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Pineview Challenge Cup

Version 1.5

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The intent of this racing series is to provide fair competition and camaraderie. The rules are designed to be simple, and provide a level playing field. 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; we reserve the right to modify them in order to balance competition. If rule changes are necessary, we will announce them mid-season. Points earned will not change, but car/tire combinations may be classed differently at this time. New rules changes since the last version **are in red**.

General Rules

- You must make a reservation on the website: <https://pineviewrun.com/reservations>, click Classes/Events, and book the appropriate Challenge Cup entry.
- Every event starts with a short practice session. If you arrive late, you miss 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 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 unusually high participation, 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, but they must run in different classes.
- If you change classes, you must inform Race Direction (mario.korf@gmail.com) 48 hours before the event, or your runs won't count.

Car Tech and Safety

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.

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.

Schedule

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

Saturday	Thursday
May 16	May 28
June 6	June 11
	June 25
July 4	July 23
August 1	August 6
	August 20
September 5	
September 26 - Final	

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, Race Direction may use alternate timing devices. Alternate timing devices with a 10 hz or higher rate incur a .1 second penalty. Timing devices with 1 hz rate incur a .5 second penalty. 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

To qualify for the Pineview Challenge Cup Championship, you must run at least 5 events, and be in the top 50 overall points earners. Your best 5 events, plus the final event, will be used for calculating the overall winner of the Pineview Challenge Cup. If you race in more than 5 events before the final race, only your top 5 apply. A perfect score leading up to the final race is 75 pts. A perfect score including the final event is 90 pts.

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

If competitors are tied on points after the final race, there will be a runoff. Each driver will try to beat their best lap they set *in the final race*. Whoever has the best runoff lap, compared to their best lap on the final race, is the winner. For example, Driver A had a best lap of 1:14.643 during the final, and did a runoff lap 1:14.623, for a difference of .02 seconds. Driver B had a best lap of 1:10.454 during the final, 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. We may have sponsor awards as well.
- **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 for the Challenge Cup Championship Event. Overall Challenge Cup Champion will be awarded to the top point earner of any class including points earned in the entire series (top 5 events) and the Championship Event.

Penalties

- **Two wheels off track** - The driver will be penalized 1 second for the event.
- **Four wheels off track** - An additional 5 points penalty 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 may 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 points deduction, to being banned from the premises.
- **Cheating** - Providing false information on your car worksheet will remove any points earned. You may be disqualified.

Performance Indexing

The performance indexing system is a way for drivers in different classes to compare against each other. The system is based on each class having a target lap time, and then multiplying by a factor that gives everyone a C4 having a lap time. Performance indexing will take some time to refine. Don't take it too seriously, this is just for fun.

- C1 - multiply by 1.128 (based on 1:10 lap time)
- C2 - multiply by 1.082 (based on 1:13.0 lap time)
- C3 - multiply by 1.039 (based on 1:16.0 lap time)
- C4 - use your lap time (based on 1:19.0 lap time)

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 Race Direction 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, Land and Sea (DYNOMite), or other dynos that read lower, 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 maximum lbs/hp is 21. If your car has less power than that, use 21.
- The minimum 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.

Pts	UTQG	Type	Examples
2	400+	Hard	Any 440+
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, any 240+ not listed
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, 195-205 RE71R on 7" or less
6	120-200	Autocross	Bridgestone RE71R, BFG Rival 1.5 S, Falken 660, Federal RSRR or RS-Pro, Michelin PS Cup 2, Nexen Sur 4G, Yokohama A052, any 120-200 not listed
6	100	R-comp	Maxxis RC1, Nitto NT01, Toyo RA1, R888R
7	60-80	Racing	Nankang AR1, Toyo RR, Pirelli Trofeo R, any 60-100 TW not listed
8	40	Racing Medium	BFG R1, Goodyear Eagle RS, Hankook Z214 C51, Hoosier R7, SM7/SM7.5, Kumho V710
9	40	Racing Soft	Hankook Z214 C71/91, Hoosier A6/A7, any 40+ TW not listed

Calculating Your Class

Classing is determined by a formula: $\text{FLOOR}(\text{Lbs} / \text{Hp} / \text{Tire})$. 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. 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 a different tire. If that tire puts you in a slower class, you have the option of racing in your original class or in the slower class. If your rain tire puts you into a faster class, you must run in the faster class. For example, if you normally use a Maxxis RC1 (6 pts) in Class C2 and you switch to Continental ECS (4 pts) in the rain, you can remain in Class C2. Or switch to Class C3 if you submit a new worksheet. If you use Hoosier H2O (9 pts), you would have to race in C1.

