



NASA Performance Touring (PTC-PTF) & Time Trial (TTC-TTF)

Car Classification Form--2017 (v12.1/14.1--12-7-16)

Driver or Team Name \_\_\_\_\_ Date \_\_\_\_\_ Car Number \_\_\_\_\_

Region \_\_\_\_\_ e-mail \_\_\_\_\_ Car Color \_\_\_\_\_

If a team, list drivers' names (two maximum per team):

\_\_\_\_\_

Vehicle: Year \_\_\_\_\_ Make \_\_\_\_\_ Model \_\_\_\_\_ Special Edition? \_\_\_\_\_

NASA PT/TT Base Class \_\_\_\_\_ Base Weight Listing (from PT/TT Rules) \_\_\_\_\_ lbs.

Minimum Competition Weight (w/driver) \_\_\_\_\_ lbs.

Multiple ECU Maps? Describe switching method and HP levels: \_\_\_\_\_

DYNO RE-CLASSED VEHICLES Only:

(Only complete this section if the vehicle has been Dyno Re-classed by the National PT/TT Director!)

New PT/TT Base Class Assigned by the National PT/TT Director: \_\_\_\_\_ (Attach a copy of the re-classing e-mail)

Maximum allowed Peak whp \_\_\_\_\_ hp Minimum Competition Weight \_\_\_\_\_ lbs.

All cars with a Motor Swap, Aftermarket Forced Induction, Modified Turbo/Supercharger, Aftermarket Head(s), Increased Number of Camshafts, Hybrid Engine, and Ported Rotary motors MUST be assessed by the National PT/TT Director for re-classification into a new PT/TT Base Class! (See PT Rules sections 5.3.C and 5.4 and TT Rules sections 8.3.C and 8.4)

(E-mail the information in the listed format in PT Rules section 5.4.2 (TT Rules 8.4.2) to the National PT/TT Director at greg@nasa-tt.com to receive your new PT/TT Base Class)

Note: Any car exceeding the Adjusted Weight/Horsepower Ratio limit for its class will be disqualified.

(see PT/TT Rules Sections 5.1.2/8.1.2 and Appendix A of PT Rules and Appendix B of TT Rules).

Proceed to calculate your vehicle's Modification Points assessment for up-classing purposes. Fill in the blanks with the number of Modification Points assessed for each item that affects your vehicle. You may leave the lines blank next to modifications that your vehicle does not have. Proceed to Page 2, and calculate all Modification Points assessments, then fill in total points below. ALL Factory Options and Parts Not on the Base Trim Model Must Be Assessed Points!!!

\_\_\_\_\_ Total Number of Modification Points from assessments on Pages 2-6

\_\_\_\_\_ Total Number of Points from one asterisk \* (+7) or two asterisks \*\* (+14) (from base classing)

\_\_\_\_\_ All Forced Induction Vehicles Add Five (+5) Points (unless Dyno Re-classed above)

Total Modification Points for Up-classing

20 to 39 Points – Up ONE Class

80 to 99 Points – Up FOUR Classes

40 to 59 Points – Up TWO Classes

100 to 119 Points – Up FIVE Classes

60 to 79 Points – Up THREE Classes

Base Class: PT/TT \_\_\_\_\_

Final Competition Class: PT/TT \_\_\_\_\_



For purposes of NASA PT/TT Modification Points assessments, the term BTM will be defined as follows: Any part that is identical in size, shape, and functional characteristics compared to the part that originally came on the vehicle, from the manufacturer, as a standard feature of the base model as it is listed in sections 5.2.2/8.2.2 Base Classifications (factory options and specialty model parts are considered non-BTM) or is listed as a standard replacement part by the manufacturer (OEM). Some parts that are produced by aftermarket manufacturers as generic replacement parts may not require a points assessment provided that: they are the same size and shape and have the same functional characteristics as the BTM part, and that they provide no significant improvement in performance, longevity, or reliability. If you have any questions about the Modification Points, consult your PT/TT Director. Errors and omissions could result in disqualification and other penalties.

