



ChumpCar World Series, Inc. – 2011 Rules

Rev. 11-1.0 (Updated 1 Sep 11)

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All changes or additions are highlighted in **RED**.

Rules

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1. BASIC COMPETITION RULES

1.1. ChumpCar World Series, Inc. – ChumpCar shall adhere to the following Basic Competition Rules (BCR):

1.1.1.1. The BCR shall govern all ChumpCar events sanctioned by ChumpCar. ChumpCar may revise, in its sole discretion, the BCR or issue supplements to it, at any time through the official ChumpCar website. The BCR shall not be given a strained or tortured interpretation and shall be applied in a logical manner, keeping in mind that it cannot specifically cover all possible situations. **The word “shall” (either positive “shall” or negative “shall not”) means that the rule is mandatory. The word “may” is permissive.** The interpretation and application of the ChumpCar Basic Competition Rules by ChumpCar officials shall be final and binding.

1.2. ChumpCar Reservation Of Rights

- 1.2.1. ChumpCar is a private motorsports organization. ChumpCar reserves the right to refuse any entry application or deny the issuance of any license or to revoke any license previously issued, for any reason or no reason, except that it will not refuse entry or deny or revoke a license solely on the basis of race, creed, color, sex, sexual preference, religion or national origin.
- 1.2.2. ChumpCar reserves the right to cancel and/or alter the location, date(s), format, length, purse and/or schedule of any event based on conditions, circumstances or matters that are beyond the control of ChumpCar. This may include, but is not limited to: weather, track safety condition, car-count/entry participation, track surface conditions, or changes issued under track contractual agreements that (in the opinion of ChumpCar) would significantly detract from the overall safety, enjoyment, track-time or services of the event.
- 1.2.2.1. If an event is altered, curtailed, shortened and/or rescheduled – resulting in a revised event – and the revised event provides for less than 12-hours of of total track time (ChumpCar minimum event format), ChumpCar will allow all original event entrants to choose between a \$250 (50%) credit of the car entry fee paid for the event, to be applied to any future ChumpCar event... OR... a \$125 (25%) cash refund of the car entry fee paid for the event. In no case shall any event provide less than 8 hours of track time.
- 1.2.2.2. If an event is cancelled or altered, a paid entry may transfer 100% of his/her entry fee from any ChumpCar event to any other ChumpCar event
- 1.2.2.3. Original event entrants will be automatically transferred to any relocated and/or rescheduled date.
- 1.2.2.4. If a replacement date for any rescheduled event cannot be confirmed within ninety (90) days of the event’s cancellation notice, and an entrant does not wish to transfer their paid entry fee to another ChumpCar event, upon written request all entry fees will be refunded to the entrant.
- 1.2.3. ChumpCar will never compensate any person, team or organization for any loss, of any kind, for any reason... so don’t ask.

1.3. ChumpCar General Rules and Understandings:

- 1.3.1. **Release and Acknowledgement Forms:** All drivers and crew members must sign a ChumpCar release, waiver and acknowledgement agreement.



- 1.3.2. **The Unspoken Rule:** This is racing... racing is dangerous. Your car may be damaged or destroyed at any time. You may be injured or killed. Do not participate in a race, in any capacity, if you do not understand this and do not get into a race car without thinking about this. Okay, that pretty much says it all.
 - 1.3.3. **Organizer Decisions:** ChumpCar decisions are final and are not up for discussion, negotiation, definition or argument.
 - 1.3.4. **Unsafe Vehicles:** At ChumpCar's sole discretion, any car may be determined unsafe for competition and may be removed from the event at any time.
 - 1.3.5. **Unsafe Drivers:** At ChumpCar's sole discretion, any driver may be determined unsafe for competition and may be removed from the event at any time.
 - 1.3.6. **Disqualification from Race:** (IMPORTANT – READ THIS SECTION CAREFULLY IF YOU PLAN TO CHEAT OR ARE CONSIDERED BY MANY PEOPLE TO DRIVE LIKE AN IDIOT) At the end of any event, if you have hidden or concealed anything on your car that is illegal in any way OR flagrantly violated ChumpCar's rules OR failed to meet the spirit and/or intent of ChumpCar's rules (that's the cheat part)... or you have seriously and repeatedly violated the event's driving safety rules (that's the jerk part)... your car may be disqualified from the event and you have no say in the matter. No prize money, no trophy, no nothing... other than a lot of embarrassment for screwing up.
 - 1.3.6.1. The act of disqualifying any car shall occur within the last fifteen minutes of the checkered flag of the event. Notification shall be issued by a ChumpCar official to the Team Manager (or other representative).
 - 1.3.7. **Track Damage Liability:** Teams entered in ANY ChumpCar event shall be liable for any and all damage their car may have caused to the race track, race track safety barriers and/or race track equipment.
- 1.4. **Race Events:** ChumpCar utilizes three (3) race formats based on track restrictions, registered participants, and available resources.
 - 1.4.1. 24-Hour Endurance Race:
 - 1.4.1.1. Registration, Technical Inspection, Gear Inspection and Drivers School are held Friday before the event. There usually is a final gear check Saturday morning for late arrivals.
 - 1.4.1.2. The race typically (but not always) runs from 11AM Saturday to 12PM Sunday, with a one hour safety break at dusk for headlight preparation and mid-race safety inspection.
 - 1.4.2. 12- or 14-Hour Endurance Race:
 - 1.4.2.1. Registration, Technical Inspection, Gear Inspection and Drivers School are held Friday before the event. There are NO technical or gear checks on Saturday morning.
 - 1.4.2.2. The race typically runs from 9AM to 9PM (or 11PM) on Saturday. There are no breaks. Unless specified otherwise, these are a single-day event.
 - 1.4.3. Double-7 Enduro: Two separate races; a 7-hour race on Saturday and a 7-hour race on Sunday
 - 1.4.3.1. One entry fee covers both races. Each race is a separate event and is scored individually.



- 1.4.3.2. Bonus and penalty laps from inspections and/or charity donations are applied, in-full, for each race
- 1.4.3.3. Registration, Technical Inspection, Gear Inspection and Drivers School are held Friday before the event. There are NO technical or gear checks on Saturday morning.
- 1.4.3.4. The race typically runs from 9AM to 4PM Saturday and 9AM-4PM on Sunday.

See Supplemental Rules for each event for format and schedule specifics.

1.5. Winners, Awards and National Chumpionship:

1.5.1. The car that completes the most laps (after all bonuses and penalties are tabulated) shall be declared the Winner, based on distance.

1.5.2. Podium winning cars do NOT need to be running at the checkered flag.

1.5.3. All First, Second and Third place winners, based on laps, shall undergo post-race inspection immediately following race finish, prior to awards ceremony. **Podium cars are to report to Tech Inspection immediately following the checkered flag lap. DO NOT return to your pit/paddock area.**

1.5.3.1. Podium cars found to be illegal during post-race inspection may be disqualified, based on the severity of the illegality.

1.5.4. Purse, Prize Monies and Other Awards:

1.5.4.1. For 24-Hour Events: First Place \$1500, Second Place \$750, Third Place \$500. Total \$2,750.

1.5.4.2. For single-day 12- or 14-Hour Events: First Place \$1,000, Second Place \$500, Third Place \$250. Total \$1,750.

1.5.4.3. For Double-7 Events: First Place \$750, Second Place \$350, Third Place \$250 (per race). Total \$1,350 (per race).

1.6. Prize money shall be pro-rated, based on the number of team entries for any one event:

1.6.1. Over 35 team entries, purse and prize money shall be awarded at 100%

1.6.2. Under 35 team entries, purse and prize money shall be awarded at 75%

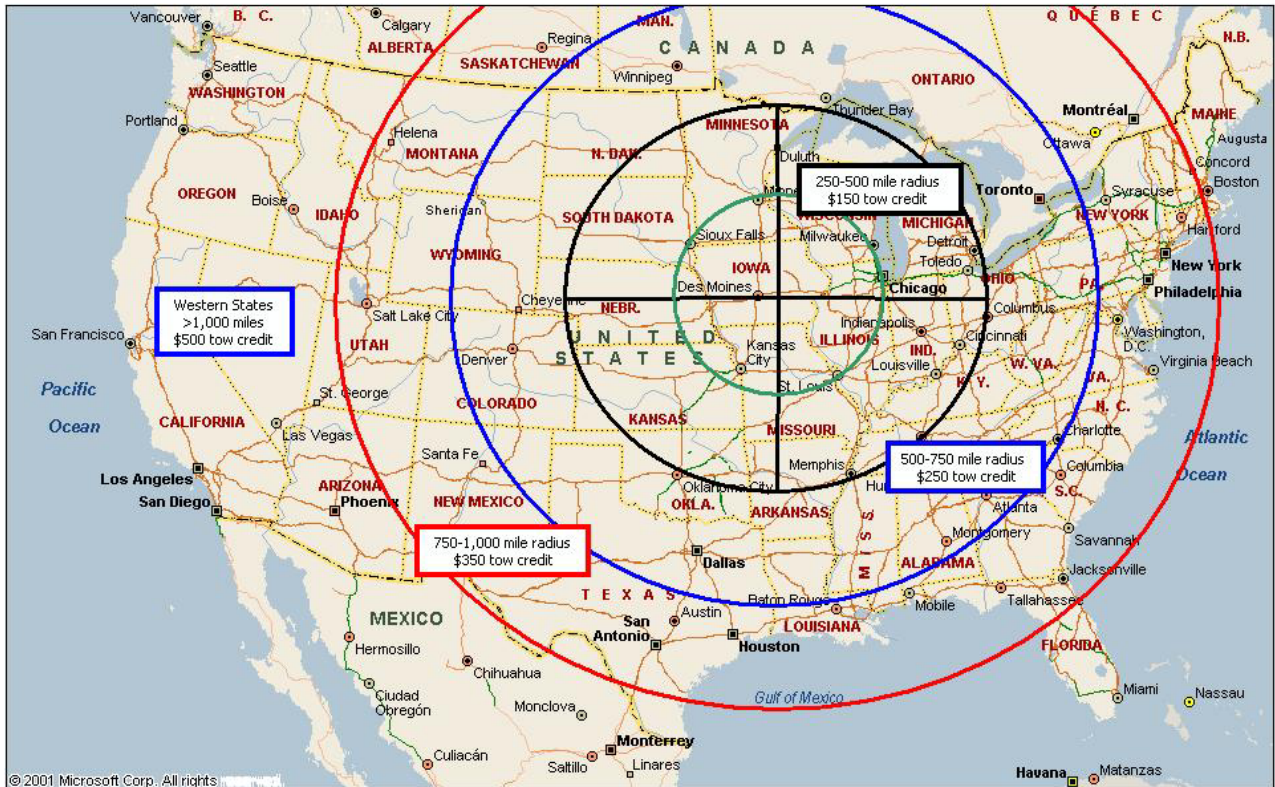
1.7. ChumpCar's world-famous trophies will be awarded at ALL events, regardless of the number of entries. (We know that's what you want anyway! The prize money will probably just be wasted on beer and tires.)

1.8. All First, Second and Third place finishers will receive an invitation to participate in the annual National Chumpionship event – in 2011, to be held at Iowa Speedway.

1.8.1. Additionally, ChumpCar officials shall invite two (2) cars per race to attend the National Chumpionship, based on that teams representation of the spirit of ChumpCar. At its sole discretion, Chumpcar may elect to invite alternate, replacement or augmentation teams to the National Chumpionship race, based on whatever criteria that seems appropriate at the time. These teams shall be designated "ChumpCar Choice Cars" (C4).



1.8.2. Teams invited to the National ChumpCar shall be provided with a pro-rated discount (established by distance to the event from the address of the registered Team Captain) to their entry fee to offset fuel and travel costs.



