formula takes into account the three most significant factors: weight, power, and tires. While other factors are important, we want to keep the rules simple, and provide competitors with the flexibility of running whatever car they want to build.

Highlights of 2022 rule changes include the following:

- **Cash prizes:** \$500 to the class winner in each class.
- **Power calculation:** How power is calculated has changed slightly; minimum and maximum power cap removed.
- **Tires:** Minor changes to tire points, new tires added.
- **FWD handicap:** Front wheel drive, subtract 1 point from tire value (previously .8 points).
- **500 Club:** Any car on 500+ treadwear tires.

1. General rules

- The event *series* is open to members and annual pass holders. Anyone else may enter *one* event, but needs a member sponsor. The final event is for series competitors only.
- Each event starts with a practice session, if you arrive late, you miss practice. Classes are sometimes mixed during practice. There is no passing; if you need room, back off.
- 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 usually get three runs per day. The number of runs and timed laps may be modified at the organizer’s discretion.
- 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 may race in up to two classes per event, by switching cars, changing tires, or bumping down a class. This requires two entry fees and two transponders.
- If you make changes to your car that would result in a change in classes (for example, changing tires), you must inform Race Direction (admin@pineviewrun.com) prior to event day.
- 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 dyno and weigh cars, or put a GPS device in your car at any time to evaluate data and maintain parity in the classes.

1.0 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. 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. We recommend attaching a quick-release bracket (\$8 from Pegasus Racing Supply) to your vehicle; they are sturdy and save on zip ties.

1.1 Schedule

The race series consists of nine races: four Saturday mornings from 9:00-12:00, four Thursday evenings 5:00-8:00, plus the final on Saturday 9/24. You get one mulligan, meaning you can miss or drop one event before the final race.

1. Saturday 5/7
2. Saturday 6/4
3. Thursday 6/16
4. Thursday 6/30
5. Saturday 8/6
6. Thursday 8/11
7. Thursday 8/25
8. Saturday 9/3
9. Saturday 9/24* *Double points final event

1.2 Point system

Points are awarded by finishing position, plus one point for setting a new class lap record. Only one person, per class, per event, may take the extra point for a lap record. If two people both break the lap record in a single event, only the faster person scores the extra point.

- 1st place 5 points
- 2nd place 4 points
- 3rd place 3 points
- 4th place 2 points
- 5th+ place 1 points
- Class record +1 point (one point per event, one competitor only)

Your best seven (7) events, plus the double-points final, make up your total points tally. The maximum points per event is 6 (5 points for 1st place + 1 point for a lap record). A perfect score leading up to the final race is 42 pts (35 points in wins + 7 points for lap records). A perfect score including the double-points final is 64 points (35 pts wins + 7 pts lap records, +10 points for the double-points final, +2 points for the double points lap record).

1.3 Penalties

Penalties apply to timed laps and practice laps.

- **Two wheels off track** - *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 1 point against the race *series*.
- **Oiling the track** - If your car drops fluids on track, you may be billed for cleanup, per club rules. You may be further penalized, at the discretion of Race Direction.
- **Broken rule** - A time penalty or disqualification, at the discretion of Race Direction.
- **Classing violation** - Points retroactively deducted or calculated in a new class.

1.4 Awards

Awards are given at every event, and special awards will be given at the end of the year. We are working on more sponsors and awards, stay tuned!

- **Event Awards** - 1st place trophy for each class, ribbons for 2nd- and 3rd, and regular awards from our sponsors at each event.
- **Class Champions** - 1st-3rd place trophies to the top point earners in each class, and **\$500** to the class champion will be awarded at the final event.
- **Challenge Cup Championship** - Name engraved on the perpetual Challenge Cup trophy, Championship jacket, bragging rights for a year.
- **Most improved driver** - The driver who shows the most improvement throughout the year wins a special award, sponsored by A&P Auto.

1.5 Championship tie breaker

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.

2. Car classing

Classes are determined by a formula that uses the weight of your car with you in it, how much horsepower it has at the wheels, and what tires you're using, rounded down. This results in a number between 1 and 4, which corresponds to your class, C1 to C4.

2.0 Weight

The competition weight of the car is the weight *as you race it*. Meaning, all your tools and spares are out of the trunk, there's gas in the tank, and you're in the seat with your helmet and other race gear.

If you have not weighed your car, use the manufacturer's weight of the car, plus your weight, minus things you remove from the car (floor mats, spare tire, jack, tools, etc). If you have lightened the car, make a good guess at the current weight.

Race Direction reserves the right to weigh any car at any time. Cars that are under weight may be disqualified, and have points removed from previous races.

2.1 Horsepower

Power is the horsepower of your car, as measured on a Dynojet dyno. For Mustang, Land and Sea, or dynos that read lower, multiply measured horsepower by 1.12. We understand that not everyone dynos their car, and so you may submit a number from an engine in a similar state of tune. You should be able to find dyno charts online. Don't cheat, all data will be public.

If you have an unmodified engine, you may use the manufacturer's figures multiplied by .9. For example, if your ND Miata is rated at 155 hp from the manufacturer, use 139.5 hp ($155 * .9$).

Note: Race Direction reserves the right to dyno any car at any time. Alternatively, we may put an Aim Solo on any car at any time, and from that we can calculate your lbs/hp ratio. If your car is found to be outside the expected values, you will lose points and/or be disqualified.

2.2 Tire points

Tires are evaluated on grip, and how quickly they come up to temperature in a single lap. Therefore, you'll see a large variation of tire points, especially in the 200 treadwear category.

