Classification

Car classifications are based on a weight-to-power ratio value which is adjusted up or down based on several factors. The procedure is as follows:

1) Calculate the raw weight-to-power ratio (Wt/HP, weight divided by horsepower).
   a) Vehicle weight is in pounds
      i) Weight is for the car less driver and fuel
      ii) Use no values greater than previously used for this car
      iii) Use no values greater than known stock weight
   b) Estimate HP at the flywheel
      i) Use no values less than previously used for this car
      ii) Use no values less than known stock hp
2) Adjust the raw Wt/HP number as follows:
   a) For tires
      i) Add 2.0 lb/hp for street tires (tread ware rating of 200 or greater)
      ii) Subtract 1.0 lb/hp for slicks or non-DOT rated race tire
      iii) No adjustment is made for "R-Comp" tires or tires with a tread ware rating of less than 200.
   b) For suspension modifications
      i) Subtract 0.5 lb/hp for minor modifications to the suspension (non-OEM shocks, springs, bushings, bars, and/or camber/caster plates)
      ii) Subtract 1.0 lb/hp for major suspension modifications (non-OEM lightweight parts, parts which modify suspension geometry or “off-the-shelf” OEM race parts as per the manufacturer’s description)
      iii) No adjustment is made for stock suspension (adjustments within the manufacturer’s limits are acceptable)
   c) For transmission type
      i) Add 1.0 lb/hp for automatic transmission
      ii) Subtract 0.5 lbs/hp for automated manual transmission
      iii) No adjustment is made for a classical manual transmission
   c) Finally, subtract 2.0 for purpose-built race cars (tube frame cars or cars not originally manufactured and sold for street use, Ferrari Challenge cup cars for example.
3) Class structure is based on lbs/hp after the above adjustments:

Class	Wt/HP	
	From	To
K*	0	<8
L**	0	<8
M	8	<10
N	10	<12
O	12	<15
P	15	<20
Q	20	>20

* Engine displacement < 3 Liters (183 cu in)

** Engine displacement >= 3 liters (183 cu in)