- 1.8.2.1. Teams located over 1,000 miles from the National ChumpCar event site shall receive a \$500 discount from their entry fee. (Rationale: \$500 will purchase approx. 125 gallons of fuel which, at 10mpg, means ChumpCar is paying a team's tow one-way.. PLUS... 3-4 nights hotel costs – at Super 8, not the Marriott.)**
- 1.8.2.2. Teams located more than 750 miles but less than 1,000 miles from the National ChumpCar event site shall receive a \$350 discount from their entry fee.**
- 1.8.2.3. Teams located more than 500 miles but less than 750 miles from the National ChumpCar event site shall receive a \$250 discount from their entry fee.**
- 1.8.2.4. Teams located more than 250 miles but less than 500 miles from the National ChumpCar event site shall receive a \$150 discount from their entry fee.**
- 1.8.3. Teams shall qualify for the annual National ChumpCar event by securing podium finishes (or C4 selection) at events between the dates of July 1 through June 30.**
- 1.8.3.1. For the 2011 National ChumpCar, any podium finish in 2009 and/or 2010 shall qualify for event invitation, as well as all podium finishes up to 30 June 2011.**



- 1.8.3.2. For the 2012 National Chumpionship, all podium finishes between 1 July 2011 and 30 June 2012 shall qualify for event invitation.
- 1.8.4. The invitation to the National Chumpionship is extended to the Team Captain AND the podium winning (or C4 invited) car. **BRING THE CAR YOU RACED TO QUALIFY FOR THE CHUMPTIONSHIP. NO REPLACEMENT CARS SHALL BE ALLOWED. NO SIGNIFICANT CHANGES TO THE VEHICLE ARE ALLOWED (i.e. – alternate engine swaps, removal of body panels, etc.).**
- 1.8.5. A team/car can only qualify for one (1) annual invitation.
- 1.8.6. Purse and prizes for the National Chumpionship shall be announced prior to the event.
- 1.9. A vehicle may be chosen as 'Best in Show' for theme and theme participation, and awarded \$250 cash, or opt to take \$300 off their next race entry, within 12 months
- 1.10. A vehicle may be chosen as 'Best in Design' for engineering achievements, and awarded \$250 cash, or opt to take \$300 off their next race entry, within 12 months
- 1.11. Other non-cash awards shall be awarded to various category winners, as chosen by ChumpCar staff
- 1.12. Right of Publicity: All participating cars, drivers, crew members and guests may be photographed, videotaped, recorded, or quoted and the use of such images, recordings or quotes may be used without permission, license or payment (including but not limited to use on the television, Internet, within various publications and/or any other analog-digital broadcast or print media).

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2. ELIGIBILITY

2.1. Vehicle Eligibility - \$500 ChumpCar:

- 2.1.1. Race entry is limited to mass-produced (over 1,000 units), four-wheeled vehicles legal for US or Canadian street and highway use at the time of their manufacture.
- 2.1.2. Vehicles must meet all safety standards detailed in Section 3.
- 2.1.3. Vehicles (less safety equipment) must have a total value of US\$500 or less, as described in Section 4.
- 2.1.4. The vehicle's original, manufacturer-stated curb weight may not exceed 4,200 pounds.
- 2.1.5. Individual waivers for cars that are not mass-produced, do not have four-wheels or weigh over 4,200 pounds may be (or may not be) granted upon written request.

2.2. Vehicle Eligibility - The “Try Before Your Buy” (or build) **Exception Class Cars**:

- 2.2.1. The Exception Class or “EC” car class is open to SCCA, NASA, IMCA and other recognized, club-based, “crap-can compatible” cars that wish to “try” ChumpCar before building or buying a true \$500 ChumpCar. This is a limited opportunity offer... just like you’ve seen on late night TV.
- 2.2.2. ChumpCar will allow the following “EC” cars to compete; all cars must be SCCA/NASA/IMCA or other recognized club, class-legal race cars to compete in sanctioned ChumpCar events:
 - 2.2.2.1. SCCA-NASA ITS, ITA, ITB, ITC
 - 2.2.2.2. SCCA-NASA Spec E30, Spec 944 and Spec Miata
 - 2.2.2.3. IMCA Sport Compact or Hobby Stock competition cars (sedans)
 - 2.2.2.4. EC cars must present their current, stamped logbook from SCCA/NASA/IMCA or other organization.
- 2.2.3. **Specific EC cars may compete in a MAXIMUM of two (2) ChumpCar events. That’s it... 2. After that, build a crap-can or buy one. Don’t bring your EC car back.**
- 2.2.4. **All “Exception Class” cars must meet their current 2010-2011 approved club-based safety and general competition rules.**
- 2.2.5. No modification of “Exception Class” cars is allowed. All cars must undergo a thorough safety inspection and technical inspection. However, ChumpCar will require:
 - 2.2.5.1. All side glass must be fully taped with sturdy, clear packaging tape
 - 2.2.5.2. All external mirror glass must be fully taped with sturdy, clear packaging tape
 - 2.2.5.3. EC-cars must race on class-legal tires (no trick substitution stuff)
 - 2.2.5.4. **EC-cars must be identified by a minimum 10” tall X 10” wide “EC” located next to the number on both doors.**
 - 2.2.5.5. All competing cars **MUST ADHERE TO ALL CHUMPCAR EVENT, FUELING AND PIT-PADDOCK RULES.**
- 2.2.6. EC cars shall not be eligible for prize monies or special awards issued by ChumpCar but, when more than 10 EC cars are entered in any one event, ChumpCar will award separate 1st-2nd-3rd place EC class trophies.
- 2.2.7. **“EC” cars MUST utilize AMB Trans260X transponders (either you have one or can rent one).**



- 2.2.8. EC teams must be organized and licensed in accordance with all ChumpCar rules (minimum 4 drivers, age restrictions, ChumpCar license required, etc.). If in doubt, read the rules.
- 2.2.9. ChumpCar will **NOT** claim an EC car, nor will it impose any technical penalties on any EC car. Penalties for poor driving or on-track incidents may be levied... but your car will always be left untouched. (We want you to have a great time. Keep your nose clean and you will.)
 - 2.2.9.1. However, if any team tries to slide-in an "EC" race car, claiming that it's a "crap-can racer," **BE ADVISED** that ChumpCar will treat that car as a full ChumpCar, participating under ChumpCar rules... meaning that the car is 100% susceptible to being DQ'd. (Want to run that ITA or Spec Miata as a race car-in-sheep's-clothing? Go ahead... try it. We'll give you 5 minutes on track before we DQ you. Then you can ask yourself, "Was it worth it?")

2.3. Driver and Crew Eligibility and Licensing:

- 2.3.1. All drivers must have a valid State-issued or International driver's license
- 2.3.2. Exception: Driver's under age 16 may compete per Section 2.3.3.3.2
- 2.3.3. All drivers must hold a valid ChumpCar Competition License.
 - 2.3.3.1. A ChumpCar Competition License is valid for one (1) year from date of issuance.
 - 2.3.3.2. A ChumpCar Competition License may be purchased by any qualified driver for \$50.
 - 2.3.3.2.1. Novice, first-time road race competitors are required to attend a mandatory 2-hour ChumpCar Driver's School session. The cost for the Driver's School is \$25. (\$75 for both the school and license.) **Definition of "NOVICE":** A novice, first-time road race driver is someone who has not previously competed in an FIA, IMSA, GrandAm, Barber, SCCA (Regional-National-Pro), NASA (Regional-National-Pro) or LeMons competition event and/or does not hold a valid competition license from any of the aforementioned organizations. Solo, Autocross, Drifting, Club Track-Days or HPDE events do not apply to competitive road racing experience, regardless of what license you may have.
 - 2.3.3.2.2. Driver's School waived for prior road racing experience; limited to holders of a current and valid FIA, IMSA, GrandAm, Barber, SCCA, NASA or LeMons competition license.
 - 2.3.3.2.3. Vintage and other competition license holders may be waived from Driver's School based on racing résumé (required proof of 3 vintage races in the last 12 months).
 - 2.3.3.2.4. Driver's Schools are held the Friday evening prior to the event. Time and location to be announced in the event's supplemental rules.
 - 2.3.3.3. Drivers Under 18:
 - 2.3.3.3.1. Drivers under 18 but 16 years of age or older may compete if all of the following conditions are met:
 - a) The minor driver must present a legally notarized waiver of liability (form available from ChumpCar);
 - b) The minor driver must present a legally notarized letter of permission from their parent(s) or legal guardian in order to compete;
 - c) A legal guardian must be present at all times when the minor driver is on the track; and,
 - d) One (1) minor driver is allowed per team.
 - 2.3.3.3.2. Drivers under 16 but 14 years of age or older may compete at certain events (certain State and/or track restrictions apply – check the event Supplemental Rules) if all of the following conditions are met:



- a) The minor driver has a MINIMUM of two (2) years of sanctioned competition experience in karting, Legends, quarter-midgets, mini-stocks or other similar motorsports class;
 - b) The minor driver must present a legally notarized waiver of liability (form available from ChumpCar);
 - c) The minor driver must present a legally notarized letter of permission from their parent(s) or legal guardian in order to compete;
 - d) A legal guardian must be present at all times when the minor driver is on the track; and,
 - e) One (1) minor driver is allowed per team.
- 2.3.4. Any individual 16 years of age or older may be a crew member; however, “Hot Pit” access may be restricted to those under 18 at certain events. The minor crew member must present a signed waiver of liability (form available from ChumpCar). Notarized copy not required if signed by actual parent or legal guardian at the track at witnessed by ChumpCar official.
- 2.3.5. Any known medical condition (including pregnancy) which could affect medical fitness to compete shall be reported and identified on the event entry application. Any significant change in medical status from the date the entry has been submitted until and up to the start of the event, including cardiac or neurological problems, such as heart attack, heart surgery, strokes, seizures, any major surgery or diagnosis of cancer must be reported to the Chief Steward prior to that driver entering the track.
- 2.3.5.1. Each competitor and crew member is encouraged to have someone in their team maintain medical information about them in the event it may be needed by a medical treatment team.
 - 2.3.5.2. A driver who is involved in an accident in which his or her car rolls over, collides with a stationary object hard enough to cause structural damage to his or her car, who is aware of possible injury from an accident, or who is directed to obtain medical attention by an official shall report to the Chief Steward of the event as soon as possible.
 - 2.3.5.3. A driver, crew member, official or staff worker/volunteer at an event that is transported off-site to a medical facility shall not subsequently compete in or engage in any further activity at that event and may not enter any other ChumpCar event without presenting a medical release signed by their personal physician.
 - 2.3.5.4. A driver, crew member, official or staff worker/volunteer who suffers loss of consciousness shall not subsequently compete in or engage in any further activity at that event and may not enter any other ChumpCar event without presenting a medical release signed by their personal physician.

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3. SAFETY

3.1. All required driver's safety equipment must be installed, implemented, and/or worn at all times while on the track. The participant agrees that the participant bears the ultimate responsibility at all times to ensure the proper installation and maintenance of participant's driver's safety equipment, and compliance with all ChumpCar rules, regulations, and agreements, including but not limited to those contained in the BCR.

3.2. **Roll-cages and Supporting Structure:** A quality, well-fabricated, full roll-cage is required. Roll-cages may be weld-in or bolt-in; roll-cage tubing joints may be welded or bolted, provided bolt-in methods meet conventional safety standards (If in doubt, see SCCA and/or NASA requirements.). Vehicles with a poorly built, improperly mounted, inadequately fitted or badly engineered roll-cage will NOT be allowed to compete. At minimum, all roll-cages must include:

- 3.2.1. Full rear, main-hoop with either: (a) front-hoop appropriately braced to each other along the roofline; or, (b) halo-hoop appropriately attached to two front vertical legs; or (c) front vertical bars bent rearwards at the roofline, connecting to the rear main hoop and cross-braced horizontally along the upper windscreen line;
 - 3.2.1.1. On all closed cars, the main hoop must be as close as possible to the roof and "B" pillars.
 - 3.2.1.2. The main hoop (behind the driver) must be the full width of the cockpit for all cars. It must be one continuous length of tubing with smooth bends and no evidence of mandrel crimping or wall failure.
- 3.2.2. Two driver-side door bars that will prevent cockpit intrusion (NASCAR-style or X-design is acceptable).
 - 3.2.2.1. The spacing between the fore and aft terminal ends of all door bars (including X-design) must include a separation of no less than six inches of open space when measured at the centerline of each bar. Triangulated bars that meet or join at the front hoop are allowed so long as the spacing of the upper and lower bars (attached to the main hoop) is a minimum of six inches when measured at the centerline of the tubing bar.
 - 3.2.2.2. The upper door bar shall not be placed higher than the top of the door or window sill.
 - 3.2.2.3. If the distance, measured at any point between the highest portion of the door sill or floor pan (whichever is higher) and the lowest edge of lower door bar is greater than ten inches (10"), a floor or lower-sill intrusion bar, mounted as low as possible on each side of the roll-cage, at or just above the door sill, joining the front hoop and the main hoop will be required on all cars 1 January 2011.
- 3.2.3. Appropriate main-hoop rear-supports (backstays) with no bends, located as close to 45 degrees from horizontal as practical;
- 3.2.4. One main-hoop diagonal support bar; installed in the same plane as the main hoop, with one end terminating in general proximity to the main hoop bend above the driver's head and the other end terminating in general proximity to the lower end of the opposite side of main hoop. The diagonal support bar may be of one (1) or two (2) piece construction and it may intersect with or cross-through the horizontal support bar (used for seat belt harness attachment and/or seat support).



