



The Optima Batteries / ChumpCar World Series

**2013 Basic Competition Rules (BCR) – Rev 1.21
Last Updated 14 August 2013**



Optima Batteries / ChumpCar World Series ® – 2013 Rules

Rev. 13-1.2

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**APPX A Appendices and Detailed Information
(By Section of the Rules)**

**Note – see Section 4 of Appendix A for “The List”
Approved \$500 Cars that do not require AIV (with serious restrictions)**

B Corner Worker Flags and Safety Lights

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All significant, earth-shattering changes or additions are highlighted in **RED**.

Rules

Rev. 13-1.2

1. BASIC COMPETITION RULES

1.1. ChumpCar International LLC / dba ChumpCar World Series

- 1.1.1. ChumpCar International LLC is doing business as (dba) the 'ChumpCar World Series.' ChumpCar International LLC is the sole owner and administrator of the Optima Batteries/ChumpCar World Series.
- 1.1.2. The terms 'Optima Batteries/ChumpCar World Series' and 'ChumpCar' may be used interchangeably to refer to the same operating organization and business entity.
- 1.1.3. The terms "ChumpCar World Series" and "ChumpCar" and "Chump" and "Championship" are United States Registered Trademarks (®) of Mr. John Condren, under license to ChumpCar International LLC.
- 1.1.4. The ChumpCar logo is copyrighted and a United States Registered Servicemark (SM) of ChumpCar International LLC.
- 1.1.5. The Optima Batteries logo is a Trademark of Optima Batteries, Inc. Optima Batteries is a division of Johnson Controls Inc. and maintains trademarks and copyrights of its own.
- 1.1.6. "Real Racing, Real Tracks, Real Cheap Cars" is a United States Registered Trademarks (®) of Mr. John Condren, under license to ChumpCar International LLC.
- 1.1.7. The ChumpCar World Series 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. Sanctioning Body Operations: ChumpCar shall adhere to the Basic Competition Rules (BCR):

- 1.2.1. The BCR shall govern all ChumpCar events sanctioned by ChumpCar. ChumpCar may revise the BCR or issue supplements to it, and all rules stated herein may be amended at any given time, in writing or verbally at any event (and put in writing at a later time), at the sole discretion of ChumpCar, based on maintaining safety, equity in competition, cost reduction, clarification, or to stop those Chumps from cheating who feel that they're pretty damn smart. 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.

1.3. 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. **Event Credential:** All drivers and crew ("crew" includes all non-driving attendees, including but not limited to, family, friends, invited guests and general spectators) are required to purchase (from ChumpCar) a color-coded wrist-band, or other ChumpCar-approved, event-access credential. Often



referred to as a “Pit Pass,” this credential may or may not allow access to pit lane. Track restrictions shall take precedence over ChumpCar general access allowances.

- 1.3.3. **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... or, maybe not. See “Insurance” (below).
 - 1.3.3.1. **Insurance:** ChumpCar carries and provides insurance for facility and event liability; however, ChumpCar is NOT your primary insurance provider. ALL COMPETITORS MUST HAVE PERSONAL HEALTH AND/OR MEDICAL INSURANCE TO COVER THEIR MEDICAL NEEDS (ambulance transport, initial medical screening, etc.). YOU SHOULD NOT BE ENGAGED IN DANGEROUS ACTIVITIES SUCH AS AUTO RACING IF YOU DO NOT HAVE ADEQUATE PERSONAL INSURANCE PROTECTION. PARTICIPANTS THAT DO NOT HAVE INSURANCE WILL BE PERSONALLY LIABLE FOR FINANCIAL CHARGES AND FEES ASSOCIATED WITH ANY MEDICAL CARE.
- 1.3.4. **Organizer Decisions:** ChumpCar decisions are final and are not up for discussion, negotiation, definition or argument.
- 1.3.5. **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.
- 1.3.6. **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.
- 1.3.7. **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 idiot part)... your car may be disqualified from the event and you have no say in the matter. No trophy, no nothing... other than a lot of embarrassment for screwing up.
 - 1.3.7.1. The act of disqualifying any car may occur at any time. Notification shall be issued by a ChumpCar official to the Team Manager (or other representative).
- 1.3.8. **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.
- 1.3.9. **Event Changes:** 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, or for any reason whatsoever. 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.
- 1.3.10. **Compensation:** ChumpCar will never compensate any person, team or organization for any loss, of any kind, for any reason... so don’t ask.