**MODIFICATION POINTS**

**A. TIRES:**

- \_\_\_\_\_ 1) The following DOT-approved R-compound tires: BFG R1S, Goodyear Eagle RS AC (auto-cross), Hoosier A7, Hoosier Wet DOT (if used in dry conditions—see section 5.6), Hankook Z214 (C90 & C91 compounds only) + 22
- \_\_\_\_\_ 2) The following DOT-approved R-compound tires: Hoosier A6 + 17
- \_\_\_\_\_ 3) The following DOT-approved R-compound tires and those with a UTQG treadwear rating of 40 or less not otherwise listed in these rules: BFG R1, Goodyear Eagle RS, Hankook Z214 (C71, C70, C51, C50), Hoosier R7 Kumho V710 + 10
- \_\_\_\_\_ 4) The following DOT-approved R-compound tires: Hoosier SM7 +9
- \_\_\_\_\_ 5) The following DOT-approved R-compound tires: Hoosier R6, Hoosier SM6 (note: Continental Tire Sportscar Challenge EC-Dry tires (225, 245, 275) OK) +8
- \_\_\_\_\_ 6) The following DOT-approved R-compound tires: Toyo Proxes RR, Hankook TD, Pirelli Trofeo R +5
- \_\_\_\_\_ 7) The following DOT-approved tires and those R-compound tires with a UTQG treadwear rating over 40: BFG Rival S, Bridgestone RE071-R, Maxxis RC-1 (ex. Kumho V700, Kumho V720, Michelin Pilot Sport Cup & MPS Cup 2, Nitto NT01, Pirelli PZero Corsa, Toyo R888, Toyo RA-1, Yokohama A048, etc) +4
- \_\_\_\_\_ 8) DOT-approved (non-R-compound) tires with a UTQG treadwear rating of 120-200 (examples: Toyo R1R, Dunlop Direzza Sport Z1 Star Spec, Bridgestone Potenza RE070, Kumho Ecsta XS, Yokohama Advan A046 & Neova AD08, Hankook R-S3, BFG g-Force Rival ) +2
- \_\_\_\_\_ 9) The following tire sizes will be used as the base tire size for each **Base Class** for all vehicles regardless of their OEM tire size(s) or their Final Competition Class. All vehicles in a given base class may use this tire size (or smaller) without a points assessment:

PTC/TTC: 255mm, PTD/TTD: 245mm, PTE/TTE: 235mm, PTF/TTF: 215mm, PTG/TTG: 195mm, PTH/TTH: 175mm

Tire width points assessed or points credited are determined by the difference between the width of the **largest tire** on the vehicle and the assigned base tire size as follows\*:

Equal to or greater than: 10mm +1, 20mm +4, 30mm +7, 40mm +10, 50mm +13, 60mm +16, 70mm +19, 80mm +22, 90mm +25, 100mm +28, 110mm +31

Equal to or less than: -10mm -1, -20mm -4, -30mm -7

Tire width is determined by the number printed on the tire sidewall by the manufacturer, unless stated otherwise in the PT/TT Rules\*. UTQG treadwear ratings are as of the date of the current version of the PT/TT rules. Any new tire or tire with a changed UTQG treadwear rating must be evaluated by the National PT/TT Director before the rating will be legal for use in NASA PT/TT classing. All DOT-approved tires must be available for purchase by the general public through Federal or state licensed tire dealers. Tire treatments and softeners are not permitted.

\*Exception(s) to A.8) The Hoosier 255/35-18 (A6 & R6 only) will be assessed points based on its actual 275mm size (and not the 255mm listed on the sidewall)

Actual Tire Size \_\_\_\_\_ mm Base Class Tire Size \_\_\_\_\_ mm Difference \_\_\_\_\_ mm #Points \_\_\_\_\_

Total Tire Modification Points

## **B. WEIGHT REDUCTION:**

Weight reduction points are based on the actual vehicle Minimum Competition Weight (with driver). Removal and lightening of non-essential parts is permitted unless stated otherwise in the rules. Modification of the OEM frame, sub-frame, and floor pan are not permitted (see 5.2.2/8.2.2) Removal or lightening of engine parts is permitted only as listed elsewhere in the PT/TT rules. The exterior surface of the roof, hood, body panels, and doors must remain their BTM size and shape unless listed otherwise in these rules.