- 3.2.5. Complete 360-degree welds at all welded joints. All welds to be sufficient in heat, penetration, bead and consistency.
- 3.2.6. Each major load-bearing member must be formed from its own single, continuous tube.
- 3.2.7. Shoulder-harness bars strongly encouraged (over floor-mounted harnesses), and virtually necessary for proper shoulder-harness mounting in some applications; dash bars very strongly encouraged.
- 3.2.8. Roll-cage Steel Tubing and Hardware (Vehicle Weight Without Driver):
 - 3.2.8.1. Minimum tubing size for cars weighing UNDER 2,500 pounds, as raced, must use a minimum tubing size of 1.50" x .095.
 - 3.2.8.2. Minimum tubing size for cars weighing OVER 2,500 pounds, as raced, must use a minimum tubing size of 1.75" x .095 or 1.50" x .120".

Your roll-cage GENERALLY better have the same main bars in the same main places as shown in the picture below or you're going home.



- 3.2.8.3. For purposes of determining tubing sizes, the vehicle weight is as raced without fuel and driver.
- 3.2.8.4. Properly-bent, racecar-grade and -quality tubing is mandatory: no stretched or crushed bends allowed. DOM mild steel is very strongly recommended over ERW (seamed) tubing.
- 3.2.8.5. The radius of all bends in the roll cage (measured at centerline of tubing) must not be less than three times the diameter of the tubing.
- 3.2.8.6. All attachment points on the vehicle must be selected and reinforced as necessary so that, in an accident, the roll-cage will not punch through, tear, or grossly distort any roll-cage attachment point. Heavily rusted floor pans must be replaced or reinforced with sheet steel plate. **HEAVILY RUSTED FLOOR PANS LEFT IN PLACE WILL NOT PASS TECH INSPECTION.** Spreader plates, gussets, and/or other reinforcing hardware are generally required to meet this goal. Minimum 1/8" (0.125") thick steel backing plates – not washers – must be present on the reverse or underside of any bolt-in cage location.
- 3.2.8.7. All mounting hardware is to be Grade 5 hardware or better (no Grade 3 hardware will be allowed). Grade 8 and MS hardware highly encouraged.
 - 3.2.8.7.1. Minimum bolt size is 3/8". Fine or coarse thread is open.
 - 3.2.8.7.2. All nuts should be self-locking (nylok / ovalated) or cotter-pinned or drilled and safety-wired.



- 3.2.9. No waivers or “repair by next event” allowances will be granted on any roll-cage issue. Make sure it’s 100% right the first time.
- 3.2.10. All roll-cages / seats / drivers must be fit such that when the driver is securely belted in-place, the top of the driver’s helmet does not extend above the centerline of the main hoop. This applies to ALL drivers on the team. Any driver found in violation of this rule will be black-flagged and the car withdrawn from competition until repairs or modifications have been made and the car completes a re-tech inspection.
- 3.2.11. All roll cage tubing must be padded with high density roll bar padding wherever a driver’s extremity may contact the tube.
- 3.2.12. Cars may compete with bolt-in cages. Roll-cage design and construction must maintain typical SCCA/NASA standards.
 - 3.2.12.1. **Bolt-in cages MUST use Grade 8 hardware throughout the roll-cage. No exceptions.**

3.3. Driver's Seat:

- 3.3.1. The back of all driver's seats must extend in height to above the middle of driver’s helmet or higher.
- 3.3.2. One-piece SFI- or FIA-rated competition seats are very strongly encouraged. OEM seats are allowed (however, see Section 3.3.4).
- 3.3.3. All seats must be securely mounted to the floor or cage to avoid separation during a crash. All mounting hardware must be Grade 8 or better and 2-inch diameter or larger load washers are required when mounting to sheet metal. (<http://www.gforce.com/products/harness/100H.php>)
- 3.3.4. All OEM reclining seat adjusters must be disabled and welded or made mechanically inoperable. All seatbacks must be securely attached to the seat base and braced or otherwise restrained against forward or rearward failure.
- 3.3.5. No passengers are allowed; passenger seats shall be removed prior to the start of any event.

3.4. Five- or Six- or Seven-Point Harnesses:

- 3.4.1. All drivers in ChumpCar sanctioned events shall utilize a five, six or seven point restraint harness system. A five-point harness is considered a minimum restraint system. Six or seven-point systems are highly recommended. .
- 3.4.2. All driver restraint systems shall meet SFI specification. The certification indicated by an SFI label (<http://www.sfi foundation.com/seatbelt.html>) must be present, including a clear Date of Manufacture label.
- 3.4.3. All driver restraint systems shall have a single point of locking closure and release and the driver shall be able to fully release the harness with one hand.
- 3.4.4. Harness Threading: (http://www.gforce.com/pdf/Harness_Install_Info.pdf) Assemble in accordance with manufacturers instructions.
- 3.4.5. Five-, six- or seven-point harnesses mandatory, including fifth or fifth/sixth or fifth/sixth/seventh "anti-submarine" belt.
- 3.4.6. A five point system, for use in automobiles where the driver is seated in an upright position, consists of:
 - 3.4.6.1. A three-inch (3”) seat belt.
 - 3.4.6.2. A three-inch (3”) shoulder harness or optional 2” with HANS device (<http://hansdevice.com/s.nl/sc.5/.f>). If all team members do NOT have a HANS device, then a 3” belt must be installed and used.
 - 3.4.6.2.1. No “Y” belts are allowed; two separate shoulder belts required.



- 3.4.6.3. A two-inch (2") anti submarine strap
- 3.4.7. All harnesses must be SFI or FIA approved; dated within four (4) years of the race event.
- 3.4.8. Seat belts must be properly mounted. (<http://www.sfifoundation.com/seatbelt.html>)
 - 3.4.8.1. Care must be taken to ensure that all seat belt webbing material does not chafe against any vehicle body part or the roll cage; use of proper spacers should be applied.
 - 3.4.8.2. Soiled, oil-stained, sun-bleached or frayed seat belts will NOT pass tech inspection. If in doubt, replace them.
 - 3.4.8.3. Harness Mounting: Grade 8 or better hardware and minimum 2-inch or larger load washers are required when mounting to sheet metal. Shoulder harnesses should be within 15 degrees of horizontal from load point to seat entry.
 - 3.4.8.4. Anti-submarine belt(s) should be mounted as close to vertical as possible. If vertical mounting is impractical, the mounting point should be located behind, not ahead of, the main belt release buckle.

3.5. Window Nets / Roof Nets:

- 3.5.1. Window nets must be constructed of mesh or sewn ribbon webbing, with openings no larger than 1.75" square, **and properly secured to the roll cage (not vehicle body)** to withstand a violent roll-over.
- 3.5.2. **SFI-approved window nets are mandatory on all cars.**
 - 3.5.2.1. All drivers of open vehicles (convertibles) are **STRONGLY** advised to utilize arm restraints in addition to the required window net.

3.6. Driver Egress:

It is critical that all drivers and crew members are well practiced at releasing belts, cooling tubes, radio wires, and any other attachments quickly. All drivers must be able to quickly remove themselves under potentially life-threatening conditions. **IT IS EXTREMELY IMPORTANT THAT EVERY TEAM MEMBER PRACTICE EMERGENCY EGRESS BEFORE EVERY EVENT!**

3.7. Steering Wheel Locks:

Steering wheel lock devices shall be removed or disabled.

- 3.7.1. Quick-disconnect steering wheels are highly encouraged.

3.8. Airbags:

All airbags must be disarmed and removed.

3.9. Onboard Fire Extinguisher:

All vehicles shall have a fully charged Purple K, Type 10B:C, or Type A:B:C extinguisher, 2.5 lbs or larger mounted within easy reach of the driver while seated in the driver's seat (seat belts not required to be secure). An all-metal quick-release bracket is required, attached by means of appropriate hardware (bolt/rivet). All on-board fire systems shall identify either the activation point for an automatic system or the general location of the fire extinguisher by a circle "E" decal. (Decals available at ChumpCar Tech Inspection.)

- 3.10. **Driver's Helmet:** Undamaged, full-face, Type SA helmet, Snell SA2000 or better, is mandatory. FIA 8860-2000 certification is acceptable. No open-face helmets allowed. (Note: A closed or full-face helmet is defined as a helmet having an integrated chin or jaw protection piece. Visor use is recommended but optional.) Type M (motorcycle helmets) or other non-SA helmets are not allowed.
 - 3.10.1. Sharing of helmets is not allowed due to size irregularities. (An improperly fitted helmet is of very little value in an accident.) Sharing of fire suits, gloves, etc. is allowed but not recommended.
 - 3.10.2. Neck Brace - Helmet Support: A HANS, Hutchens, or other similar, sanctioned race body-approved racing neck brace or foam racing collar is mandatory for all drivers.



3.10.3. Helmets showing any sign of abuse or accident damage shall be cause for immediately failure of tech and safety inspection.

3.11. Fire-Retardant Clothing:

3.11.1. Full SFI 3.2/A- or FIA 8856-2000-certified fire-retardant driving suits must be worn by all drivers at all times while on the track. Suits may be one- or two-piece.

3.11.1.1. Mil-spec or firefighter suits are not FIA- or SFI-rated and are not approved for competition.

3.11.2. If using a single-layer SFI 3.2/A1 or 3.2/A3 suit, the driver must also wear fire-retardant SFI- or FIA-certified long-johns and under-shirt. Multilayer suits rated SFI 3.2/A5 or higher are highly recommended and may be worn without long-johns or under-wear.

3.11.2.1. Fire-retardant FIA- or SFI-rated socks, racing gloves and shoes are also required with all single and/or multi-layer suits.

3.11.3. Head socks (balaclava) are strongly encouraged but are not mandatory. Balaclavas of accepted fire resistant material are required for (male) drivers with beards or mustaches, or (male or female) drivers with long-hair that is not fully covered by their helmet. Hair protruding from beneath a driver's helmet shall be completely covered by fire resistant material. As an alternative to balaclavas, a full helmet skirt of accepted fire resistant material may be used. Double-layer balaclavas are recommended. If balaclavas are used voluntarily, they shall be of accepted fire resistant material.

3.11.4. All driver's safety apparel must be generally clean and in serviceable condition. Any item showing excessive wear, fraying, tears, holes, grease/oil stains or other conditions that are deemed by ChumpCar Officials to reduce or negate the item's designed effectiveness will not pass tech.

3.12. **Battery Terminal Insulation:** All batteries must be fully secured via proper, purpose-built battery brackets, battery frames, or sealed battery boxes. Positive ("hot") terminals must be in a sealed battery box or covered with insulating material. The positive terminal of the Kill Switch is to be treated as a "hot" terminal and must also be insulated.

3.13. **Master Electrical Kill (Cut-off) Switch:** All cars must have a racing-type master electrical kill switch. The control or key for this switch should be red; the OFF position should be clearly indicated. Both the main battery circuit and the ignition circuit must be interrupted by the kill switch. All electrical cut-off switches shall be identified by the international lightning bolt symbol. (Decals available at ChumpCar Tech Inspection.)

3.13.1. Effective 1 January 2011 – All cars shall have a Master Electrical Kill (Cut-off) Switch mounted in the center of the dash area of the car (roll cage dash bar) or center console area of the cockpit, accessible to and by the driver while he/she is secured in the driving seat by all seat belts and harnesses.

3.13.1.1. International decal identification of the location of the switch is required.

3.13.1.2. The dash or console switch MAY be the sole and exclusive kill switch, or it MAY be a second switch, wired in series with an existing or additional switch located elsewhere on the car. If the switch is wired in series, the interruption of either switch, independent of the other, must kill all power and vehicle operations.

3.14. **All cars must be equipped with a suitable front and rear tow-hook, constructed of materials and installed so that they are capable of withstanding the tension required to extract your car from a sand-pit when you've buried the axles and have sand up to the sill. Minimum 3" diameter opening. IT IS ADVISED that you consider placing your tow loop on the upper left-hand corner of the roll-cage**



(front-left halo corner). This provides the driver with better strap control and keeps the tow strap from getting wrapped under your tire and ripping out suspension pieces.

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ChumpCar World Series, Inc. – 2011 Rules

All changes or additions are highlighted in **RED**.

Rules

Rev. 11-1.0

4. **VEHICLE VALUE (This Entire Section Has Been Updated)**

4.1. **The Total Value of Any ChumpCar Competition Vehicle Can Not Exceed \$500**

4.2. ChumpCar uses vehicle VALUE and not purchase price. Got it? That's value... what the car is worth... not what you paid for it.