1.4. **Race Events:** ChumpCar typically utilizes one of three (3) race formats based on track restrictions, registered participants, and available resources.



- 1.4.1. *24-Hour Endurance Race*: 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. The race typically (but not always) runs from 11AM Saturday to 11AM Sunday.
- 1.4.2. *12- or 14-Hour Endurance Race*: Registration, Technical Inspection, Gear Inspection and Drivers School are held Friday before the event. There are NO technical or gear checks on Saturday morning. The race typically runs from 9AM to 9PM (or 11PM) on Saturday. 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. One entry fee covers both races. Each race is a separate event and is scored individually. Registration, Technical Inspection, Gear Inspection and Drivers School are held Friday before the event. There are NO technical or gear checks on Saturday morning. 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 Regional Chumpionship:

- 1.5.1. The car that completes the most laps (after all penalty laps and laps completed 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. Trophies and Other Awards – **ChumpCar expands its trophy and awards for 2013!**
 - 1.5.3.1. Trophies: ChumpCar shall issue trophies to positions 1-5 for all events 19 hours and longer; 1-4 for all events less than 19 hours but greater than 10 hours; and, positions 1-3 for all events less than 10 hours in duration.
 - 1.5.3.2. The Non-Purse Purse: ChumpCar extends its award distribution for 2013, in addition to creating **ChumpChange!** Unless otherwise stated in the Supplemental Rules, all Non-Purse Purse awards shall be issued in ChumpChange dollars, issued by ChumpCar. (The legal disclaimer: **CHUMPCHANGE HAS NO PUBLIC MONETARY VALUE AND IS NOT CONSIDERED LEGAL TENDER.**) ChumpChange dollars are exchangeable for and may be applied to any ChumpCar event entry fee, including car entry fee, driver fee, licenses, transponder rental, and/or driver's school fee. **ChumpChange was developed to keep the IRS off your back, the DOT off your arse and maintain a high-level of support from ChumpCar to keep racing costs down.**





- 1.5.3.3. ChumpChange cannot be used to pay for track damage, penalties (on behalf of charity), ChumpCar products or other fees. ChumpChange MAY be bartered or traded or transferred, as well as folded, spindled and/or mutilated. ChumpCar is NOT responsible for issued ChumpChange certificates, whether lost, stolen, waged in a card game, or eaten by the family dog. Lose'em and you're screwed.
 - 1.5.3.4. ChumpChange shall be issued as an award in the following amounts:
 - 1.5.3.4.1. For events 19-hours or longer: First Place \$1,100; Second Place \$800; Third Place \$500; Fourth Place \$300; and Fifth Place \$200. Total \$2,900.
 - 1.5.3.4.2. For events between 11- and 18-hours: First Place \$800; Second Place \$500; Third Place \$300; and Fourth Place \$200. Total \$1,800.
 - 1.5.3.4.3. For events 10-hours or less: First Place \$600; Second Place \$400; and Third Place \$200. Total \$1,200 (Total \$2,400 for a Double-7 weekend).
 - 1.5.3.5. ChumpChange may be accumulated. **HOWEVER, NOTE: All ChumpChange certificates shall EXPIRE AND ARE INVALID twelve (12) months from the date of issue.** Any alteration of the date on the certificate shall render the certificate worthless.
 - 1.5.3.6. ChumpChange must be endorsed (by signature and date on the back of the certificate, where designated) by the holder and mailed to the Regional Director **PRIOR TO THE 60-DAY PAYMENT DEADLINE** in order to have the value(s) applied for any event registration. **ChumpChange that is NOT exchanged prior to the 60-day payment deadline will NOT be accepted and will require the Team Captain to pay for that event using (real) cash or credit card.**
- 1.6. ChumpChange shall be pro-rated, based on the number of team entries for any one event:
 - 1.6.1. Over 35 team entries, ChumpChange shall be awarded at 100%
 - 1.6.2. Under 35 team entries, ChumpChange shall be awarded at 75% (or rounded to nearest \$100)
 - 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 ChumpChange we award will probably just be traded for beer or tires.)
 - 1.8. An annual Regional ChumpChampionship event will be held in each of four (4) ChumpCar regions. The location of each event shall be determined by the Regional Director.
 - 1.8.1. In order to compete in a Regional ChumpChampionship for a podium or title position or contingency awards, a ChumpCar team must:
 - 1.8.1.1. **Compete in at least two (2) Regional events within the previous 12 months (to the date of the ChumpChampionship). "One-race Wonders" are, hereafter, excluded from ChumpChampionship event podiums and awards.**
 - 1.8.1.2. **Secured a finishing position within the Top 10 positions of a previous race.**
 - 1.8.2. **There are NO invitations issued. All teams may enter the event; however, only teams that meet Section 1.8.1 shall qualify for a ChumpChampionship podium, title or contingency award.**



