**8.0 Closed Wheel Cars and Classes**

Road Racing is a contest of drivers in many different cars, competing in a realistic type of course that includes surface changes, left and right turns and sometimes inclement weather. This type of racing simulates what we all have to do daily in our street cars. A good road race driver can adapt to the normal elements of street car driving, including wind, rain and less than perfect pavement.

Cars are classed according to their weight (with driver and gear) in pounds, their peak rear wheel horsepower, and torque normalized to sea level values on a commercial chassis dyno. If the car has on-demand horsepower or torque augmentation such as computer maps, nitrous, water injection etc. the rear wheel horsepower and torque shall be measured with the system fully on and set for peak readings. Because there are so many types and makes of cars, this process is necessary to make it an even playing field for the drivers.

There is no guarantee that any particular vehicle or driver will be competitive in its class. ProAutoSports reserves the right to move a car into any class if deemed appropriate by a ProAutoSports Director, even if is outside of the rules below.

**8.1 GT Classing**

Classing in the Grand Touring (GT) group will be based on a Total Car Point system. ***Use of non-DOT tires will place your car in a GT class.*** GT classes are as follows:

|  |  |
| --- | --- |
| Class | Total Car Points |
| GTO | ≤ 7.00 points |
| GTR | 10.00 – 7.01 points |
| GTU | ≥10.01 points |

To calculate your car’s class, take car’s **Total Weight** and divide it by your car’s **“Power Factor”**.

* Total Weight (**TW**) is defined as total car weight with driver and all gear (in pounds).
* “Power Factor” (**PF**) is an average of Horsepower (***hp***) and Foot Pounds of Torque (***trq***).

*Example: (400hp + 375trq) =* ***PF 387.5***

2

*Classing Example:*

*TW= 2,400 pounds*

*PF= 387.5*

***TW/PF= 6.19 points*, placed in GTO**

**8.2 GT Car Rules**

GT classes are purpose built race cars and are unrestricted in modification as long as safety is not compromised.

**8.3 PS Classing**

Classing in the Production Sedan (PS) group will be based on a Total Car Point system.

Each car will be initially classed using the formula below, and then additional points will be added or removed for tire size and tire compound. After all of these factors are applied, the Total Car Points will be determined, and then the car will be classed accordingly.

**8.3.1 Classes**

Production Based Sedan classes are as follows:

|  |  |
| --- | --- |
| Class | Total Car Points |
| PS0 | ≤ 8.00 points |
| PS1 | 11.66 – 8.01 points |
| PS2 | 15.32 – 11.67 points |
| PS3 | 18.99 – 15.33 points |
| PS4 | ≥19.0 points |

**8.3.2 Initial Classing**

To calculate your car’s initial class, take car’s **Total Weight** and divide it by your car’s **“Power Factor”**.

* Total Weight (**TW**) is defined as total car weight with driver and all gear (in pounds).
* “Power Factor” (**PF**) is an average of Horsepower (***hp***) and Foot Pounds of Torque (***trq***).

*Example: (300hp + 250trq) =* ***PF 275***

2

*Initial Classing Example:*

*TW= 2,400 pounds*

*PF= 275*

***TW/PF= 8.73 points*, initially placed in PS1**

**8.3.3 Additional Classing**

1. **Tire Size Bonus/Deduction**

Each class has a base tire width (see chart below). If a participant chooses to run a larger/smaller tire, they will incur a penalty (for larger) or a bonus (for smaller) that will be added in to their Total Car Points. ***Cars initially classed in PS0 are not eligible for the tire size bonus.***

|  |  |
| --- | --- |
| Class | Base Tire Width |
| PS0 | Open |
| PS1 | 275mm |
| PS2 | 245mm |
| PS3 | 225mm |
| PS4 | 205mm |

|  |  |
| --- | --- |
| Smaller tires (each 10mm) | +0.25 points |
| Larger tires (each 10mm) | -0.25 points |

*Example 1= A car initially classed in PS2 with 15.2 points that runs a 235mm tire will gain an additional .25 points moving their Total Car Points to 15.45 and classing that car into PS3.*

*Example 2= A car initially classed in PS1 with 8.42 points that runs a 295mm tire will lose .50 points moving their Total Car Points to 7.92 and classing that car into PS0.*

1. **Tire Compound**

Cars will have points deducted from their initial classing based on the type of tire compound they are running per the chart below. ***Cars that run non-DOT tires will automatically be placed in a GT class.***

|  |  |
| --- | --- |
| Tire Compound | Point Deduction |
| ≥101 | 0 |
| 100-41 | -0.5 |
| ≤40 | -1.0 |
| Autocross | -1.3 |

*Example= A car initially classed in PS2 with 12.1 points that runs a 100 compound tire will lose .5 points moving their Total Car Points to 11.6 and classing that car in PS1.*

**8.4 PS Car Rules**

**8.5 Compliance to the Rules**

Compliance to the rules is required for all cars registered in a Race class. Non compliance will cause the car to be re-classed to a modified class, loss of points for the event or year, or other penalties at the discretion of the Race Director.

All race participants will be required to complete an official classing sheet in order to be classed correctly. You will be classed on your stated information.

In order to be eligible for any ProAutoSports sponsored contingency programs, you will need to be weighed in at track on a ProAutoSports sanctioned scale and have a dyno sheet from the official ProAutoSports dyno provider.

Questions of compliance of another competitor will only be allowed if the competitor posing the question is registered in the same class and warrants that his car is completely legal.

It is the personal responsibility of a member competitor to question compliance if he believes another member’s car is out of compliance. This is accomplished by notifying the Regional Director, Managing Director or the Technical Director.

The officials may require the car in question to be weighed in at track on a ProAutoSports sanctioned scale and/or have a dyno test from the official ProAutoSports dyno provider. The cost of these tests will initially be paid by the challenging member. If the car is found out of compliance, the challenged member will then repay all costs associated with the tests to the challenging member.

The inspection for compliance and all findings by the ProAutoSports Officials is final.

**Official Disclaimer**

*The auto sport activities that ProAutoSports and its affiliates are involved in are* ***dangerous****. All members, participants, guests, and spectators must recognize the dangers, and take responsibility for their own and other’s personal safety. All safety rules must be adhered to; any potential safety problems or violations must be reported immediately to the Event Directors, Managing Director, Regional Director, and/or Technical Directors in charge of the day’s event or race series.*