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# Pineview Challenge Cup

Version 0.7

March, 2020

The intent of this racing series is to provide fair competition and camaraderie, in a safe and fun environment. The rules are designed to be simple, provide a level playing field, and a maximum of four classes. Classing is based on power-to-weight ratio, modified by tire choice. Class C1 is the fastest, Class C4 is the slowest.

These rules are new and may need adjustments, and so we reserve the right to modify them in order to balance the competition. To this end, it will be greatly appreciated if people using Aim Solos or other data acquisition devices will allow us to download their data, so we can further refine the classing rules.

If rule changes are necessary, we will announce them shortly after the July 4th race, half way through the racing season. Points earned will not change, but car/tire combinations that are at an unfair advantage (or disadvantage), may be classed differently at this time. We may change the scoring or other rules as well.

## Format

- Every event starts with a short practice session. If you arrive late, you miss practice.
- During time attack, cars are spaced evenly on track to give everyone plenty of space. However, in some cases, a pass may be necessary.
  - If a faster car catches you from behind, you are required to give them a point-by in a safe passing zone. Ideally this is on or before the back straight leading to the S-trap, so that both cars can get a flying lap at the Start/Finish line.
  - If all of your timed laps were affected by the need to pass slower cars, or because you pointed by faster cars, you will be given another run.
  - If you gave or received a point-by, see a race steward so we can avoid this situation in future runs.
- Your timed runs start with one warm-up lap, your next two laps are timed, and you have a cool-down lap. You will usually get three runs per day. The number of runs and timed laps may be modified at the organizer's discretion.
  - If any event has low participation, you may get three timed laps per run.
  - If any event has unusually high participation, you may get two runs with three timed laps instead. This is the same number of total timed laps.
- 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. To simplify timing, the two drivers must race in different classes.

## Schedule

Races run rain or shine, Saturday mornings 9-11am, and Thursday evenings 6-8pm.

Saturday	Thursday
May 2	May 28
June 6	June 11
	June 25
July 4	July 23
August 1	August 6
	August 20
September 5	
September 26 - Final	

## Safety

This is a closed-course competition, and you are not required to have a driver's licence or a racing license. However, if we see erratic or unsafe driving, we will pull you off the track and may exchange your race entry for a coaching session.

- You must wear closed-toes shoes that allow you to operate the pedals easily. No sandals, high heels, heavy boots, etc.
- You are required to wear a car racing helmet, Snell SA2015 approved. We have rental helmets if you don't have one. Motorcycle helmets do not count.
- You must race with both the driver and passenger windows open.
- Passengers are not allowed. Pineview-approved driving coaches are allowed in the passenger seat, but do not count toward the weight of the car for classing purposes.

## Car Tech

You must turn in a Pineview tech sheet with your classing sheet. The tech sheet is a way for you to keep track of the minimum safety requirements. This does not guarantee your car is safe. Your vehicle's safety is 100% your responsibility. If you have questions about your car before a race, contact Pineview Run and we'll help you. You are not required to run numbers, but we appreciate it. It helps corner workers and officials manage the track better.

# Timing and Scoring

We use an AMB closed-loop timing system. You may bring your own AMB transponder, or we have a limited number you can rent from us. Transponders must be reserved in advance.

If circumstances result in us not having enough transponders, we may use alternate timing devices. Alternate timing devices incur a .5 second penalty, and include GPS/GLONAS devices such as Aim Solo, apps like Hotlap.io, and hand timing by a Pineview official.

In addition, the organizers reserve the right to put an Aim Solo or other data acquisition device on any car to verify car performance and to help further refine the classing rules.

## Point System

Events will award points to drivers in each class as follows:

Place	Points
1st	15
2nd	12
3rd	10
4th	9
5th	8
6th	7
7th	6
8th	5
9th	4
10th	3
11th	2
12th	1

To qualify for the Pineview Challenge Cup Championship, you must run at least 5 events, and be in the top 50 overall points earners. A participant's best 6 events, plus the final event, will be used for calculating the overall winner of the Pineview Challenge Cup. Thus, if you race in more than 6 events, only your top 6 apply. A perfect score leading up to the final race is 90 pts.

If competitors are tied on points after the final race, there will be a final runoff. Each driver will try to beat their best lap of the season. Whoever has the best runoff lap, compared to their best lap of the season, is the winner. For example, Driver A had a best lap of 1:14.643 during the season, and in the final runoff did 1:14.623, for a difference of .02 seconds. Driver B had a best lap of 1:10.454 during the season, and did a 1:10.450 during the runoff, for a difference of .004 seconds. Driver A would win the Pineview Challenge Cup.