- 1.8.3. Non-qualifying teams will NOT compete for the Regional Chumpionship title or any awards... unless we make up a few special ones to fit whatever special heroics your team completed... which we always do.
- 1.8.4. A team may compete in any Regional Chumpionship event (or more than one) if they have met the (per) Regional requirements of Section 1.8.1.1.
- 1.8.5. **BRING THE SAME CAR YOU RACED TO QUALIFY FOR THE CHUMPTIONSHIP. NO REPLACEMENT CARS SHALL BE ALLOWED. NO SIGNIFICANT CHANGES TO THE VEHICLE ARE ALLOWED** (i.e. – no alternate engine swaps, removal of body panels, etc.).
 - 1.8.5.1. Teams that qualified for a Chumpionship event but have cars that are no longer in existence or no longer drivable should contact their Regional Director for options.
 - 1.8.5.2. A minimum of TWO (2) original team drivers must be a part of the Chumpionship team. No full team driver replacements; no hired ringers.
 - 1.8.5.2.1. Teams that achieved a podium finish with rental cars/rental teams, which qualified for any Regional Chumpionship event, **MUST CONTACT THEIR REGIONAL DIRECTOR** and must provide a FULL car description and a FULL driver roster no later than 60-days prior to the event. Failure to provide the FULL information required before the deadline will require the car to be entered as a non-qualifying team.
- 1.8.6. Chumpionship Awards
 - 1.8.6.1. In addition to ChumpCar trophies and other sponsor-based contingency awards...
 - 1.8.6.1.1. First Place (Regional Chumpion) shall receive two (2) free Double-7 race entries
 - 1.8.6.1.2. Second Place shall receive one (1) free Double-7 race entries
 - 1.8.6.1.3. Third Place shall receive one (1) free single-7 or -8 race entry
 - 1.8.6.1.4. All credited events must occur within nine (9) months of the Chumpionship event and are non-transferrable. Don't use it... you lose it.
- 1.9. A vehicle may be chosen as 'Best in Show' for theme and theme participation. A vehicle may be chosen as 'Best in Design' for engineering achievements. Awards for such will be issued at the discretion of the Regional Director, based on significance of engineering, or outlandishness and/or complete interpretation of theme.

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2. **ELIGIBILITY** – ChumpCar has two (2) classes of racing to provide a greater opportunity for new and existing race car drivers to participate in ChumpCar events.

- The “**ChumpCar**” class is the basic, \$500 race car, endurance racing class.
- ChumpCar also offers the “**Exception Class**” or “**EC**” – a class for cars that far exceed the \$500 value limit or receive more than 50 penalty laps (based on valuation).