If the base weight used for base classing purposes (5.2.2/8.2.2) minus Minimum Competition Weight (with driver\*) is greater than: 5 lbs +1, 20 lbs +2, 35 lbs +3, 50 lbs +4, 65 lbs +5, 80 lbs +6, 95 lbs +7, 110 lbs +8, 125 lbs +9, 140 lbs +10, 155 lbs +11, 170 lbs +12, 185 lbs +13, 200 lbs +14, 215 lbs +15, 230 lbs +16, 245 lbs +17, 260 lbs +18, 275 lbs +19, 290 lbs +20, 305 lbs +21, 320 lbs +22, 335 lbs +23, 350 lbs +24, 365 lbs +25, 380 lbs +26, 395 lbs +27, 410 lbs +28, 425 lbs +29, 440 lbs +30, 455 lbs +31, 470 lbs +32, 485 lbs +33, 500 lbs +34, 515 lbs +35, etc...

Total Wt. Reduction Points      Base Wt. \_\_\_\_\_ lbs. minus Min. Competition Wt. \_\_\_\_\_ lbs. = \_\_\_\_\_ lbs.

\*Minimum Competition Weight is the vehicle's lightest weight with the driver and safety gear, during any competition session. Any driver/team whose vehicle at impound does not meet the minimum weight that they have declared on their car classification sheet will be disqualified if the number of Modification Points based on the lighter actual weight puts the car in a higher competition class. As well, additional penalties may be assessed (7.4/14 and 5.4.3/8.4.4) for failing to meet the listed weight on the Car Classification Form.

## **C. ENGINE:**

- N/A 1) Engine swap: All engine swaps must be evaluated for new base classification by the National PT/TT Director on an individual basis. Competitors must submit an e-mail request for re-classification of the vehicle. A printed copy of the Official Re-class e-mail from the National PT/TT Director must be attached to the PT/TT Car Classification Form. Almost all engine swaps will require chassis Dyno testing of the competition-ready vehicle (See sections 5.4/8/4 for Dyno Re-classing, Testing, and Re-class request procedures.)
- N/A 2) Increased number of camshafts, non-BTM (non-stock) head(s)/hybrids, port modified rotary engines, and non-BTM/upgraded/modified turbo or superchargers all require Dyno Re-classing by the National PT/TT Director. A printed copy of the Official Re-class e-mail from the National PT/TT Director must be attached to the PT/TT Car Classification Form. (See sections 5.4/8.4 for Dyno Re-classing, Testing, and Re-class request procedures.) This includes all OEM/BTM forced induction vehicles with an upgraded or modified turbo or supercharger. After re-classification, Modification points will not be assessed for weight reduction or engine. However, if the power output of the vehicle is later increased, the participant will have to get the vehicle Re-classed again.
- \_\_\_\_\_ 3) Aftermarket computer system (any non-BTM "stand-alone" or "piggyback"):  
+3 naturally aspirated, +10 forced induction
- \_\_\_\_\_ 4) Modification of the BTM air intake/box, air filter location, air piping to the turbo/supercharger/intercooler/throttle body/carburetor, or hood/fascia/fender air inlet(s), outlets, or vents +1 (air filter upgrade alone—0 pts.)
- \_\_\_\_\_ 5) Non-BTM, deleted, or modified/porting throttle body +2; independent throttle bodies +4
- \_\_\_\_\_ 6) Non-BTM or modified carburetor, fuel rail, fuel injectors, fuel pump(s), and/or fuel pressure regulator +2 (no points for fuel pump alone if using BTM fuel and timing maps, sensor inputs and ignition timing)
- \_\_\_\_\_ 7) Non-BTM, modified/porting, or deleted intake manifold:  
4 cyl. +1, 6cyl. +2, 8 cyl. +3, 12A & 13B rotary +2, all other rotary +3
- \_\_\_\_\_ 8) Water injection system +6 (alcohol-water mixtures are not permitted)
- N/A 9) Nitrous oxide injection is not permitted.
- \_\_\_\_\_ 10) Replacement pulleys (other than for supercharger) or non-electrical fan removal +1
- \_\_\_\_\_ 11) Replacement pulley for BTM supercharger or replacement of any pulley that affects BTM supercharger speed +4
- \_\_\_\_\_ 12) Aftermarket boost controller or modification/alteration of BTM vacuum lines that serve to function as a boost controller +4
- \_\_\_\_\_ 13) Aftermarket or modified wastegate actuator, wastegate, or vacuum line(s) that serve to control the wastegate actuator function or increase peak boost +3
- \_\_\_\_\_ 14) Add aftermarket intercooler +7
- \_\_\_\_\_ 15) Non-BTM or modified intercooler +4 (Intercooler sprayers are not permitted unless they came on the OEM base trim model of the vehicle).
- \_\_\_\_\_ 16) Increased displacement by: <1.5% +0, 1.5% to <5.5% +4, 5.5% to <7% +6, 7% to <10% +8, 10% to <15% +10, 15% to <20% +15, > 20% +20.  
Formula to calculate % = current disp. divided by OEM disp., minus 1, x 100 = %  
Example: 407ci/351ci = 1.16, minus 1 = .16, x 100 = 16% (+15 pts)  
Example: 1852cc/1799cc = 1.029 minus 1 = .029 x 100 = 2.9% (+4 pts)
- \_\_\_\_\_ 17) Modified or non-BTM camshaft(s), rocker arms, push rods, or cam timing gears +6 (for one or more)