4.3. ChumpCar uses vehicle VALUE and not purchase price. Got it? That's value... what the car is worth... not what you paid for it. (Repeated for clarity and importance. If questions pertaining to Section 4.3 arise, please refer to Section 4.2.)

4.4. Vehicle Value is determined by the following process:

4.4.1. Average Internet Value (AIV) is a random sampling of various US-based, geographic markets using the Internet and well-known used car websites, whereby a car's year, make and model is listed for sale. Ten (10) random markets are chosen by ChumpCar officials using Craig's List, eBay and/or other comparable Internet sites. A ChumpCar value is determined using the lowest average sales prices found across all markets for the year, make and model of the car being entered, or comparable car. For valuation purposes, Internet listed cars must be running and must not require any frame work or (generally) more than \$1,000 in commercially-provided body work to be "safely" driven. (That means... no, we will not consider a car that was crushed between a train and a semi-truck, and is available for \$25 on some obscure website, as a comparable low-price listing).

4.4.2. Added to the AIV will be:

4.4.2.1. The actual retail cost of all non-exempt parts replaced or added to the vehicle...

OR...

4.4.2.2. The assigned value of all non-exempt parts replaced or added to the vehicle (see Sections 4.4.4.2 and 4.4.4.3)

4.4.2.3. ChumpCar officials, at their discretion, can apply either Section 4.4.2.1 or Section 4.4.2.2 when applying a value to non-exempt parts

4.4.2.4. Parts that are exempt from the \$500 vehicle value limit are detailed throughout Section 4.7 of these rules

4.4.3. AIV Reduction in Value:

4.4.3.1. ChumpCar does NOT recognize the sale of components, parts, systems or assemblies in order to reduce the valuation of any vehicle.

4.4.4. Minimum Component Value

4.4.4.1. Free Parts: There is **NO SUCH THING** as a free part. Every part of a vehicle has value, even if you happened to have it sitting on a shelf or someone honestly just gave it to you. Every part or component that is new or used, OEM or aftermarket, hand-made or performance oriented SHALL BE given a value equivalent to what it could be reasonably acquired for, by anyone without any special deal or special access (i.e. the part can be easily acquired on Craigslist/eBay or found in a junkyard).



- 4.4.4.2. Performance Component Minimum Values: Certain performance components are known to be widely available at low prices, both new and/or used, and can have a significant impact on the performance of any vehicle. This includes overstocked, surplus or outdated race cars parts from NASCAR and other racing series, as well as inexpensive, foreign, knock-off replacement parts. ChumpCar has assigned a minimum value to these components that will be added to the AIV of any car if such a component is on the car, regardless of how the components were acquired and for how much. Please note this is only a **minimum value**, and higher values may be appropriate depending on the brand and condition of the parts on your car. (i.e. - Don't try to pass-off your Tien springs as eBay knock-offs... or try to apply flat-black spray paint over Penske shocks. How stupid do you think we are?)
- 4.4.4.3. **Non-exempt components and their minimum values:**
- 4.4.4.3.1. Aftermarket shocks or struts: **minimum** \$15/corner
 - 4.4.4.3.2. Aftermarket springs (on stock assembly, or with a 'coil-over' kit): **minimum** \$75 per car (all 4 corners)
 - 4.4.4.3.3. Commercially made camber/caster plates: **minimum** \$ 20 front/ \$20 rear
 - 4.4.4.3.4. Non-stock sway-bar(s): **minimum** \$50 front / \$50 rear
 - 4.4.4.3.5. Exhaust Header(s): **minimum** \$50
 - 4.4.4.3.6. Air Intake and open filter element: **minimum** \$50 ...OR...
 - 4.4.4.3.6.1. Individual intake-specific mandrel tubes, silicone connectors, and performance air filters: **minimum** \$10 each component
 - 4.4.4.3.7. Aftermarket Ignition Coil: \$20
 - 4.4.4.3.8. Performance distributor or ignition system: \$50
 - 4.4.4.3.9. Heim joint tie rods and/or adjustable control arms: **minimum** \$10/end
 - 4.4.4.3.10. Non-OEM Polyurethane/Nylon bushings: **minimum** \$75/whole car
 - 4.4.4.3.11. Yes, we reserve the right to apply a value to any other component or part that may not be on this list but increases the value and/or performance of any car.
- 4.4.5. All non-exempt component values (Section 4.4.4.3) shall be added to the AIV of all cars, thereby resulting in a total "**COMPETITION VALUE.**" The "Competition Value" is the **REAL** value of your car, as it's being presented for competition.

Want an example of how this works? Let's say that you have a 1977 Honda Civic. The AIV for a Civic is \$250. During the technical inspection, it's documented that you car has adjustable coil-overs on all 4 corners (over stock shocks), plus an exhaust header and a replacement front sway bar. Just like at the check-out stand, we ring up the total: \$250 + \$25 + \$25 + \$25 + \$25 (that's \$25 per corner for the coil-overs) + \$50 (sway-bar) = \$400 Competition Value. You're legal.

However, what about your buddy with the same car and the same set-up... and that rear sway-bar he added... plus the delrin bushings? And the performance chip he put in the ECU? Well, we need to add \$50 for the rear bar, \$75 for the bushings and \$50 for the chip. His Competition Value total is \$575. The car is now vulnerable to \$75 worth of penalty laps.



- 4.4.6. Penalty laps, if applied, shall be based on the “Competition Value” of any car. (See Section 5.7.2 of the rules, or just keep reading and you’ll get there eventually.)
- 4.4.7. Fabricated Components: Components fabricated by a race team, even though they may have near-zero cost associated with them, still have value. In order to promote equality across teams with no access to specialized machinery and equipment, fabricated components will be evaluated and valued in the following manner:
- 4.4.7.1. Any component that could reasonably and with relative quality be fabricated using readily available hand tools, basic hand-held power tools, a vice, hammer and mig/arc welder, will be valued at the cost of materials only.
- 4.4.7.2. Any component that requires or practically requires the use of a lathe, end mill, CNC, plasma/laser cutter, tig welder, press brake, shear or other specialty high-dollar equipment will be valued at the fair market value of similar components sold by retailers. You can still make them yourselves and save actual money on your build, but you need to account for them at a reasonable value as if you’d bought them.
- 4.4.8. Parts Replacement and Post-Race Improvements
- 4.4.8.1. Teams may replace any worn, broken, ventilated, impaled, defective or bent-beyond-all-recognition parts on their car without affecting the AIV of their vehicle **so long as it’s a used part, it’s OEM, and it’s 100% stock**. No new parts, no aftermarket pieces (used or not), no OEM part that’s been modified or upgraded in any way, and no upgraded OEM parts from the desirable sports/luxury/upgrade model just because they bolt on to your car. Everything has to be **OEM to the physical vehicle you race**, 100% stock, and used to qualify for the no-value-add rule. It would serve all teams well to keep your junkyard receipts.
- 4.4.8.2. Operationally critical parts that do not fall into safety equipment exceptions may be replaced with new OEM or OEM-equivalent parts (NAPA, etc) if the parts on the car or used parts are not deemed acceptable for use. These items include master brake cylinders, master and slave clutch cylinders, spark plugs, coolant hoses, filters, fluids, radiator caps, ignition and accessory switches, and batteries. If it’s not in that list but you think it should be, contact ChumpCar officials before installing it or you’ll probably be dinged for its value in inspection
- 4.5. Powertrain swaps: Installing a different engine or transmission is a feasible, low-cost improvement to increase the performance of a vehicle. However, it makes evaluating the vehicle value much more difficult and can create an unfair advantage for teams with the equipment and know-how over those without the resources to do so. Each installation will be evaluated on its individual merits, however the following rules generally apply:
- 4.5.1. Swaps within the same platform family (e.g. – exchanging a 305 c.i. GM V8 engine with a 350 c.i. GM V8 engine) will be evaluated purely on a value basis. The value of the component removed will be subtracted from the value of the component installed, and the cost of the new installation including the cost of the swap (motor mounts, ECU’s etc) will count toward the \$500 vehicle value



4.5.2. Swaps across manufacturers or platforms (e.g. – exchanging a 1.3 litre 4-cylinder engine with a 350 c.i. V8 engine) will be based on the value of the swap as compared to the competitive advantage gained. Specifically:

4.5.2.1. If a worthless crap-can (platform) is utilized and has received a powertrain that is reasonably within the \$500 value, the vehicle will be evaluated twofold: (1) as if the car has a \$0 value; and (2) as if the engine has “X” amount of value. (Example: A 1950 Ford Anglia that receives a 1990 Chevy V6 engine and transmission. In this case, the car has \$0 value but the engine/transmission has a \$450 value. Therefore, if NOTHING else were added to the car, the Competition Value would \$450.)

4.5.2.2. If a worthless crap-can is utilized and receives a powertrain that is a competitive advantage, the package will be evaluated on the combination of the two and the combined competition potential. (Example: A 1950 Ford Anglia powered by a LS6 and Tremec T-5. The Competition Value is now an \$800-\$1,000 car, depending on the drivetrain condition.)

4.5.2.3. If a pretty decent crap-can is utilized and also receives a pretty decent or race-built powertrain, the vehicle will be evaluated on both the value of the base car and the drivetrain value. (Example: RX-7 with LS6 and T5. Competition Value will probably be in the \$1,000-\$1,500 range... depending on the drivetrain condition.)

4.6. Documentation: although we fully acknowledge that documentation and receipts can be forged, it is strongly recommended teams carefully keep and record all receipts for their ChumpCar, and create a presentation binder with neatly organized spreadsheets and receipts showing all expenditures. This will provide inspectors a base from which to evaluate the vehicle.

4.6.1. Inspectors will compare documentation presented by the team to the actual vehicle and determine if penalties are required due to over-valuation.

4.6.2. Presenting the inspectors with so-called ‘proof’ of \$500 spent is not a guarantee we will agree with you, nor is it a guarantee you will not receive penalty laps. (How do you spell PhotoShop?) The final decision on vehicle value is at the sole discretion of the ChumpCar Inspector and will be based on the vehicle, as-presented at technical inspection and/or as-raced. (Suggestion: think you’ll get tagged for something? Then don’t put it on the car!)

4.6.3. If no documentation is presented to inspectors, they are much more likely... er, ah... make that, they are guaranteed to assume a high value for components and the vehicle as a whole.

4.7. Safety Equipment DOES NOT Count Toward \$500 Total / Theme & Engineering DOES NOT Count Toward \$500 Total:

4.7.1. Safety equipment described in Section 3 DOES NOT count toward the \$500 total value; nor does any theme or engineering addition. In addition to those safety items and processes listed in Section 3, **the following are considered safety-related and therefore exempt:**

4.7.1.1. Tires: Tire selection is open, so long as the tire is DOT legal and the treadwear is rated at 190 or higher.

4.7.1.2. Wheels, brake calipers, brake rotors, brake pads, brake lines, u-joints and ball joints are open PROVIDED all competitors maintain the “2X Rule” --- that is, the cost of replacement components shall be within 100% (two times) the cost of OEM equipment.