2.1. Vehicle Eligibility - \$500 “ChumpCar” Class:

- 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 and performance standards detailed in ChumpCar’s BCR.
- 2.1.3. Vehicles (less safety equipment) must have a total value of US\$500 or less, as described in Section 4 of ChumpCar’s Basic Competition rules (BCR); or, maintain a value of between US\$500 and US\$1,000 with the understanding that these vehicles will receive penalty laps; or, are vehicles listed on ChumpCar’s Pre-Approved List and RACED AS-STOCK.
 - 2.1.3.1. Older, existing production and sedan race cars (i.e.- small bore IT, Spec, H/G/F Production, GT classes) are welcome and encouraged to compete with ChumpCar. Valuations will be assessed, based on the quantity and quality of overall performance/race parts, fabrication and the build-condition of the drivetrain. The more “racey-bits” you can remove and bring the car back to stock, the better off you’ll be and you’ll avoid being thrown into “EC.” 1970’s era cars – built to 1970’s standards – are typically zero-penalty cars.
- 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.
- 2.1.6. **ChumpCar Staff and/or the Chief Steward reserve the right to transfer ANY competition vehicle from the \$500 ChumpCar class to the Exception Class (EC) at ANY time (including during the event or during post-race inspection), if the vehicle-in-question exhibits performance characteristics, parts, components, assemblies and/or has been altered such that it far exceeds what is considered a “stock, \$500 car.” If your car is legal, this rule shouldn’t bother you at all...**

2.2. Vehicle Eligibility - Exception Class (“EC”) Cars:

- 2.2.1. The Exception Class or “EC” car class is open to “ChumpCar compatible” cars that wish to race with ChumpCar but far exceed the \$500 limit. These could include later-model year cars which do not AIV for under \$1,000 and/or excessively modified existing race cars.
- 2.2.2. ChumpCar reserves the right to deny entry to any EC car if ChumpCar determines the car to be excessively superior in power, braking, top speed or other factors that ChumpCar feels would be unsafe or disruptive to any event.
- 2.2.3. All “Exception Class” cars must meet ChumpCar’s minimum safety requirements.
- 2.2.4. ChumpCar will require all side and rear glass must be (A) removed; or (B) fully taped with sturdy, clear packaging tape; or (C) replaced with poly-carbonate/Plexiglas plastic.



- 2.2.4.1. Certain tracks restrict ANY glass; therefore, even EC cars may be required to remove glass if the track requires it. We'll let you know... and it's your call.
- 2.2.4.2. All external mirror glass must be fully taped with sturdy, clear packaging tape
- 2.2.5. EC-cars must race on tires rated at 190 treadwear or higher. (180 treadwear tires are approved after 1 July 2013.)**
- 2.2.6. EC-cars must be identified by a minimum 10" tall by 10" wide "EC" located next to the number on both doors.
- 2.2.7. All competing cars MUST ADHERE TO ALL CHUMPCAR EVENT, FUELING AND PIT-PADDOCK RULES.
- 2.2.8. EC cars shall not be eligible for prize monies or awards issued by ChumpCar but, when more than 10 EC cars are entered in any one event, ChumpCar will award separate EC class trophies.
- 2.2.9. "EC" cars MUST utilize AMB Trans260X transponders (either you have one or can rent one).
- 2.2.10. 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.
- 2.2.11. ChumpCar will **NOT** impose any tech-based penalties on legal EC car. Penalties for poor driving or on-track incidents will be levied. (We want you to have a great time; keep your nose clean and you will.)

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. ChumpCar's Competition License program is being transitioned to a per-event format. All drivers must hold a valid ChumpCar Competition License... which (for 2013) has been extended. All 2012 Competition Licenses will expire 31 December 2013. New 2013 drivers will be charged \$10 for a single-event Competition License, payable at registration, at the track. In 2014, the license fee will be included in each Driver's Fee, per event. The Competition License will be a digital license (no paper license will be issued) and is valid for ONE event.
- 2.3.3. Novice, first-time road race competitors are required to attend a mandatory 1-hour ChumpCar Driver's School session. **There is NO cost for the Driver's School – so you have no excuse not to attend.**
 - 2.3.3.1. **Definition of "NOVICE":** A novice, first-time road race driver is someone who has not competed in an FIA, IMSA, GrandAm, Barber, SCCA (Regional-National-Pro), NASA (Regional-National-Pro), CASC (Regional-National-Pro), or LeMons competition event in the last 2 years 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. 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).
 - 2.3.3.3. Driver's Schools are held the Friday evening prior to the event. Time and location to be announced in the event's supplemental rules.
- 2.3.4. Drivers under 18 but over 14 years of age may compete if 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) The minor must show conclusive proof of two (2) years prior racing experience;



- 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.
- 2.3.5. Any individual 16 years of age or older may be a crew member; however, “Hot Pit” access may be restricted (by the track) to those over 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.