## Awards

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

- **Event Awards** - 1st, 2nd, and 3rd place ribbons will be given to the top three fastest lap times in each class.
- **Special Awards** – Special awards may be given at any event. These awards include discounts, coaching, buddy passes, and swag from the club or sponsors.
- **Class Champions** - 1st, 2nd, and 3rd place trophies will be awarded to the top point earners in each class, and will be awarded at the Championship Event.
- **Challenge Cup Championship** - Top point earners throughout the race series will qualify and be invited to the Challenge Cup Championship Event. Overall Challenge Cup Champion awarded to the top point earner of any class including points earned in the entire series (top 6 events) and the Championship Event.

## Penalties

- **Two wheels off track** - The driver will be penalized 1 second for the event.
- **Four wheels off track** - The driver will be penalized an additional 5 points against the race series.
- **Oiling the track** - If your car drops oil, coolant, or other fluids on the track and we have to close the track to clean it up, you will be penalized 10 points against the championship. You may also be responsible for paying for cleanup.
- **Bad behavior** - The penalty depends on the infraction, and may result in anything from a finger wag to being banned from the premises.
- **Cheating** - Providing false information on your car worksheet or otherwise being dishonest about your car for classing purposes will remove any points earned. You may be disqualified.

## Car Classing

Classing is determined by the weight of your car, how much power it makes, and what tires you're using. You need to supply this information on a Class Worksheet and submit this to a Pineview Official before being allowed to compete. All Class Worksheets will be made public, and so if you're cheating, it'll be obvious. The class worksheet is available online.

## Crossing Over from Other Series

Street-based production cars racing in SCCA Autocross or an organized racing series may be able to cross over to the Pineview Challenge Cup classes using their spec race tires. This is an exception to the lbs/hp/tire-points formula. See **Appendix B** for a list of cars and classes.

## Pounds Per Horsepower

If you have dynoed and weighed your car, use the weight of the car with driver, and divide by peak wheel horsepower. Power is assumed to be measured on a Dynojet dyno. For Mustang and other dynos that read lower numbers, multiply horsepower by 1.12.

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.
- Use factory horsepower multiplied by .83 (typical drivetrain loss).

If you have modified your car's power or weight, you must provide an accurate estimate of your new power and weight. If you submit values that are false, you may be disqualified.

- The minimum lbs/hp is 20. If your car has less power than that, use 20.
- The maximum lbs/hp is 10. If your car has more power than that, use 10.

## Tire Points

Find your tire in the table below and note the points. If your tire isn't listed, it will be 4 pts (240+ UTQG), 6 pts (200-220 UTQG), 7 pts (100 UTQG) or 10 pts (40 UTQG).

Pts	UTQG	Type	Examples
2	400+	Hard	Any 400+
3	300-380	Summer	BFG SC2, Dunlop DZ102, Yokohama S.Drive,
4	240-380	Summer, better	Continental ECS, Michelin PS4S, Bridgestone Potenza S001, Champiro SX2 (260), Toyo T1R, <b>any 240+ not listed</b>
5	200-220	Enduro	Accelera 651, Champiro SX2, Dunlop Z2/Z3, Falken 615K+, Federal RSR, Hankook RS4, Maxxis VR1, Nitto NT05, Toyo R1R, Yokohama AD08R
6	120-200	Autocross	Bridgestone RE71R, BFG Rival 1.5 S, Federal RSRR, Michelin PS Cup 2, Nexen Sur 4G, Yokohama A052, <b>any 120-200 not listed</b>
6	100	R-comp	Maxxis RC1, Nitto NT01, Toyo RA1, R888R,
7	60-80	Race	Nankang AR1, Toyo RR. Pirelli Trofeo R, <b>any 60-100 TW not listed</b>
8	40	Racing Medium	BFG R1, Goodyear Eagle RS, Hankook Z214 C51/C71, Hoosier R7, SM7, Kumho V710
10	0-40	Racing Soft	BFG R1S, Goodyear Eagle RS AC, Hankook Z214 C91, Hoosier A7, <b>any 40 TW or less, not listed</b>

## Calculating Your Class

Classing is determined by a formula:  $\text{FLOOR (Lbs / Hp / Tire)}$ . In plain english, this is the weight of the vehicle, divided by horsepower, divided by tire points, rounded down to a whole number.