- \_\_\_\_\_18) Valve size change, modified, ported or polished BTM head (other than simple shaving of the head only) +6
- \_\_\_\_\_19) Any modifications that result in increased engine compression ratio (including shaving the head or decking the block to factory specs): 0.50 or less +0, >0.50 +3, >1.0 +6, >2.0 +10, >3.0 +15
- \_\_\_\_\_20) De-stroked engine +4
- \_\_\_\_\_21) Added dry sump oil system +7 (+14 if motor is lowered from OEM location)
- \_\_\_\_\_22) Modification, porting, or replacement of the BTM exhaust manifold or header(s)(includes any/all other exhaust and catalytic converter modifications +5
- \_\_\_\_\_23) Any modification to the BTM exhaust piping and/or catalytic converter (includes muffler modification or replacement +3
- \_\_\_\_\_24) Non-BTM or modified resonator(s) or muffler(s) only (no exhaust piping modifications) +1

Total Engine Modification Points

**D. DRIVETRAIN:**

- \_\_\_\_\_1) Non-BTM sequential (semi-automatic) or dog-ring (non-synchromesh) transmission (includes altered gear ratios) +7 (does not include automatic transmissions utilizing a torque converter)
- \_\_\_\_\_2) Double clutch transmissions with altered gear ratios +6 (do not also assess D.3) & D.4))
- \_\_\_\_\_3) Modify number of forward gears in transmission or altered gear ratios +3
- \_\_\_\_\_4) Added paddle/electronic shift +3
- \_\_\_\_\_5) Added limited slip differential or welded/locked differential +3
- \_\_\_\_\_6) Changed or modified limited slip differential (or welded/locked BTM LSD) +1
- \_\_\_\_\_7) Added traction control +3 (no points if proven disabled during competition)
- \_\_\_\_\_8) Relocation of engine/transmission between 1 and 10 inches of the BTM location +7 (note: Relocation of less than 1 inch is not assessed points. Original engine location shall be based on the BTM rear face of the engine block and the BTM crankshaft centerline.)
- \_\_\_\_\_9) Modification/upgrade from a fixed to a floating rear axle +3

Total Drivetrain Modification Points

**E. SUSPENSION:**

- \_\_\_\_\_1) Non-BTM shocks/struts/dampers with an external reservoir or more than two ranges of adjustment—must still take points for springs below +8 (example: compression (bump) and both high & low rebound adjustments). (May have spherical tops and/or bottoms)
- \_\_\_\_\_2) Non-BTM shocks/struts/dampers with a “Piggy Back” external reservoir (fixed reservoir without a connecting hose) OR with shaft diameter 40mm or greater—must still take additional points for the springs below +5 (May have spherical tops and/or bottoms)
- \_\_\_\_\_3) Non-BTM or modified/re-valved shocks/struts/dampers +3 (all others) (springs not included) (May have spherical tops and/or bottoms)
- \_\_\_\_\_4) Changing the mounting orientation/design of the BTM shock and/or spring perch in order to invert the front shocks/struts (includes non-BTM inverted shocks/struts) +1
- \_\_\_\_\_5) Non-BTM or modified coil springs, bump stops,leaf springs/spacers/brackets, or torsion bars +2
- \_\_\_\_\_6) Conversion of torsion bar/leaf spring suspension to coil spring and strut/shock suspension +2
- \_\_\_\_\_7) Add, replace, remove, or modify anti-roll bars (“sway” bars—front, rear, or both) or end links—may have spherical joints on the end links and/or relocation of the mounting points without additional points assessment) +2
- \_\_\_\_\_8) Non-BTM driver/cockpit adjustable sway bar or suspension settings +4
- \_\_\_\_\_9) Replace, modify, or remove control arms (including toe arms/links) (other than plates, shims, or eccentric bolts/bushings for simple camber/caster adjustment only) or RWD/AWD rear trailing arms (may have spherical/metallic joint for the connection to the spindle/knuckle) +4
- \_\_\_\_\_10) Non-BTM rear control arms on FWD vehicles (for stiffness and wheel alignment only, no change in suspension mount or pick-up points from stock) +1 (if both front and rear use E.9)
- \_\_\_\_\_11) Non-BTM rear trailing arms on FWD vehicles (for stiffness only, no change in suspension mount or pick-up points from stock) +1