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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. Vehicles with a poorly built, improperly mounted, inadequately fitted or badly engineered roll-cage will NOT be allowed to compete.



The "BASIC" ChumpCar Roll-Cage

All main roll bar hoops must have a 3/16" inspection hole drilled in such a location as to allow a Tech Inspector ample room for caliper measurement.

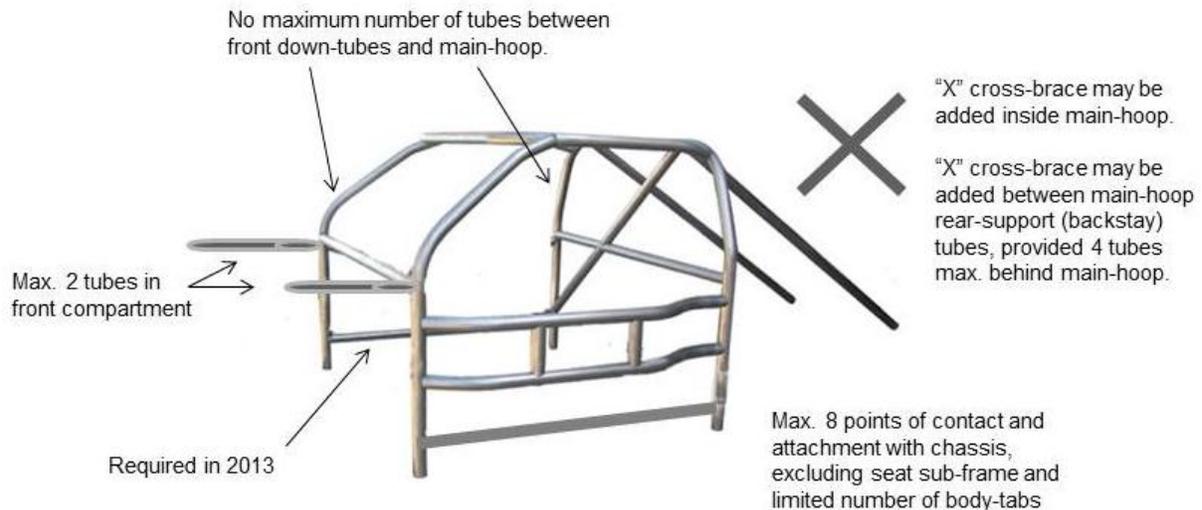
For full and complete details on basic roll-cage design, materials and approved installation, see Section 3 of the 2013 ChumpCar Rules – Appendices.

3.2.1. Passenger-side door and/or floor bar(s) are REQUIRED AS OF 1 JANUARY 2013. A single sill or floor bar will be accepted. Material and construction requirements remain the same for any/all cage bars.

In order to prevent massively expensive roll-cages that start to look and act like a tube-frame chassis, ChumpCar has defined the "maximum, value-free" roll-cage. The "maximum, value-free" roll-cage includes

all pads, points, tubes and triangulations necessary to maintain an extremely high degree of safety, while keeping costs in-check and keeping competition well-balanced.

ChumpCar defined “maximum, value-free” roll-cage



Teams MAY exceed the design and application of the “maximum, value-free” roll-cage; however, additional value will be assessed by the Tech Inspector, based on the perceived performance enhancement of the roll-cage. As per Section 3.2 of ChumpCar’s Basic Competition Rules:

3.2.2. The maximum, value-free roll-cage design:

- 3.2.2.1. Will NOT feature more than 2 tubes inside a front-engine compartment and each tube MUST terminate prior to the centerline of the front axle.
- 3.2.2.2. Is limited to 8 body and/or frame mounting points – welded and/or bolted.
 - 3.2.2.2.1. The total number of mounting points does NOT include a sub-frame to support a seat mount, provided that the seat sub-frame does not exceed three (3) points of attachment.
 - 3.2.2.2.2. The total number of mounting points does NOT include welded tabs connecting any hoop to the body; however, a “tab” is defined as being not greater than 3/16” thick steel plate, no longer than six inches (6”), and a maximum of two (2) tabs may be placed within any 36” of tube.
- 3.2.2.3. Will NOT have more than four (4) tubes installed behind the main hoop and two (2) of these must include the main-hoop rear-support (backstay) bars.
- 3.2.2.4. Will NOT have any tubes or bars extend below the factory floor-pan.