For most cars, this will result in a value between 1 and 4. Cars that evaluate to more than 5 run in class C4. Cars that evaluate to less than 1 go in Class C1. The following example shows how a car class is calculated using different tires.

**Honda S2000** - Weighs 2850 lbs with driver, dynoed at 200 hp, **14.3 lbs/hp**.

- Hoosier R7:  $14.3 / 8 = 1.83$  pts, rounded down = 1 **C1**
- Bridgestone RE71R:  $14.3 / 6 = 2.38$  pts, rounded down = 2 **C2**
- Continental ECS:  $14.3 / 4 = 3.57$  pts, rounded down = 3 **C3**
- BFG SC2:  $14.3 / 3 = 4.76$  pts, rounded down = 4 **C4**

## Special Circumstances

### Running in Multiple Classes

You may race in only one class per event (day). You may not switch tires, or switch vehicles, so that you race in two classes in the same day. However, you may race in different classes at different events. You will accrue points in each class separately.

- **Example 1:** On Thursday nights you come straight from work and drive your Ford Focus ST on street tires, racing in Class C3. On Saturdays you switch to race tires (or switch cars) and compete in Class C2.
- **Example 2:** You begin the season in Class C3, but part way through the season you switch to softer tires. You must recalculate your class, which puts you in Class C2.

For both of the previous examples, you would earn points towards the Pineview Challenge Cup in both Class C2 and Class C3. At the end of the season, your point total from Class C2 or Class C3 (your choice) applies to the final Pineview Challenge Cup total. You must choose one class for the final race.

### Rain Tires

Races run rain or shine. If it rains, you may choose to run a rain tire that has lower tire points, but not higher. You may choose to earn points in your usual class, or change classes. For example, if you normally use a Falken RT615K+ in Class C2 (5 pts), and you switch to Continental ExtremeContact Sport (4 pts) because you prefer that tire in the rain, you remain in Class C2, whether or not that tire would change your class calculation. You may also switch to Class C3 if you submit a new worksheet.

# Appendix A: Typical Cars and Classes

The classes below show typical cars and tire choices. The official classing is done via a worksheet, these are examples so you can see who you might race against.

## Class C1

Powerful cars on R-comps or 200 TW autocross tires will go into Class C1. However, C1 is basically an unlimited class, and you may bring any car, on any tire, and compete in this class. Non-production race cars including open wheelers, SRF, NP01, or any other purpose-built race cars also go into class C1.

- Any car with 10 lbs/hp or better, and on tires 6 points or more.
- Non-street production, purpose-built race cars: Spec Racer Ford, NP01, Radical, Thunder Roadster, etc.
- Anything that is too fast to compete fairly in other classes.

## Class C2

Class C2 will be made up of the fastest cars with 10:1 lbs/hp or better on 200 TW enduro tires. This class may also see the slowest cars at 20:1 lbs/hp on time trial tires (Hoosier A7, Z231 C91). And there will be many popular car and tire choices in between.

- BMW E46 M3, R888R
- Boxster (986) 3.2, Pirelli Trofeo R
- Corvette C4 (LT1-LT4), C5, C6 on R-comp or 200 TW autocross tire
- Modified BRZ/FRS (14 lbs/hp), Nankang AR-1 or Toyo RR
- 911 (996), Cayman, RE71R
- S2000, Nankang AR-1
- NASA TT5 car, Toyo RR
- Spec 3, SE46, CMC, AI/SI on spec-size Toyo RR or RA1
- Spec Miata on Hoosier SM7, 15x7 wheel



## Class C3

This is where most momentum cars (18:1+ lbs/hp) on 6-pt autocross tires (RE71R) are classed. Cars with 15:1+ lbs/hp may use 5-pt 200 TW enduro tires. This class may see older BMW M3s, Porsche 911s and Caymans with 12:1+ lbs/hp on the popular Michelin PS4S tire. Muscle cars on older summer tires, like DZ102 or BFG SC2 may also be in this class.

- BMW Z3 2.8, 3-series E30/E36/E46, RE71R
- BRZ/FRS, RE71R
- Miata NA, NB, NC, ND1 on 200 TW autocross tires (RE71R, Rival 1.5S, etc)
- Miata ND2 on 200 TW enduro tire (615K+, Z3, etc)
- Mini Cooper S on 200 TW autocross tire
- Corvette C4 L98 on 200 TW enduro tire (615K+, Z3, etc)
- Corvette C5, C6, BFG SC2
- Porsche Cayman (1st gen), on 200 TW enduro tire (615K+, Z3, etc)
- Porsche 911 (986), Michelin PS4S
- Spec E30 and 944 Spec on Toyo RR, 15x7 wheel
- Spec Miatas on Toyo RR, 15x7 wheel
- VW GTi, RE71R

## Class C4

Class C4 is made up of the slowest cars at the 20+ lbs/hp cap on typical 200 TW tires. Also cars with around 16-18 lbs/hp on the newer/better 300 TW tires (ECS, PS4S), and cars with 12 lbs/hp on the previous generation of 300 TW tires (DZ102, S.Drive, SC2). Cars with better than 10:1 lbs/hp ratio must be on 400+ TW tires.