Appendix A: Lap Records

We keep track of the fastest lap in each class, and an unlimited division for cars on non-DOT slicks.

Time	Driver	Division	Car/Tire	Date
1:09.898	Takis Skaltsas	Unlimited	BMW M3, Pirelli DH	2019
1:13.626	Marc Fanco	C1	911, PS Cup 2?	6/11/2020
1:12.695	Josh Herbert	C2	FRS, A052	6/11/2020
1:16.281	Evan Merrill	C3	1999 Miata, RS4	6/11/2020
1:19.959	Sahir Quraeshi	C4	Miata, RS4	6/11/2020

Appendix B: 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

C1 is basically an unlimited class, and you may bring any street production car, on any DOT street 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. Powerful cars on R-comps or 200 TW autocross tires will go into Class C1, but will be at a slight disadvantage.

- Any car with 10 lbs/hp or better on tires 6 points or more.
- Non-street production, purpose-built race cars: Spec Racer Ford, NP01, Radical, 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

- 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 21+ 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, ND1 RF, 200 TW enduro tire
- Miata ND2, Bridgestone Potenza S001
- Mini Cooper S (not JCW), 200 TW enduro tire
- Mustang GT, Dunlop DZ102

Appendix C: Crossing Over From Other Series

We want to make it easy to cross over to the Pineview Challenge Cup from other racing 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. This is not a complete list. If you feel your car would be handicapped by our formula, email mario.korf@gmail.com 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. (Formula: 2019 SCCA nationals times multiplied by 115% with: C1 under 1:14, C2 1:14-17, C3 1:17-1:19, C4 1:19+.)

- G, H Street, STF - **Class C4**
- E, F Street (not BMW), SSC, STS, Classic American Muscle T - **Class C3**
- B, C, and D Street, F Street (BMW), Classic American Muscle S or C - **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 - **Class C3** on Toyo RR or R-comp, **Class C2** on Hoosier R7, SM7, SM7.5, etc.
- ST/TT5 - **Class C2** on Toyo RR or R-comp, **Class C1** on Hoosier R7, SM7, SM7.5, etc.
- ST/TT4 - **Class C2** on Toyo RR or R-comp, **Class C1** on any 7+ point tire
- ST/TT1-3 - **Class C2** on 200 TW enduro tire, **Class C1** on anything softer (6+ pts)

Racing Classes on Spec Tires

The following cars may use the Pineview classing formula, or their respective racing series class-specified tire and wheel widths.

- 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 Miata - **Class C2** on Hoosier SM7 or SM7.5
- Spec Miata - **Class C3** 205/50-15, 15x7 wheel, Toyo RR or RA1
- Spec E30 - **Class C3** on 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 D: Recent and Pending Rule Adjustments

Rule Change	Prev	Now	Reasoning	Status
Maximum Lbs/Hp	20 lbs	21 lbs	Allows cars at 21+ lbs/hp to compete fairly in class C3 on a 7-point tire (Toyo RR).	Accepted
Hoosier A7	10 pts	9 pts	Lap times on 18lbs/hp Miata were greater than 1:14, indicating a class C2 time, not C1. A7 was marginally faster than the R7.	Accepted
RE71R 195, 205 7" or less	6 pts	5 pts	Tire test showed 205 RE71R was no faster than other 200TW tires when on 7" or narrower wheel.	Accepted
Lap Records	None	Added	Record keeping should include the fastest lap in each class, plus unlimited.	Accepted
Minimum Lbs/Hp	10	9	Nobody has brought a very powerful car on 200TW enduro tires, but that could be an overdog in C2. Capping lbs/hp at 9 would make this a C1 combination.	Pending
FWD	None	1 pt	Front wheel drive cars are especially handicapped at Pineview. Add +1 lbs/hp before dividing by tire value.	Pending