Pts*	UTQG	Type	Examples
2.5	500+	All-season	Any tire with UTQG 500+
3.3	400-480	All-season	Accelera Phi, Achilles Sport, Dunlop DZ102, any UTQG 400+
4	300-380	Premium 300TW	Accelera 651 Sport (200), BFG SC2, Continental ExtremeContact Sport, Federal SS595 (260), Firestone Firehawk Indy 500, Michelin Pilot Sport 4S, Pilot Super Sport, any 300+ TW not listed
4.5	200-280	Budget/ older 200; 220+ TW	Avon ZZS, Bridgestone Potenza S001, Champiro SX2 (260), Conti SC6, Dunlop Z2, Falken 615K+, Federal RS-R (220), Maxxis VR1 (S1), Nitto NT05, Pirelli PZero PZ4, any 220-280 TW not listed
5	200	Enduro 200	BFG Rival, Champiro SX2 RS (200), Hankook RS4, Maxxis VR1 (S2), Nankang NS-2R, Toyo R1R, Yokohama AD08R
5.5	100-200	Faster 200; Older R-comp	Accelera 651 (100), Continental ECF, Cooper RS3-R, Dunlop Z3, Federal RS-RR and RS-Pro, Kumho V730, Maxxis RC1 (R1), Michelin Pilot Sport Cup 2, Nexen Sur 4G, Nitto NT01, Toyo R888R, RA1
6	100-200	Super 200; Newer R-comp	Bridgestone RE71R, BFG Rival 1.5 S, Falken RT660, Federal FZ201 (100), Goodyear Eagle F1 SC3, Maxxis RC1 (R2), Michelin Pilot Sport Cup 2 Connect (240), Nankang AR1, CR1 any 120-200 TW not listed
6.5	40-200	Hard slick; AX	Federal FZ201 (40), Hankook Z214 C5/C51, Toyo RR, Yokohama A052, any 100 TW not listed
7	40-60	Med slick; DOT max	BFG R1, Goodyear Eagle RS, F1 SC3R, Hankook Z214 C7/C71, Hoosier R7, SM7/7.5, SM Wet, Kumho V710, Michelin PSC 2R, Pirelli Trofeo R, any 60-80 TW not listed.
7.5	0-40	Soft slick	BFG R1S, Goodyear RSA, Hankook Z214 C9/91, Hoosier A7, H20 Wet, any non-DOT racing slick or 40 TW not listed.

* Race direction reserves the right to change tire points at any time to balance competition.

- **FWD handicap:** Subtract 1 point if your car is front-wheel drive. For example, if you're using a Falken RT660 on a FWD car, it counts as a 5-point tire in the classing formula.

2.3 Rain tires

If it rains, you may use a different tire. If that puts you in a higher class, you still race in your regular class. If that puts you in a lower class, you must switch classes. For example:

- If you regularly race in class C3 on a Toyo RR slicks (6.5 points) and switch to Toyo R1R in the rain (5 points), that's legal. If that changes your class to C4, you still race in C3.
- If you changed tires from Toyo RR to Hoosier H20 (8 points), and that changed your class to C2 in the classing formula, then you can't race in C3. You must inform race direction of this change and are switching classes, and race in class C2.

2.4 Calculating your class

Classing is determined by the formula: $\text{FLOOR}(\text{Lbs}/\text{Hp}/\text{Tire})$. In plain english, this is the weight of the car, divided by horsepower, divided by tire points, rounded down to a whole number. This results in a number between 1 and 4, which corresponds to your class, C1 to C4. The following example shows how 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**
- Hoosier R7: $14.25 / 7 = 2.04$ pts, rounded down = 2 **C2**
- Continental ECS: $14.25 / 4 = 3.56$ pts, rounded down = 3 **C3**
- Dunlop DZ012: $14.25 / 3.3 = 4.32$ pts, rounded down = 4 **C4**

2.5 Typical cars

Typical cars are as follows:

- **C1** - Cars that evaluate to less than 2 in the classing formula. This is essentially an open class, and so purpose-built race cars (open wheels, prototypes, tube-framed racers, etc) go in class C1 by default, as do many powerful cars on Hoosiers or R-comps.
- **C2** - Cars that evaluate from 2.0 to 2.99 in the classing formula. Typically this is Corvettes and other high-end sports cars on Michelin Pilot Sport 4S or similar, but the lap record is in a modified FRS on A052s. Miatas on Hoosiers would also go here.
- **C3** - Cars that evaluate from 3.0 to 3.99 in the classing formula. Historically this has been a wide range of coupes and roadsters, with the occasional older Corvette or hot hatch. The FWD handicap means that Civic Type R, Focus ST, Mini Cooper, Veloster N, and similar FWD sports cars may also be in C3.
- **C4** - Cars that evaluate from 4.0 to 4.99 in the classing formula. Miatas on enduro 200 TW tires usually do well, but this class could also have FWD cars on better rubber, or faster cars around 16 lbs/hp on 300 TW tires.
- **500 club** - Any car on 500 TW tires, with no other restrictions.

Appendix A: Class Worksheet

Fill out the following values to find your class.

A. Car Weight	_____	With gas, bare trunk, race ready
B. Driver Weight	_____	With helmet and all gear
C. A + B = Total Weight	_____	
D. Horsepower (Dynojet)	_____	Mustang * 1.2, or factory *.9
E. Adjusted Lbs/Power	_____	
F. Tire Points	_____	See table
G. FWD Handicap	_____	-1 point for front-wheel drive
H. Total Tire Points	_____	
I. Raw score E / H	_____	
J. I rounded down	_____	Your class

Example:

A. Car Weight	2700	
B. Driver Weight	200	
C. A + B = Total Weight	2900	
D. Horsepower (Dynojet)	160	
E. Lbs/Power	18.125	
F. Tire Points	6.5	
G. FWD Handicap	-1	
H. Total Tire Points	5.5	
I. Raw score E / H	3.295	
J. I rounded down	3	3.295 rounded down = 3. Class C3