- \_\_\_\_\_12) Using the alternate control arm mounting location on cars equipped BTM with multiple choices (example: to increase track width) +6
- \_\_\_\_\_13) Relocation of front suspension mounting points +6 (includes modifications to spindles and knuckles that relocate control arm mounting points in space—such as “drop spindles”)
- \_\_\_\_\_14) Relocation of rear suspension mounting points +6 (includes modifications to spindles and knuckles that relocate control arm mounting points in space—such as “drop spindles”)
- \_\_\_\_\_15) Front steering tie rod bump steer modifications or shimming of the steering rack +2
- \_\_\_\_\_16) Alteration of ball joints/dive angles +2
- \_\_\_\_\_17) Add panhard rod or Watts link (regardless of whether or not the Watts link replaces a BTM panhard rod or the panhard rod replaces a BTM Watts link) (may have spherical joints without an additional points assessment) +4
- \_\_\_\_\_18) Replace or modify a BTM panhard rod or Watt’s link (may have spherical joints without an additional points assessment) +2
- \_\_\_\_\_19) Add torque arm (may have spherical joints without an additional points assessment) +4
- \_\_\_\_\_20) Replace or modify a BTM torque arm (may have spherical joints without an additional points assessment) +2
- \_\_\_\_\_21) Add a third link to a rear suspension that does not penetrate the floor (may have spherical joints without an additional points assessment) +4
- \_\_\_\_\_22) Metallic and/or spherical-design replacement suspension bushings +3 (except for shock tops or bottoms assessed in E.1), E.2), or E.3) above, pillow ball camber plate joints, sway bar end links already assessed points in E.7) above, control arm spindle/knuckle joints already assessed points in E.9) above, and panhard rod, Watts link, torque arm, and third links already assessed in E.17), E.18), E.19), E.20), and E.21) above.)

Total Suspension Modification Points

**F. BRAKES/CHASSIS:**

- \_\_\_\_\_1) Non-BTM, modified, or relocated brake calipers and/or brake caliper brackets and/or brake rotor diameter +2
- \_\_\_\_\_2) Add front lower stress/arm brace (two attachment points maximum) +1
- \_\_\_\_\_3) Add a third or fourth attachment point to a front or rear strut tower bar (or replace an existing/BTM three point bar) +1 (Additional attachment points must not be tied to any other type of mounting point with anything other than sheet metal)
- \_\_\_\_\_4) Add or modify other chassis stiffening devices or fabricated parts (such as lower stress/arm braces with greater than two attachment points, sub-frame connectors, sub-frame braces, sub-frame mounts, and non-rubber/non-Poly sub-frame bushings, etc) +3
- \_\_\_\_\_5) Increase in track width greater than four (4) inches due to non-BTM axles, control arms, brake rotors/hats, wheel spacers, hubs, wheel offset, and/or camber adjustment +6 (measured from the inside of one tire to the outside of the opposite tire at ground level—averaging the measurements in front of and behind the contact patch to negate the effect of toe)