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. Racing seats are required for all driver seats. One-piece SFI- or FIA-rated competition seats are very strongly encouraged. OEM seats are NOT allowed.



- 3.3.3. All seats or seat-sliders 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. Two-piece racing seats are allowed; however, all seatbacks must be securely attached to the seat base.
- 3.3.5. All seatbacks must be permanently fixed, braced or otherwise restrained against forward and/or rearward failure. A one-piece, permanently mounted seat meets this requirement.
 - 3.3.5.1. Seats on sliders (for driver adjustability): if the seat is of one-piece construction and is mounted on sliders, and if the roll-cage has a horizontal "shoulder belt" bar or if the diagonal main-hoop bar supports the seat back and is within three inches (3") of the seat back when the seat is in its furthest forward position, no fore/aft seat support is required (advised but not required). Any seat on sliders, including one-piece seats, whose travel extends greater than three inches (3") requires a seatback support mechanism.
 - 3.3.5.2. All two- or multi-piece seats must have a fore/aft seatback support mechanism.
- 3.3.6. **No passengers are allowed during any practice or competition event.** If a second seat is stalled, it MUST meet all installation requirements of the driver's seat or be removed prior to the start of the race.

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. Harnesses may comprised be of 2" or 3" belts; **HOWEVER, A 3" HARNESS IS STRONGLY ADVISED.** See 2013 ChumpCar Rules – Appendices for detailed harness information.
- 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>) or FIA label must be present, including a clear Date of Manufacture label or, in the case of FIA labels, Date of Expiration.
- 3.4.3. Any harness assembly found with an altered or counterfeit date shall be confiscated and not returned... and the Team Captain shall be banned from that event.
- 3.4.4. 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.
- 3.4.5. Harness Threading: (http://www.gforce.com/pdf/Harness_Install_Info.pdf) Assemble in accordance with manufacturers instructions.

3.5. Window Nets / Roof Nets:

- 3.5.1. All competition cars must have an SFI-approved window net installed.
 - 3.5.1.1. All window nets must cover the window opening, such that a driver's hand or arm cannot extend outside the vertical plane between the a- and b-pillars, or (for open cars) the a-pillar and the main hoop of the roll cage while the driver is seated and belted in-place. Cars with nets that have extensive openings, as defined solely by ChumpCar officials, will NOT be allowed on track.
- 3.5.2. All open vehicles (convertibles) are required to utilize a roof net – basically, a window net extended across the top of the main and front hoop, to keep a driver's arms from being crushed in a roll-over. (This is a re-instatement of ChumpCar's 2010 roof net rule.) Roof nets are to be secured using hose clamps or other metal mounts – no zip-ties / tie-wraps.
 - 3.5.2.1. All roof nets must cover the opening above the driver's seat and at least one-half of the driver/passenger seat area, such that a driver's hand or arm cannot extend outside the vertical plane between the top of the front hoop and main hoop of the roll cage while the driver is seated and belted in-place. Cars with nets that do not meet this coverage area, as defined solely by ChumpCar officials, will NOT be allowed on track.



3.5.2.2. While roof nets are viewed as a safety support measure, additional safety may be realized by the driver who also elects to utilize arm-restraints in conjunction with a roof net.

3.5.3. Window and roof nets must be SFI-approved and 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.

3.6. 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:

3.9.1. 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).

3.9.2. NOTE – EFFECTIVE 1 JANUARY 2014 – ALL CHUMPCAR COMPETITION VEHICLES MUST HAVE A SELF-CONTAINED, SINGLE-ACTION (PUSH-BUTTON OR PULL-HANDLE) FIRE SUPPRESSION SYSTEM INSTALLED. This is a one-year advance notice.

3.9.2.1. Fire suppression systems need **NOT** have SFI or FIA certification – but, they better be well-known systems. Home-made or systems that look ineffective will be rejected.