- 4.7.1.2.1. Example A: If a brake rotor on your vehicle would cost you \$100 at the dealer, you can spend up to \$200 (2X that amount) on a rotor.
- 4.7.1.2.2. Example B: If your vehicle originally came with an option for alloy wheels, and those wheels cost \$400 per set, you can spend \$800 (2X) on wheels.
- 4.7.1.2.3. Example C: Show up with O.Z. wheels or a Brembo ceramic caliper/rotor package on your car and you can be assured you'll be hit with a penalty.
- 4.7.1.2.4. Regarding wheel and/or brake component cost evaluation by ChumpCar inspectors: competitors are advised to bring documentation of the retail pricing of their components... and don't even think of trying to fake the documentation. ChumpCar inspectors and the Chief Steward will use a "Rule Of Thumb" in evaluating all cost issues. If ChumpCar inspectors or the Chief Steward feel you have exceeded the "2X Rule" or have come so close that you have exceeded the spirit and intent of the rule... you will incur lap penalties.
- 4.7.1.3. Driver comfort & information items are open and do not count towards the \$500 value (i.e. - steering wheel, removable steering wheel adapter, shifter, gauges, pedals, cool suits, vents, heaters, radio communications, etc.)
- 4.7.1.4. All fuel hoses, fuel fittings, fuel filters, and related mounts are open and do not count towards the \$500 value
- 4.7.1.5. All fuel-system components upstream of the fuel pump, including tanks/cells, mounts, fillers, vents, etc. are open and do not count towards the \$500 value (NOTE: Fuel pumps, carburetors, injection pumps, computers, and individual injectors are NOT exempt from the \$500 limit. Basically, things downstream from the pump count towards value.)
- 4.7.2. Expenses applied to theme and engineering concepts **DO NOT** count toward the \$500 total, provided that neither theme nor engineering are based on "race car" concepts. (Otherwise known as calling your tricked-out \$500 crap-can entry an "IMSA GTU Theme" or "NASCAR COT Theme" or "Ford SVO Engineering Concept" and trying to pass-off all those race car bits as part of the "theme. Don't even think of going there... but we would entertain a Chaparral 2J concept car.)
- 4.7.3. NOTE: Section 4.7.1.2 did not mention wheel adapters, hubs, bearings, sway bars, drive shafts, axles, adapters, rack-and-pinions, lowering kits or other parts. That was on purpose because they will be checked. Keep it all under \$500.
- 4.7.4. Exhaust systems downstream of the header/exhaust manifold (from the collector back) are open and do not count towards the \$500 value. Performance headers are NOT exempt and are NOT included in this ruling, as are turbo-chargers and related performance components.
- 4.7.5. Windshields and wipers are open and do not count towards the \$500 value. Stock windshields, true Lexan, or circle-track mesh are acceptable; non-Lexan plastic is not acceptable.
 - 4.7.5.1. Wipers are allowed and encouraged.
 - 4.7.5.2. Cracked windshields will be carefully scrutinized. Cracks that are deemed a visual hazard to the driver or have the potential of losing their structural integrity upon impact by any object that may normally be encountered during the course of a race (small rock, bolt,



etc.) shall not pass Safety & Tech inspection, requiring that the entire windshield be removed prior to passing inspection.

4.8. Post-Race Parts Replacement:

4.8.1. **All cars entering Safety & Technical Inspection in any ChumpCar World Series event shall have a full and complete value of \$500 or less.**

4.8.1.1. **The \$500 value is regardless of past racing use in any other series or event.**

4.8.1.2. **You either have a \$500 crap-can race car or you don't.**

4.8.2. After any previous ChumpCar World Series (or other) racing event, teams may replace any worn, broken, ventilated, impaled, defective or bent-beyond-all-recognition parts on their car -- anything -- without affecting the value of the car **so long as it's a used or junkyard part and it's OEM and it's 100% stock.** No new parts; no aftermarket crap; no OEM part that's been modified or upgraded in any way... and no swapped parts just because they fit. Everything has to be OEM and 100% stock and well-used to qualify for the no-added-value pass. It would serve all teams to keep their junkyard or CraigsList receipts.

4.9. If in doubt, consider the "ChumpCar Acid Test." It remains an excellent rule of thumb.

4.9.1. ChumpCar's Acid Test for \$500 Value:

Finish building your ChumpCar and, when it's 100% complete, wheel the car out in front of your home. Jack the car up and set the car on cinder-blocks, or a stack of 2x4's, just so the car is off the ground. Take the wheels off of the car (they're exempt from the value); take off the brakes (also exempt); remove the seat & harness (exempt); and, remove the roll cage (exempt). Put a "Make Offer" sign on the car.

What would happen?

Option:

- A) Someone would offer you \$500 or less for the car.
- B) The City would slap a ticket on the car as an abandoned vehicle.
- C) Your neighbors would file a lawsuit against you for breeching the CC&R's of the housing community in which you reside.
- D) A meth dealer takes up residence in your car and starts manufacturing the stuff using the exhaust manifold to heat up his brew.

For ChumpCar, if any one (or all four) of the above were to happen, your car passes the \$500 sniff.

If, for some unknown reason, someone were to drive by and offer you \$1,200 for the car... or \$600 for just the transmission... you're probably toast.



4.10. What Section 4 mean is this... we're very serious about a \$500 value. To maintain discipline, order, civility, trust, openness, fairness, true competition, good manners, proper hygiene, a well-balanced diet and the 12 Points of the Scout Law at ALL events, ChumpCar will refer to the infamous "CHUMPCAR EXECUTIVE RULE #2" which is:

Don't screw with us and we won't screw with you. Just bring a \$500 car!

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The following is a partial list of automobiles that have previously entered a ChumpCar event in 2009-2010. Based on what ChumpCar officials have seen from past entrants, certain cars have been identified as a \$500 crap-can, or “questionable,” or above the \$500 vehicle limit.






Questionable vehicles (those included in the “Warning Level” classification) are above \$400 in value in their stock configuration and may or may not be at the \$500 limit, depending on condition, year or model.

Vehicles identified as “\$500 Car As-Is” means just that... it’s a \$500 car when left stock. Add anything (ANYTHING) and the value of the car will exceed the maximum limit.

Finally, cars included in the “Not A \$500 Car” classification have been identified (in all cases) as being in excess of the base \$500 value and will receive penalty laps.

This information is presented for REFERENCE ONLY.

\$1 - \$500 Car	
WARNING LEVEL	
\$500 CAR AS-IS	
NOT A \$500 CAR	

Acura	 Integra	Chevrolet	Camaro
Alfa Romeo	GTV-6	Chevrolet	Camaro Z28
Audi	5+5	Chevrolet	Caprice
Austin	Mini	Chevrolet	Cavalier
		Chevrolet	 Corvette
BMW	2002	Chevrolet	Monte Carlo
BMW	 E12/E21/E28	Chevrolet	C10 Pick-up
BMW	 E30		
BMW	 E34/E36	Datsun	510
Buick	Regal	Datsun	240-260-280Z



Dodge	Neon	Mercedes	300D
Dodge	Stealth	Mercedes	300E
Eagle	Talon	Nissan	240sx
Fiat	X/19	Nissan	300zx
Fiat	124-128	Nissan	NX2000
Ford	Contour	Nissan	Sentra
Ford	Escort GT.R Mk III	Opel	GT
Ford	Escort ZX2	Plymouth	Fury
Ford	LTD	Pontiac	Fiero
Ford	Maverick	Porsche	914
Ford	Mustang	Porsche	944
Ford	Pinto	Saab	900
Ford	Probe GT	Saab	900S
Ford	Taurus	Saab	900T
Ford	Taurus SHO	Saturn	SL
Ford	Thunderbird	Subaru	Impreza
Geo	Metro	Toyota	Celica
Honda	Accord	Toyota	Corolla FX16
Honda	Civic	Toyota	Corolla
Honda	CRX	Toyota	MR2
Honda	Prelude	Toyota	Paseo
Infiniti	J30	Toyota	Supra
Jaguar	XJS	Triumph	TR-7
Lexus	LS400	Volvo	740
Lexus	SC400	Volvo	240-244 (incl DL)
Mazda	626	VW	Fox
Mazda	Miata	VW	Golf
Mazda	Protégé	VW	GTI
Mazda	RX7 (1st Gen)	VW	Jetta
Mazda	RX7 (2nd Gen)	VW	Rabbit
		VW	Scirocco

List Reference: 1 September 2010



ChumpCar World Series, Inc. – 2011 Rules

All changes or additions are highlighted in **RED**.

Rules

Rev. 11-1.0

5. SAFETY, TECHNICAL, THEME/ENGINEERING INSPECTIONS AND RELATED PENALTIES:

- 5.1. Inspection Process: ChumpCar's safety and technical inspections do not ensure, certify or warrant that the vehicle or any part thereof is safe or totally and ultimately complaint with all applicable rules. The inspection does not in any way change the fact that the driver, crewmembers, and the vehicle owner are ultimately responsible for the safety and operation of the vehicle and equipment. By conducting an inspection, ChumpCar and it's directors, officers, employees, and officials make no representation, warranties, or assurances that the inspection, including any review of any written information, will detect every or any problem with a vehicle or a driver's equipment or clothing, detect every problem with rule compliance, or prevent bodily injury, death or personal monetary damage.
- 5.2. One team member must accompany the car through inspections. The accompanying individual shall act as the representative of the team and shall be authorized to act for all team members
- 5.3. Safety Inspection: To ensure safety and conformity to all ChumpCar rules, all cars will be inspected by a qualified Safety Inspector for required safety items and adherence to the safety requirements of these Basic Competition Rules
 - 5.3.1. The safety clothing and gear of all drivers will be inspected and approved as a requirement for participation
- 5.4. Technical Inspection: All cars will be inspected by a qualified Technical Inspector for adherence to the \$500 valuation limit (see Section 4)
 - 5.4.1. Appeals: there are none. The Technical Inspector has final say, so get over it.
 - 5.4.2. Bribes are strictly prohibited. Attempted bribery will result in 25 penalty laps per occurrence.
- 5.5. Theme and Engineering Inspection / Bonus Laps: Cars will be evaluated for theme and engineering creativity during the safety and technical inspection in a NON-FORMAL way (i.e. we're just going to be looking the whole time)
 - 5.5.1. **No Bonus Laps shall be awarded for theme or engineering; rather, a really cool trophy and cash and/or entry fee credit awards shall be issued to award winning teams.**
 - 5.5.1.1. **As maintained in all 2009-2010 events, a maximum of five (5) Bonus Laps can still be acquired through ChumpCar Charity Donations**
 - 5.5.2. Expenses applied to Theme and Engineering do not count toward the \$500 spending limit, provided they do not give your car a racing, competitive advantage
 - 5.5.2.1. Exception: if a team's engineering work is an application of an established racing technology providing a known advantage, all components count toward the \$500 spending limit. If a team's engineering work is truly unique and qualifies as an 'engineering development' (even if that is a new way of employing a known technology) and at the



same time gives you a racing advantage, it is exempt and does not count toward the \$500 spending limit.

5.5.2.2. It is strongly advised you contact ChumpCar and pass any ideas you're planning to implement by us to see if it will be exempt or not. Pre-approval is subject to revocation at the track if your engineering implementation is found to not adequately meet this requirement.

5.5.2.3. If your engineering does not create a competitive advantage and is just 'cool', it does not apply to the \$500 valuation. The determination of applied engineering is solely and exclusively to ChumpCar officials and is not open to any petition or argument. If you even mildly think your engineering might provide a serious advantage, ask first.

5.5.3. Theme and Engineering are optional; however, vehicles without obvious attempts at theme and engineering will not be eligible for ChumpCar's trophy, cash or credit awards. Teams presenting significant effort in theme and engineering attempts may be awarded \$250 in cash or \$300 in entry credit for each category.

5.5.4. Themes must be tasteful; no pornography, discriminatory or crass statements, no offensive material. Make your mother proud.

5.5.4.1. All theme items must be properly and securely fastened to the vehicle. Any items showing any chance of falling off the car shall be removed by order of ChumpCar's tech inspectors.

5.5.4.2. Any item deemed by ChumpCar to be a possible hazard shall be removed by order of ChumpCar's tech inspectors.

5.5.5. Any team utilizing an emergency vehicle theme shall be restricted from operating any flashing, strobing or rotating yellow, red or blue lights on the car during the actual racing event. No operational sirens or horns are allowed during the actual racing event.

5.6. Vehicle Disqualification Rule: The ChumpCar World Series is a "DQ series" – that means, if you're cheating, driving like an ass, or generally screwing-up the show and a majority of the teams at the track feel the same way, you'll probably have your car and disqualified from the event. You Chumps said that you wanted a say in what is or who has a \$500 car. Okay, here's your chance. It's pretty simple, really. Here's how the DQ system works:

5.6.1. At each ChumpCar event, a single (1), numbered and coded ballot shall be included in a team's registration packet. (Any ballots with duplicate numbers or non-appropriate event codes will be dis-allowed. If we track you down as being the person or team that stuffed the ballot box, your car WILL BE (100% guaranteed) DQ'd from the all ChumpCar events for 12 months!)

5.6.2. ChumpCar will oversee a competitor-initiated vote.

5.6.2.1. This change in ChumpCar operations is provided as a means for competitors to regulate and self-police their own series.