- Boxster 2.5-2.7, Michelin PS4S
- BRZ/FRS, Continental ECS
- 86 Cup "Stock" class, Champiro SX2 (260 TW, 215-225 width)
- BMW E36 M3, Michelin PS4S
- Civic Si, 200 TW enduro tire
- Miata NA, NB, 200 TW enduro tire
- Miata ND, Bridgestone Potenza S001
- Mini Cooper S (not JCW), 200 TW enduro tire
- Mustang GT, Dunlop DZ102

## Appendix B: Crossing Over From Other Series

We want to make it easy to cross over to the Pineview Challenge Cup from other racing and time-trial series. In other series, cars may be restricted by tire width, wheel width, suspension modifications, etc., which would handicap them unfairly in our open-modifications lbs/hp/tire formula. Therefore, we are *experimenting* with classing some cars more favorably, regardless of the calculation. These cars and classes are listed below.

Note that this is not meant to be a complete list. If you feel your car would be handicapped by our formula, email [mario.korf@gmail.com](mailto:mario.korf@gmail.com) with your reasoning and we may make adjustments.

### SCCA Autocross

The following SCCA Street and Classic classes may use any 200 TW tires at their class-specified wheel and tire width, regardless of calculation.

- G and H Street classes - **Class C4**
- F Street (not BMW) - **Class C3**
- Classic American Muscle Traditional - **Class C3**
- Classic American Muscle Sport or Contemporary - **Class C2**
- B, C, and D Street - **Class C2**
- Street Touring Hatch or Ultra (STH, STU) - **Class C2**

### NASA ST/TT

If your car conforms to the NASA ST or TT series rules, use the NASA values for lbs/hp. As usual, divide by tire points to find your class. Typical options are listed below.

- ST/TT6 - 18:1
  - **Class C3** on R-comp or any 200 TW tire
  - **Class C2** on Hoosier R7, SM7, or similar
  - **Class C1** on Hoosier A7
- ST/TT5 - 14:1
  - **Class C2** on Toyo RR
  - **Class C1** on Hoosier A7
- ST/TT4 - 12:1
  - **Class C2** on RE71R, NT01, or other 6-point tire
  - **Class C1** on any 7+ point tire
- ST/TT1-3 10:1 and less
  - **Class C2** on 200 TW enduro tire
  - **Class C1** on any 6+ point tire

## Racing Classes on Spec Tires

When using the class-specified tire and wheel widths, the following cars are classified as such:

- American Iron SI - **Class C2** on Toyo RR or RA1
- B-Spec - **Class C3** on 205/50-15, 15x7 wheel, Toyo RR
- Camaro Mustang Challenge - **Class C2** on Toyo RR or RA1
- Spec E30 - **Class C3** on 205/50-15, 15x7 wheel, Toyo RR or RA1
- Spec Miata - **Class C3** 205/50-15, 15x7 wheel, Toyo RR or RA1
- 86 Cup - **Class C4** - "Street" class, OEM wheel, Champiro SX2 (260 TW) 215-225mm
- 944-Spec - **Class C3** on 225/50-15, 15x7 wheel, Toyo RR or RA1

## Appendix C: Voluntary Class Bumping

Pineview Run sees drivers of every skill level and age group, from rookies to pros, and from teenagers to retirees. We want everyone to feel they are competing fairly, with people running similar lap times. If you are going faster or slower than others in your class, you may request to bump up or down a class.

- If you are not competitive in your class, you may request to bump down to a class that has lap times similar to what you are running. This will be reviewed on a case-by-case basis after your first race.
  - You will carry your points over from the first race.
  - If bumping down a class (from C3 to C4, for example), results in you winning your class every event, that was not the intent! Go back to your original class.
- You may bump up a class to find stiffer competition. You're a hero!
- For record keeping, people bumping down a class will be denoted with a (-) next to their name. People bumping up a class will be denoted with a (+) next to their name.