3.9.2.2. Minimum 5 LB or 2 Liter bottle capacity – either Halon or AFFF – and rechargeable systems are highly advised.

3.9.2.3. Minimum two (2) extinguisher nozzles; one (1) pointed centrally towards the top and center of the engine, and one (1) located above the driver's seat covering the driver's area and the egress door. **THIS IS THE MINIMUM;** however, be advised that multiple nozzles reduce line pressure and more quickly exhaust the fire suppression system. Competitors are advised to match the system capacity to the desired number of nozzles and area of coverage.

3.9.3. All on-board fire extinguishers/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 SA2005 or SA2010, is mandatory. FIA 8860-2004/2010 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 unless the vehicle does not have a windshield – then a full visor is required.) 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, Isaac, 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.
- 3.10.4. Any helmet found with an altered or counterfeit Snell sticker shall be confiscated and not returned... and the driver shall be banned from that event.

3.11. Fire-Retardant Clothing:

- 3.11.1. All driver's suits possessing a valid FIA and/or SFI certification shall be legal for competition, regardless of date of certification or manufacture; HOWEVER, any suit determined by ChumpCar Tech and/or Gear Inspectors to be worn, soiled, threadbare or generally below conventional safety standards shall NOT be allowed for competition, as designated at the sole, exclusive discretion of ChumpCar.**
 - 3.11.1.1. **Driving suits MUST have a valid SFI label/patch and/or a valid FIA label/patch. NO SFI or FIA LABEL/PATCH AND THE SUIT WILL NOT PASS GEAR INSPECTION.**
 - 3.11.1.2. Any suit or other driver gear found with an altered or counterfeit approval label or certification shall be fined \$500 and all driver gear shall be confiscated and not returned.
 - 3.11.1.3. Used NASCAR or other pro-series pit crew suits that do not have a current SFI label/patch shall NOT be allowed or approved... no matter whose team name is on the damn suit!
- 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 drivers with beards, 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. **Annual Gear Check: ChumpCar will implement an Annual Gear Inspection process. Initial inspections will require ALL driver gear to be presented for inspection. Approved gear will be issued a 2013 Annual Inspection helmet sticker. Any driver found to be using non-approved or unsafe replacement gear AFTER completing the annual inspection will be fined \$500.**

3.13. Batteries:

- 3.13.1. **All batteries MUST be sealed units; all batteries must be Optima Batteries, as provided by the Optima Batteries / ChumpCar World Series. Batteries provided by the series may not be application or size specific; therefore, competitors are required to fit and place all batteries in safe and secure position and manner.**
- 3.13.2. **All batteries must be fully secured via proper, purpose-built battery brackets, battery frames, or sealed battery boxes.**



3.13.3. Positive ("hot") terminals must be in a sealed battery box or covered with insulating material.

3.13.4. The positive terminal of the Kill Switch is to be treated as a "hot" terminal and must also be insulated.

3.14. 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.)

3.14.1. 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.

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

3.14.1.2. 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.

3.15. All cars must be equipped with a suitable front and rear tow-hook (or chain or strap), 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 2" diameter opening; however, be advised that most tow hooks and straps are 2.0"-2.5" and if the strap and hook doesn't fit, you're S.O.L. Therefore, a 3" opening is HIGHLY advised. If not on the front/rear bumper, 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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Optima Batteries / ChumpCar World Series ® – 2013 Rules

All significant, earth-shattering changes or additions are highlighted in **RED**.

Rules

Rev. 13-1.2

4. VEHICLE VALUE

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. **ALL DRIVETRAIN COMPONENTS SHALL BE STOCK; ALL CARS MUST HAVE STOCK ENGINES, TRANSMISSIONS AND DIFFERENTIALS. "STOCK" IS DEFINED AS THE PUBLISHED SPECIFICATIONS AND TECHNICAL MESAUREMENTS PROVIDED BY THE MANUFACTURER.**

4.3.1. **ALL non-stock components, parts, assemblies, or systems MUST be declared to Tech Inspection, noted in the vehicle Log Book, and accounted for in the Total Competition Value of the vehicle value.**