5.6.2.2. There is NOTHING that says you have to vote.

5.6.2.3. There is NOTHING that says there will be the need for a DQ vote at any given race.

5.6.2.4. There is NOTHING that says ChumpCar agrees with the vote.



- 5.6.2.5. If a team knows another competitor is **CHEATING, OVERSPENDING or BEHAVING REALLY IRRESPONSIBLY** they can submit a vote to have that car disqualified.
- 5.6.2.6. **DO NOT** vote to DQ a car or team just because they are leading the race... and this especially goes for cars that may have received penalty laps and, having made up for those laps through great driving, preparation or team strategy, have worked hard to put their car up front. If a team was honest and up-front about components or parts on their car that put the value above \$500 and they took the penalties like a true Chump, they should **NOT** be penalized twice. However, if a car or team hid the fact that their engine was not stock, or had other illegal parts that they were not issued penalty laps for... well, that's another story.
- 5.6.2.7. **DO NOT** vote to DQ a car or team just because it's fast. Punishing a team for simply building a good car or having decent drivers is cowardly and lame! Vote to DQ a car **ONLY** because the facts point to an illegal, non-\$500 car that is screwing up the event.
- 5.6.3. Ballots may be submitted to the ChumpCar registration desk any time prior to 3 hours before the checkered flag. If you haven't determined that some other car is cheating by then, or that the team is completely wacko, you'll never figure it out. Beyond ChumpCar's confirmation that all votes are unique via serial number and event code on the ballot, all votes shall remain anonymous.
- 5.6.4. The total submitted votes of 66% (that's a supermajority) of ALL teams entered in any given event is required for a car to be DQ'd – not 66% of all ballots received.
- 5.6.4.1. If two cars split 100% of all submitted votes AND the total number of ballots submitted exceed the 66% threshold of all teams entered, **BOTH** cars may be DQ'd.
- 5.6.4.2. ChumpCar does not have any influence over the results, except to reserve the right to not DQ a car even if a 66% vote is reached. Why? Because we may know something that you don't know... which we'll be glad to share with you if we have to make that over-riding decision.
- 5.6.4.3. The act of disqualifying any car shall occur within fifteen (15) minutes prior to the end of the race. Notification shall be verbally issued to the team captain by the Chief Steward or Race Director of the event. The DQ'D vehicle cannot win that weekend's or event's race. The DQ'd vehicle is not eligible for any prize money or trophy.
- 5.6.4.4. The DQ'd car will then be black flagged and immediately impounded by ChumpCar officials until after the event.
- 5.7. Penalties: While ChumpCar has been required to get tougher on the \$500 valuation in order to keep the competition fair and equal, and the racing close, ChumpCar reserves the right to issue **NO** penalty laps, even if the \$500 limit has been clearly violated. Why? If someone wants to take a totally worthless car and perform an infeasible drivetrain swap, chop the top, shorten the wheelbase, or perform some other illogical mechanical miracle just because they want to be a part of ChumpCar, and they're willing to spend over \$500 to end up with a non-



competitive car... well, we think that's pretty awesome. Of course, it had truly better be non-competitive. This action is at the sole discretion of the inspectors and/or ChumpCar management team. However, if you're planning to take this path, it's damn near required that you contact us before you start your build to ensure the car will even be considered for this kind of exemption.

5.7.1. Technical Inspection penalties shall be issued if ChumpCar identifies the total COMPETITION VALUE to be in excess of \$500 and/or in a state of non-conformance with the letter or spirit of ChumpCar's rules. Once again, the total COMPETITION VALUE of a car is the base AIV (Average Internet Value) of the car, plus all components, parts, assemblies and/or fabricated parts (less all specified safety, theme and/or engineering items that have been identified in these rules as exempt).

5.7.2. Penalty Assessment for Violation of the maximum \$500 COMPETITION VALUE: If your car is found to be valued in excess of the maximum \$500 and within the any of the ranges below, you will be assessed penalty laps within the specified range:

- 5.7.2.1. \$501 - \$749: 5-24 laps
- 5.7.2.2. \$750 - \$999: 25-49 laps
- 5.7.2.3. \$1,000 - \$1,499: 50-99 laps
- 5.7.2.4. \$1,500 - \$1,999: 100-149 laps
- 5.7.2.5. \$2,000 - \$2,499: 150-299 laps
- 5.7.2.6. Above \$2,500: 300-500 laps

ANY CAR WITH A CUMULATIVE PENALTY TOTAL OF 75 LAPS OR GREATER AFTER TECH INSPECTION SHALL BE AN IMMEDIATE AND AUTOMATIC CANDIDATE FOR POSSIBLE DISQUALIFICATION. YOUT ATTITUDE AND THE WAY YOU PARTICIPATE IN THE RACE WILL DETERMINE THE COURSE OF ACTION THEREAFTER...

5.8. To help level the playing field and ensure close competition, all First Place finishers (race winners) will automatically receive penalty laps at subsequent ChumpCar events equal to their DISTANCE of victory over Second Place... plus one lap; all distances being translated to laps based on the length of the current track being utilized. This ruling shall be referred to as the "DOV+1" – Distance of Victory Plus One Lap.

5.8.1. The DOV shall be established by combining the following:

- 5.8.1.1. The number of penalty laps the winning car was issued after tech at its race winning event, converted to miles... PLUS...
- 5.8.1.2. The margin of victory in laps realized by the winning car, converted to miles... PLUS...
- 5.8.1.3. One lap at the current competition track, converted to miles.



Need an example? Okay, so your car gets 5 penalty laps at Brand X Raceway (a 1.0-mile ROVAL track) after going through tech. That's equal to 5 miles of distance. Your car wins the race at Brand X Raceway by 10 laps... or 10-miles of distance. Your DOV is 15 miles. Now, you head off to race at Brand Z Motorsports Park and their 3.0-mile road course. ChumpCar will take the 15-mile DOV penalty and add one lap from Brand Z to the DOV – 15 miles plus 3 miles – resulting in an 18-mile penalty... or, a 6 lap starting penalty.

- 5.8.2. The DOV+1 will be adjusted based on race length; for example, a 10-mile DOV+1 penalty realized during a 14-hour enduro would be adjusted DOWN to a 5-mile penalty for a 7-hour enduro and, likewise, adjusted UP to 17-miles for a 24-hour endurance race.**
- 5.8.3. The DOV+1 will be rounded to the nearest whole number; lower @ .4 or less, or higher @ .5 or greater.**
- 5.8.4. The DOV+1 ruling shall be effective immediately and stay in effect for a period of six (6) months from the date of the original victory.**
 - 5.8.4.1. Subsequent victories shall re-start the 6-month DOV+1 time period, with the DOV being the greater distance of the margin of any win.**
- 5.8.5. Any team suspected of 'sand-bagging' in order to finish with a low or smaller lap victory will be penalized as we see fit... and it won't be nice! If your lap times suddenly drop in the last hour of the race while you're leading by 15 laps... you're toast. Therefore, ChumpCar reserves the right to assess the DOV penalty based on the largest margin-of-lead within the last 3 hours of the race if the DOV at the end of the event is determined by ChumpCar officials not to be a true DOV.**
- 5.8.6. The DOV+1 ruling shall apply to ALL events, including the National Chumpship event.**
- 5.8.7. The ALL-IMPORTANT OPTION CLAUSE: Got penalty laps? Won the race and now you've got a DOV+1 to work off? Want to get rid of that albatross around your radiator? Okay, so just re-tech your car at the next WITHOUT ALL THAT CRAPPY RACE STUFF THAT GOT YOU THE PENALTY LAPS IN THE FIRST PLACE! You come clean and we'll wipe the slate. If you can pass tech with ZERO penalty laps, we'll drop the MOV+1. However, come back at some other race with that crap back on the car... well, it might just end up being MOV+10.**

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6. ENTRIES AND TEAMS

6.1. Entry Applications and Acceptance:

6.1.1. All entry applications must be made in accordance with ChumpCar forms, as posted on the ChumpCar website.

6.2. Entry Fees – Each team entry shall consist of:

6.2.1. \$500 Car Fee (one car)

6.2.2. \$100 Per Driver Fee (minimum 4 drivers per team for all events)

6.2.3. \$50 ChumpCar Competition License (current ChumpCar license required of ALL drivers)

6.2.4. \$25 Novice School: for first time road racing competitors

6.2.4.1. Drivers with a current (within 2 years) license from FIA, IMSA, GrandAm, Barber, SCCA, NASA or LeMons will be exempt from Novice School and Fee. Other sanctioning body licenses and/or experience may allow exemption (but don't count on it), so check with ChumpCar management for exemption allowances

6.2.5. \$50 Transponder Rental. AMB 260X transponder required to compete, if you do not own one, you must rent one.

6.3. **Deposits: Each entry application shall require a refundable \$250 deposit before any application will be processed.**

6.4. **Refunds:**

6.4.1. **ChumpCar will refund a paid deposit when a written request (e-mail sent to info@chumpcar.com) has been received prior to the close of the event registration deadline. ChumpCar will NOT issue a refund for any reason once the deadline for an event's registration has closed. At the close of registration ChumpCar makes commitments to the various tracks to hold events... based on your commitment to ChumpCar to participate. If you do not show up, we still have to pay.**

6.4.2. **The registration deadline for ALL events is 90-days prior to the event.**

6.4.3. **The payment deadline for ALL events is 60-days prior to the event. Miss the payment deadline and there is a \$100 late fee.**

6.4.4. Under some (not all) extenuating circumstances ChumpCar may allow the transfer of paid event fees to another (future) ChumpCar race.

6.5. **Catastrophic Failure Discount:**

6.5.1.1. **If a competitor's car experiences a catastrophic, non-repairable, Titanic-esque mechanical failure (not the result of brain fade or collision while on the track) within the first hour of any ChumpCar event, ChumpCar will extend a \$250 discount to that team's next ChumpCar entry.**

6.5.1.2. **To receive this discount, the team MUST contact a ChumpCar official at the track within 30 minutes of being withdrawn from the race and have their car inspected for cause of failure. No inspection = no discount. The team must also contact ChumpCar in writing (e-mail is fine) within 48 hours of the event and request the discount be applied to a specific, named event. No, we're not going to let**



this slide and be flexible for the next 2 years. Do it quickly or the offer will be withdrawn.

6.5.1.3. And, no... you can't combine this offer with the Multi-Event Discount (below).

6.6. 2011 Multi-Event Discount: (same as 2010)

6.6.1. First Race (in calendar year 2011) – Full Price

6.6.2. Second Race - \$100 off Car Fee

6.6.3. Third Race - \$150 off Car Fee

6.6.4. Fourth Race - \$200 off Car Fee

6.6.5. Fifth Race - \$250 off Car Fee

6.6.6. Sixth Race – NO CAR FEE!!!!

6.6.6.1. Restrictions of the Multi-Event Discount:

6.6.6.1.1. All events must be in 2011

6.6.6.1.2. At least two (2) drivers must remain constant throughout all entries for the team

6.6.6.1.3. Team entry must be one of the first 50 entrants per event

6.6.6.1.4. All payments must be made on-time; the discount does not apply to driver fees, transponder rentals, driver school participation, competition licenses or any other fee applicable to the event.

6.6.6.1.5. Discount does NOT apply to invited entrants of the National Chumpionship.

6.7. The first 50 entries for any event will be guaranteed entry into the event; thereafter, the organizers may choose entries which it feels will be more suitable, interesting or promotional for the event.

6.7.1. The organizers have the right to refuse an entry at their discretion without giving a reason for refusal. If an entry for any competition is refused, notification of such refusal shall be sent to the entrant at the e-mail address given on the Entry Form as soon as possible.

6.7.2. An entry which contains a false or incorrect statement may be determined to be null and void by ChumpCar. The entrant may be deemed guilty of a breach of the BCR, the entry fee may be forfeited, and further penalties may be imposed.

6.7.3. EC cars will be allowed entry AFTER the entry deadline has closed and all \$500 ChumpCar entries have been processed.

6.7.3.1. ChumpCar maintains a standard 37.5 cars per mile of track rule. As such, entry priority will be issued to \$500 ChumpCars. E.g. – A 2.0-mile track will feature 75 entries; if 60 ChumpCar entries have been accepted, the organizers may allow up to 15 EC-class cars.

6.8. Definition of a Team:

6.8.1. For all ChumpCar formats (Double-7 Enduro or a 12-, 14- or 24-hour endurance event), each team shall consist of one (1) car and a minimum of four (4) drivers.

6.8.2. It is highly recommended that each team designate a non-driving Team Manager or Crew Chief who will be the point-of-contact during the race weekend.

6.8.3. There is no limit on non-driving crew members, friends or guests.

6.9. Driver Portability:

6.9.1. During a Double-7 Enduro, team drivers may change from Saturday's race to Sunday's race PROVIDED: (a) that a separate entry form has been submitted that identifies all driver changes (only one \$500 entry fee is required for both events); (b) all drivers have paid the \$100 driver entry fee to ChumpCar; (c) all drivers have passed gear inspection and have received



appropriate approval stickers; and (d) all drivers have appropriate wristbands for on-track access.