Total Brakes/Chassis Modification Points

**G. AERODYNAMICS:**

- \_\_\_\_\_1) Add, replace, or modify front fascia or air dam +3 (except as provided for in I.c.3), I.f.3), I.h.14) of the No-Points Modification list) The air dam must be vertical (5° tolerance) and must not protrude from the side of the vehicle or it will be assessed an additional +3 points. Additional points must be assessed below for any component of the added/replaced/modified fascia or air dam that performs the functions of G.2) and G.3) below.
- \_\_\_\_\_2) Add, replace or modify a single flat, horizontal, front splitter +3 This part may extend horizontally past the side of the vehicle no greater than five inches, with no limit on frontward protrusion. If any portion of this part that protrudes from the side of vehicle is not parallel to the ground, then additional points must be assessed for canards in G.3) below. No material, filler, or part may extend the vertical reach of the BTM front fascia without taking fascia modification points above (G.1).
- \_\_\_\_\_3) Add or modify canards/winglets (includes portions of an added/modified/replaced fascia that provide a downward force other than that listed in G.2) above) +2
- \_\_\_\_\_4) Add, replace, or modify rear wing and/or spoiler +4 (a rear wing or spoiler may not exceed a height of eight (8) inches above the roofline (or BTM windshield height for convertibles), or a width greater than the width of the car body. (note: additional points must be assessed for end plates that are greater than twelve inches in height---G.8) below)
- \_\_\_\_\_5) Add or fabricate flat bottom/belly tray (rearward of the centerline of the front axle) +5

- \_\_\_\_\_6) Add rear diffuser (note: additional points must be assessed for any vertical panels incorporated into a rear diffuser that are greater than five inches in height---G.8) below) +2 (If taking +2 here for G.6) do not also take assessment for G.7) below.)
- \_\_\_\_\_7) Replace or modify BTM rear diffuser, rear bumper cover, or rear “fascia” (note: additional points must be assessed for any vertical panels incorporated into a rear diffuser that are greater than five inches in height---G.8) below) +1
- \_\_\_\_\_8) Add rear vertical panels in any location (note: see G.3), G.6), G.7), and G.10)) +2
- \_\_\_\_\_9) Add or modify side skirts (side skirts must be vertical or an OEM option only, and cannot connect to any other aero component) +2
- \_\_\_\_\_10) Add vortex generator to roof, rear window, or rear deck lid (note: additional points must be assessed for any vertical panels incorporated into a vortex generator that are greater than five inches in height---G.8) above) +1
- \_\_\_\_\_11) Removal of the front windshield/windshield frame +7 (raking is not permitted)
- \_\_\_\_\_12) Front side window frame air dams/diverters (driver and/or passenger side) +2
- \_\_\_\_\_13) Add a non-OEM hardtop to a convertible that is not the identical shape and size of either the BTM or OEM option hardtop for that car model +5 (note: The top must not extend rearward of the front edge of the rear deck lid.) (“Fastback tops and tonneau covers are not permitted.)

Note: Active aerodynamic modifications (including, but not limited to computerized, cockpit adjustable, self-adjusting, and OEM/BTM, etc.) are not permitted.

Total Aerodynamics Modification Points

**H. ROLL CAGES:**

6-point (two main hoop, two rear brace, two forward hoop) roll cage designs constructed per the NASA CCR may be utilized without a PT/TT Modification point assessment. Two additional attachment points for either two foot-well bars or two bars to the front firewall (one on each side for the purpose of additional tire intrusion prevention, and not attached to frame, dash bar, or cowling) may be added without a PT/TT Modification point assessment. Additional bars and/or gusseting within the structure of the cage are permitted without a PT/TT Modification point assessment. Gusseting of the 6 (CCR) attachment points listed above is permitted without a PT/TT Modification point assessment provided that the gussets are attached to the tube no further than six (6) inches from the end of the tube, and to the chassis no further than six (6) inches from the end of the tube where it terminates at the plate. Up to three additional attachment points solely for the purpose of bars connecting “NASCAR” style driver-side door bars to the rocker panel are permitted without a PT/TT Modification point assessment. Additional attachment points within the driver’s compartment that exceed these allowances are also permitted, but will be assessed points as follows:

- \_\_\_\_\_1) One or more bars that penetrate the front bulkhead/firewall +2
  - \_\_\_\_\_2) Any other attachment point to the chassis +2
- (Note: It is considered a safety hazard to cut through bars without removing them)

Total Roll Bars/Cages Modification Points

**Grand Total Of All Modification Points** (Enter this number on page 1)