- 6.9.2. During a 24-hour endurance race, teams may share drivers, provided that each car entered maintains a MINIMUM of four (4) different drivers PER CAR and Rule 6.10 (below) is strictly adhered to. (Definition: if your team wants 8 drivers for an event and another team wants 8 drivers for an event, both teams can enter 4 separate drivers each and swap drivers. However, if your team wants 6 drivers, you can NOT enter 2 drivers and borrow 4 drivers from another team. Each team must enter four (4) drivers who are NOT already entered by another team.)
- 6.9.3. In case of an emergency, any registered driver will be allowed to drive any entered and registered car at any time; however, notification to ChumpCar officials at registration is required prior to driver changes.
- 6.10. Maximum Driving Time: Unless specified in an event's Supplementary Regulations or a waiver is granted by ChumpCar officials:
 - 6.10.1. Each driver on a team must have a minimum (aggregate total time) of 1 hour in the car per race event.
 - 6.10.2. No driver shall drive for more than 2 hours consecutively and shall have, at a minimum, thirty (30) minutes between stints.

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7. EVENT CONDUCT AND SPORTSMANSHIP

7.1. Conduct:

7.1.1. Entrants, drivers, team members, event staff and workers, officials, and all other participants at any ChumpCar event shall conduct themselves according to the highest standards of behavior and sportsmanship, particularly in relationship with other competitors and officials, and in a manner that shall not be prejudicial to the reputation of the ChumpCar or to the sport of automobile racing. Failure to do so may result in an event-specific or longer term penalty, at the sole discretion of ChumpCar.

7.1.1.1. When track rules permit, alcoholic beverages may be consumed at a ChumpCar event PROVIDED THAT ALUMINUM CANS AND/OR PLASTIC CONTAINERS ARE USED. NO GLASS BOTTLES OR GLASSES!

7.1.1.2. Consumption of alcoholic beverages by any driver, crew member, official or worker/volunteer is expressly prohibited until all on-track and/or racing activities have been completed for the day.

7.1.1.3. The use of any narcotic or dangerous (as defined by Federal law or by the law of the state where the event is being held), or improper drug (including legal prescriptions) that may impair a driver, crew member or official's functions is specifically prohibited.

7.1.2. Drivers, Team Managers and Entrants shall at all times during an event be responsible for the conduct of their crew and guests. Any offense during an event against the BCR or the Supplementary Regulations committed by a crew member or guest is directly chargeable to the offending car, driver, Team Manager and the entrant. For purposes of this section, an event begins with the opening of registration and ends when the driver, entrant and all crew members have left the track property.

7.2. Children & Pets:

7.2.1. Parents or guardians on any minor (under 18) shall be fully responsible for actions of their children, and for any liability arising there from. Children may be in the paddock, under supervision by an adult. Children are prohibited in the pits, even with an adult. Any person signing an event waiver for a minor shall be held responsible for that minor.

7.2.2. Pet owners shall be fully responsible for actions of their pets, and for any liability arising there from. When track rules permit, a pet may be in the paddock, provided it is enclosed in a vehicle or on a leash that does not exceed six feet (6'-0") in total length. When a pet is on a leash, it shall be controlled by an adult. Pets are prohibited in the pits. Pet owners are responsible for contacting the track to inquire about pet access and specific track rules. Track rules shall always supersede ChumpCar rules.

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8. RULES OF THE ROAD

8.1. **Unsafe Driving:** Unsafe driving shall NOT be tolerated. Penalties shall be issued for all infractions of any safe driving rule. Warnings may be issued by the Chief Steward or ChumpCar officials; however, don't count on it.

8.2. On-Course Driver Conduct

8.2.1. It is the responsibility of all drivers to avoid physical contact between cars on the race track... however, this is racing and we know it's going to happen. Therefore, so should you.

8.2.1.1. All competitors have a right to "racing room" on the marked racing surface. "Racing room" shall be generally defined as sufficient space on the marked racing surface so as to allow a competitor to maintain control of his/her car in close quarters, under racing conditions.

8.2.1.2. The responsibility for the decision to pass another car and to accomplish that pass safely rests with the overtaking driver. The driver that is about to be overtaken has the responsibility to be aware that he or she is about to be passed and shall not impede the overtaking car.

8.2.1.2.1. The driver being overtaken should, at all times, remain on the racing line unless the car is impaired and is unable to maintain an adequate racing speed.

8.2.1.2.2. The driver being overtaken shall not block. Any driver who fails to make use of their rear view mirror, or who appears to be blocking another car seeking a pass, may be black flagged and/or penalized.

8.3. Hand Signals:

8.3.1. When not at racing speed and/or before entering the pits from the course, the driver should signal those cars behind him/her by raising an arm.

8.3.2. A driver who about to be overtaken shall point to the side on which an overtaking driver should pass.

8.4. Stopping on a Course; Accepting Assistance:

8.4.1. If a driver is forced to stop his or her car on the course, he or she shall make every effort to place the car in such position that it will not be a danger or obstruction to other competitors, course workers or themselves.

8.4.2. Drivers stopping on course shall stay in their car with their seat belts firmly engaged until they are instructed by a corner worker or other race official to either leave their car or await a tow.

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9. RULES OF THE PIT

9.1. Pit and/or Paddock Area:

- 9.1.1. The Supplementary Regulations for an event shall designate a paddock area and a “hot pit” area, which may be the same or may be separate areas.
- 9.1.2. Unless otherwise noted, all fueling will be in the “hot pit” area.
- 9.1.3. While in the “hot pit” (wherever designated), each team must provide and have ready a minimum of one (1) ten (10) pound dry chemical fire extinguisher having a minimum UL 60 BC or ABC rating.
- 9.1.4. While in the “hot pit” (wherever designated), each team must provide and have ready a minimum of one (1) ten (10) pound bag of grease-sweep, kitty-litter or other absorbent for oil leaks and/or fuel spillage in their fuel storage area. (Having a broom is a good idea, too!)
- 9.1.5. All compressed air bottles/gas cylinders, with a pressure in excess of 200 psi, shall have a protective structure around their gauges and valves when in the pit/grid/pre-grid areas.
- 9.1.6. Unless restricted by the track, certain motorized paddock support vehicles are allowed (NOT 3- or 4-wheelers, mini-bikes, motorcycles, etc.). Golf carts and other utility carts are allowed PROVIDED that your team/car number is clearly shown on your cart. Unsafe driving or use of a golf cart will result in a 10 lap penalty for the team associated with the cart.
- 9.1.7. All cars, used or junk parts too big for a normal trash can, empty fuel drums and anything else you brought with you must be taken out by you.

9.2. Pit Stops and Re-fueling of Vehicles:

- 9.2.1. Fueling areas for each event shall be identified within the Supplementary Regulations or by an announcement of the Chief Steward.
- 9.2.2. Each pit stop for fuel shall be a timed pit stop. The minimum time required per stop is five (5) minutes.
 - 9.2.2.1. Vehicles will be timed in and timed out of the pits. Vehicles leaving early will receive an additional 5 minute stop-and-go penalty for the first offense. A second offense will result in a trip to the “Penalty Box” for discussion with ChumpCar officials.
 - 9.2.2.2. Pit stops where fuel is not added to the car shall not be considered a timed pit stop.
 - 9.2.2.3. There is no minimum or maximum number of pit stops.
 - 9.2.2.4. All refueling shall be accomplished using a DOT and/or ChumpCar approved, five (5) gallon plastic fuel jug; for references to types of approved fueling containers, see: <http://www.tuffjug.com/> – OR – <http://www.vro.com/scribner-5-gallon-utility-jug-p-126.html> – OR – <http://www.saferacer.com/scribner-5-gallon-fuel-jugs.html?productid=462>.
 - 9.2.2.5. Fuel jugs and/or attached hoses are not to be ventilated to the atmosphere when not being used. A ball- or other type of sealing valve is an approved closure. Ventilation lines are exempt, provided the vent hose is less than 3/16” in diameter.



9.2.3. As protection from static electricity and fuel ignition, there shall be NO metal parts or components attached to the last ten (10) inches of any fuel hose; hose ends to be non-conductive.

9.2.4. The containers may not be refilled during a pit stop and put in the car (i.e. – if a team only has one (1) 5-gallon container filled and ready to go, that is all they can put in during that stop). Note- Six gallon (or other) containers, sold as “5-Gallon” fuel containers are NOT legal. Neither is filling your plastic jug with hot oil to deform the sides and expand the cavity size. We know all about those tricks...

9.2.5. All refueling must be done in the area designated by the Supplemental Rules once the race has started. Teams not refueling in the appropriate location, as identified in the supplemental rules, will be penalized 30 minutes, at the discretion of the Chief Steward. Fuel jugs shall be marked with car numbers for easy identification.

9.2.6. Fuel spills are punishable by an additional 30 minute penalty, at the discretion of the Chief Steward. All competition vehicles shall employ a catch pan, basin or other device to catch and/or absorb fuel spills.

9.2.7. Any team member adding fuel to a race car must wear safety equipment equivalent to the driver as per the BCR (Nomex suit, Nomex gloves and helmet) during refueling. Refueling may engage any number of team members; however, all team members engaged in any portion of the fuel delivery shall be dressed in full race Nomex gear, including a full-face helmet with closed facial visor.

9.2.7.1. Team members that are NOT driving but are refueling and are required to wear a safety helmet may use an out-of-date Snell SA90 or SA95 or SA2000 helmet for pit duties. Only SA-rated helmets are allowed; no “M” helmets. Non-driving team members (pit crew) shall mark both sides of their helmets with the words “FUEL ONLY” in 1.5”, high-contrast and easily identifiable letters.

9.2.8. During a fueling stop:

9.2.8.1. A team MAY perform the following:

9.2.8.1.1. Exchange drivers or allow the current driver to remain in the car during fueling

9.2.8.1.2. One (1) person is allowed to assist with the removal of the current driver and the insertion of a replacement driver.

9.2.8.1.3. Clean windows and/or lights.

9.2.8.2. A team MAY NOT perform the following:

9.2.8.2.1. Work on the car or attend any mechanical condition of the vehicle

9.2.8.2.2. Taking tire temperatures, measuring tire pressure, opening the hood, etc. is considered to be working on the car. Work may only be performed on the car while refueling at the request of, or ordered by, a ChumpCar official. Note: The intent of this rule is to ensure that the drivers and crews over the wall at the time of refueling remain alert and vigilant for any flash fires resulting from fuel spills.

9.2.9. Throughout all fuel stops, one (1) team member must manage an approved 10LB-ABC fire extinguisher and be stationed no less than 10’ and no more than 15’ from the point where fuel is being added to the vehicle. This team member is restricted from performing any other duty or function while managing the fire extinguisher; their entire focus is to be a safeguard in case of a fire. Nomex protective clothing and/or a helmet is NOT required for the team member managing the fire extinguisher; however, it is highly recommended.



9.2.10. Overhead or elevated or mechanically assisted refueling rigs or electro-mechanical assist units to assist in lifting or supporting a fuel container are NOT allowed. All fuel jugs are to be manually held and physically supported by the team members engaged in the refueling process.

9.2.11. Only approved 5-gallon fuel jugs are allowed on the “hot” side of the pit wall. Drums, caddies or other fueling devices are not allowed on any “hot” pit lane.

9.2.11.1. 55-gallon drums may be used on the “cold” side of the pit wall to re-fill ChumpCar approved 5-gallon plastic fuel containers unless otherwise specified in the Supplemental Rules.

9.2.11.2. **NO ELECTRIC PUMPS ARE ALLOWED WITH ANY FUEL SYSTEM OR FUEL TRANSFER.** All pumps used to transfer any fuel shall be mechanical pumps.

9.2.12. Specialized nozzles (aircraft) or “Dry Breaks” systems are NOT allowed for refueling any race car.

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ChumpCar World Series, Inc. – 2011 Rules

All changes or additions are highlighted in **RED**.

Rules

Rev. 11-1.0

10. MECHANICAL & ELECTRICAL SYSTEMS, ASSEMBLIES, COMPONENTS

Bodywork

- 10.1. **Glass:** All glass (other than windshield glass) is to be removed from the vehicle. Windshields may, optionally, be removed. Glass may be replaced with Lexan or Polycarbonate.
- 10.2. **Nerf Bars or Exo-skeleton:** Added structural elements that extend beyond the outline of the original body line are not allowed.
- 10.3. **Body Panels:**
 - 10.3.1. Body panels shall be securely mounted. Fender skirts and hub caps shall be removed. The hood and engine compartment shall be securely fastened.
 - 10.3.2. Each car entered must have a minimum of 50% of the **ORIGINAL** body panels or uni-body/frame on the car. No frame and cage only cars. No skeletons. **No kit cars**. You can get rid of the hood and trunk lid, or cut-off the roof... but the rest of the car better be there.
- 10.4. **Sunroofs, T-Tops, Convertibles:**
 - 10.4.1. All sunroof and t-top openings must be covered by either a firmly attached removable hardtop; the original sunroof panel; a fabricated panel secured and fixed in place; or a securely fixed roof net with openings no larger than 1.75" square or securely fixed roof net (made using an SFI-approved window net) with openings no larger than 1.75" square that completely covers the roof opening. Convertible (open) cars are **strongly advised** to consider a roof net.
 - 10.4.2. Fabricated "panels" may include metal cloth, so long as the strength of the cloth and its mounting are sufficient to meet a violent roll-over (no "chicken-wire" or screen-door mesh).
 - 10.4.3. All glass must be removed (see Section 10.1).
 - 10.4.4. Arm restraints, or combined window and roof nets/panels, are **strongly advised** when driving any vehicle with a sunroof, T-Top or convertible.
 - 10.4.4.1. As noted under "Safety," all cars **MUST** have a window net.

Graphics

- 10.5. **Car Numbers:** (Note – car numbers are issued to competitors based on the team's 1st and 2nd choice on their entry application and the priority of that application. The later you wait on your entry, the lower the chance you'll get the number you request.)
 - 10.5.1. Numbers must be shown on both doors and the roof.
 - 10.5.2. Open cars (convertibles) must have a car number on the hood.
 - 10.5.2.1. Really open cars (cars without a roof or hood) better figure out how to mount a number plate somewhere where the hood used to be.
 - 10.5.3. Numbers shall be at least twelve (12") inches high, with a 1.5 inch stroke. The distance between two (2) numbers shall be at least as wide as the stroke of the numbers.
 - 10.5.4. No fancy (unreadable) type fonts. Metallic (reflective) numbers are prohibited.



- 10.5.5. Numbers must be white on black background or black on white background – any other combination must be approved in advance by ChumpCar. Cars that show up with incorrect, improperly formatted, or unreadable numbers or missing official decals will not pass tech inspection.
- 10.5.6. Three (3) digit numbers will only be used at certain events and must be approved in advance by ChumpCar.

10.6. ChumpCar Logo: Each car competing in an event shall display the official ChumpCar field logo, unobstructed and prominently displayed on both sides of the car, adjacent to the side numbers. A third logo decal shall be unobstructed and prominently displayed on the front of the car. (Decals available at ChumpCar Tech Inspection.)

- 10.6.1. Other event sponsorship decals may be required. Check all supplemental rules. Required decals will be provided by ChumpCar.

Lighting

10.7. Headlights, Taillights and Brake Lights:

- 10.7.1. Headlights & Taillights (The following section was a part of the Supplemental Rules but has now been made a permanent section of the BCR):
- 10.7.1.1. For Double-7 Enduro Events: All headlights must be removed from the vehicle; however, it is advisable that cars remain wired for headlights and tail lights.
- 10.7.1.2. For 24-Hour and/or Other Night-time Events:
- 10.7.1.2.1. All cars must be equipped with headlights. Headlights may be OEM or aftermarket. No car may have more than four (4) headlights. No single headlight shall exceed 60W for H3 or H4 bulbs, or 35W for H.I.D. bulbs.
- 10.7.1.2.2. All cars must have a minimum of two (2) operational taillights that remain on at all times whenever headlights are on. Taillights may be OEM or aftermarket. No car shall have more than four (4) taillights. Taillight illumination shall be as bright or brighter than a 1034 or 1157 bulb but shall not be so bright as to overpower/out-light operating brake lights. Multi-filament and combination brake/taillight assemblies are allowed.
- 10.7.1.2.3. All headlights shall be installed or mounted at any location forward of the centerline of the front wheels. The centerline of all headlight lenses shall be no higher than 6 inches above the highest point of the car's front fenders.
- 10.7.1.2.4. All taillights shall be installed or mounted at any location rearward of the centerline of the rear wheels. The centerline of all taillight lenses shall be no higher than 6 inches above the highest point of the car's rear fenders or trunk section or primary body plane.
- 10.7.1.2.5. Headlights must be aimed properly, such that all light is directed at track level. Cars with improperly aimed or blinding lights will be black-flagged and penalized.
- 10.7.1.2.6. Any car that loses 50% of its total headlight illumination OR 50% of its total taillight illumination shall be black-flagged and brought-in to repair those lights.
- 10.7.1.2.7. During daylight hours all headlights shall be covered or taped. They may also be removed.
- 10.7.1.2.8. Headlight and taillight assemblies (and all associated hardware) are considered safety items and does not count toward your car's \$500 total value.
- 10.7.1.2.9. All plastic lenses that may be damaged from vehicle contact are to be taped-over with clear packaging or other strong clear tape. Do not use Scotch tape.
- 10.7.2. Brake Lights:



- 10.7.2.1. At all times and in any format of ChumpCar event, each car must have at least one working brake light that is easily seen from the rear. No car shall have more than four (4) total brake lights.
- 10.7.2.2. Any and all brake lights must be comparable to DOT/OEM brake light luminosity, utilizing a bulb or LED comparable to or brighter than a 1057 or 1157 brake light bulb.
- 10.7.2.3. The placement of at least one (1) brake light where a mild rear-end impact won't break or obscure the light it is HIGHLY advisable.

Fuel, Oil & Coolant Systems

10.8. **Zero Tolerance for Fuel Leaks:** You will have only one chance to repair any fuel leak. If a ChumpCar staff member detects a second instance of leakage, regardless of cause, your car will be removed from the race. No exceptions.

10.9. Fuel Systems:

10.9.1. Effective 1 January 2011, only stock fuel tanks in stock locations, or fuel cells with FIA-FT3 (or higher) or SFI-28.1 certification and approval -- that are properly installed -- shall be allowed for competition. Surge tanks that increase the capacity of the fuel supply over the stock, OEM specification are NOT allowed. NON-OEM REPLACEMENT OR SWAPPED FUEL TANKS ARE NOT ALLOWED. It's either stock, in the stock location, or an approved fuel cell with the proper installation.

Approved Fuel Cells (and only these cells) include:

- | | | |
|------------------------|------------------------------|----------------------------|
| /// ATL Super Cell | /// Fuel-Safe Enduro Cell | /// JAZ Pro-Sport Series |
| /// 500 Series | /// Fuel-Safe Xtreme Cell | /// Jaz Pro-Max Series |
| /// ATL DLM-Sport Cell | /// Fuel-Safe Sportsman Cell | /// RJS Economy Cells |
| /// ATL Saver-Cell | /// Fuel-Safe Pro Cell | /// Jegs Circle Track Cell |
| | /// JAZ Pro-Lite Series | /// RCI Circle Track Cell |

ALL FUEL CELLS MUST BE ENCLOSED IN A FACTORY SUPPLIED METAL CANISTER / ENCLOSURE. NO EXCEPTIONS!

(Grandfathered exemptions for fuel cells installed and previously approved for ChumpCar competition (prior to 31 December 2010) may be available in certain cases upon written request with photo documentation.)

- 10.9.2. **Fuel cells shall be limited to the stock fuel capacity +/- two (2) gallons. Need a special cell size or can't find a cell that's close o the stock capacity? Contact ChumpCar.**
- 10.9.3. Rotary-molded (plastic) fuel tanks are allowed as fuel cells provided they are foam-filled and fully encased in a metal enclosure, as well as properly installed and supported in the vehicle.
- 10.9.4. Fuel Cell Installation: If you decide to install a fuel cell, it must be securely mounted in a professional manner and must be installed in a safe location. All aftermarket fuel components must use threaded fittings and appropriate hose types, and include all appropriate racecar-quality vents, valves, and other features. Fuel cell installation will be judged on overall execution and apparent safety. Cars whose fuel cells do not feature a puncture-resistant bladder or internal (explosion preventative) foam and have a metal encasement will fail inspection.



- 10.9.5. Fuel Bulkhead: the fuel tank area must be totally separated from the driving compartment. OE fuel tanks that are below the trunk or rear seating floor are acceptable.
- 10.9.6. All fuel system components, including hoses, fittings, filters, mounts, tanks/cells, do not count toward the \$500 vehicle value. (NOTE: fuel pumps, carburetors, injection pumps, computers and individual injectors are NOT exempt from the \$500 value rules. Basically, if it will affect the performance of the car it is not exempt; if it only affects the safety, it is)
- 10.9.7. All fuel systems, including OE fuel tanks, aftermarket fuel cells, fuel pumps, fuel lines and filters must be in good working order
- 10.10. **Oil Catch Tanks, Filters, And Breathers:** Engine breathers, whether directly or indirectly ventilating the crankcase, and all transmission/transaxle breathers shall be equipped with oil catch tanks.
- 10.10.1. Minimum catch tank capacity shall be one U.S. quart for the engine and transmission/transaxle.
- 10.10.2. Remote oil or fuel filters shall NOT be mounted in the driver/passenger compartment.
- 10.10.3. Oil catch tanks shall vent into the engine compartment or outside the driver's compartment.
- 10.11. **Coolant:** Coolant must be water only--no antifreeze, anti-boil, water-wetter, or other additives allowed. A functional 1-Qt. capacity catch tank (overflow) is mandatory.

Exhaust & Noise Limit

- 10.12. **Exhaust System:** A professional installed, quality exhaust system is required.
- 10.12.1. Exhaust systems must be designed, routed, and maintained to avoid the proximity of fuel tank(s) and/or fuel-system components and/or driver compartments.
- 10.12.2. Exhaust system shall not terminate in front of the main roll-cage hoop.
- 10.12.3. Exhaust system must include at least two professional-quality flexible exhaust hangers (ie, not baling wire or plumber's tape) aft of the collector. All exhaust joints must be properly slip-jointed, properly bolted or welded, and must not leak.
- 10.12.4. All teams must maintain their exhaust in good condition, without leaks, throughout the event.
- 10.13. **Noise Limit:** ChumpCar's basic noise limit FOR ALL EVENTS is 92dB @ 50 feet from the track. Certain events may impose a tighter noise restriction – check all event supplemental rules. Excessive noise will result in a black-flag and required repairs prior to being re-admitted to the race. A second offense will result in disqualification and removal from the event.

Cockpit & Vehicle Interior

- 10.14. **Cockpit:** All loose items in the cockpit must be removed or secured, including (but not limited to) loose wiring, hoses, cables, carpets, insulation, and unnecessary plastics.
- 10.15. **Mirrors:** All cars must have at least one interior mirror. Cars with OE-type interior mirrors must also have a driver's-side exterior mirror. Passenger's-side exterior mirrors are optional. Cars with panoramic or "Wink"-type interior mirrors do not require exterior mirrors; however, they are optional. All glass on exterior mirrors must be covered with clear packaging tape.
- 10.16. **Fuel, Oil, and Coolant Lines in the Cockpit:** Any fuel, oil, or coolant lines that pass through the driving compartment must be encased by steel conduit or aluminum tube. Lines wrapped in aluminum tape are not acceptable. OE metal lines in good condition, in their original location, are exempt from this rule, but encasement is still recommended. Steel braided lines are acceptable.



- 10.17. **Engine Firewall:** Openings or holes in the engine firewall under 2” diameter must be closed and sealed with metal plate, adhesive metal tape or OE-type grommets. Openings larger than 2” diameter must be closed and sealed with metal plate that is bolted, welded or riveted in place.
- 10.18. **Camera Mounts:** The mounts for video / photographic cameras shall be of a safe and secure design, and confined within the cockpit area of the vehicle. The body of the camera (recording unit) shall be secured using some form of metal screw-in device; none of the attachments may be elastic or plastic. If a tether is used to restrain the camera, the tether length shall be limited so that the camera can not come in contact with driver. These rules of attachment do not apply to the remote lens of “lipstick” cameras, which weighs approximately 2 oz. The remote lens of these cameras may be secured with items such as cable ties and racer’s tape. Helmet mounted cameras are prohibited regardless of size, weight, or location of camera on the helmet.
- 10.19. **Cool Suits and Drinking Systems:** Cool suits and drinking systems are allowed in all vehicles. Water tank and/or ice storage container mounts shall be of a safe and secure design. No leakage of any kind is allowed throughout the system. Driver-connections should be quick-disconnect or break-away.
- 10.20. **Ballast:** Ballast shall NOT be added to any cars to provide corner weight.
- 10.21. **Communications:** Every team must have a reliable way to signal and communicate with a team driver while on-track. A pit board is acceptable, as is a helmet-wired radio system. No loose or hand-held radio receivers are allowed in the car.

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