4.3.2. **If ChumpCar should determine that ANY component, part, assembly or system of any competition car is NOT a "stock" part, and has not been declared in the vehicle's Total Competition Value, that car will be re-classified as "EC" (See Section 2.1.6).**

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. A car's value is determined when **the car owner or Team Captain** finds and prints ten (10) "FOR SALE" advertisements from a minimum of four (4) different geo-markets and presents those ads to ChumpCar Tech Inspectors. Ads should include those from CraigsList; however, eBay and/or other comparable Internet sites may be considered. ChumpCar "AIV" 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 **drivable, running, street-legal cars** 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. And, no, we will not consider a rolling chassis... or a car advertised with a seized engine or transmission.)

FOR A DETAILED EXAMPLE ON HOW TEAMS SHOULD USE AND APPLY THE AIV, SEE SECTION 4 OF THE CHUMPCAR RULES – APPENDICES.

ADDENDUM TO AIV RULES – EFFECTIVE 1 MAY 2012 – A TEAM MAY ELECT TO FOREGO THE COLLECTION AND PRESENTATION OF THE REQUIRED TEN (10) AIV ADS BY UTILIZING CHUMPCAR'S "BASIC \$500 CAR RULE." A basic \$500 car is any car (limited to the year, make and/or model, if specified) listed on the "APPROVED BASIC \$500 CAR LIST" ---- and the car is 100% stock. That's not 99.9% stock... we mean



100% stock. Of course, you have to have the rest of the car built to meet all safety rules. And, yes, you can cut the suspension springs (not replace them), replace the shocks with OEM-equivalent units (nothing better), freshen the engine to 100% stock, and/or upgrade the brakes within the “2X rule”... but that’s it. Any other modifications to your car – ANY CHANGES WHATSOEVER – and we will NOT allow your car to be exempt from AIV documentation. That means if you show up without AIV documentation and you plan to slide-in using the “BASIC \$500 CAR RULE,” but you changed the air filter type... or... put in just one nylon bushing anywhere on the car... or swapped out a different radiator... or removed any body panel... or structurally changed the car in any way... you’re toast! ChumpCar will determine your car’s value and you have to live with it (and it won’t be \$500... I guarantee it!). This is the absolute “Showroom Stock” version of ChumpCar. For the list of “APPROVED BASIC \$500 CARS,” see the Section 4 of ChumpCar Rules – Appendices.

4.4.2. Added to the AIV will be:

4.4.2.1. The general 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/or 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 Asian 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 "Total 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 your 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 "Total 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 a Harbor Freight 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 OEM part AND it's 100% stock. It can be new or it can be used. **(Note – we're talking PARTS here, not assemblies... like an engine or a transmission. E.g. - a brand new transmission will result in value-add.)** Don't go for used hoses, gaskets, shocks, bearings or used spark plugs. We're not that anal. However, no aftermarket performance pieces (used or not), no OEM part that's been modified or upgraded in any way, and no upgraded OEM parts from a more desirable or better performance sports/luxury/upgrade model just because they bolt on to your car. Everything has to be OEM to the original make/model vehicle you race. Parts need to be 100% stock to qualify for the no-value-add rule. It would serve all teams well to keep your auto parts store and 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 radiators, master brake cylinders, master and slave clutch cylinders, shocks, wheel bearings, spark plugs, gaskets, seals, coolant hoses, water pumps, oil pumps, 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.

Powertrain Swaps: Installing a different engine or transmission or rear-end is way to increase the performance or reliability of a vehicle. NOTE – we didn't choose your car to begin with. That's your problem. And, we want to make sure that swaps are kept in-check to maintain a level playing field. If, after the fact of choosing your competition car, you realize that you need more power, or you need an engine that isn't going to blow-up after 37 laps... well, you can swap stuff out but we all understand that you're doing this for a performance advantage.

Yes, lasting more than 37 laps is still a performance advantage. You can call it a reliability fix but the bottom line is that if your engine is still "performing" after the first hour of the race, that's a performance increase. Swaps also make evaluating the vehicle value much more difficult.



THEREFORE... effective 1 January 2013, a swap-valuation “Formula” will be applied if your car has a “non-standard” engine, transmission, differential or other “major” component (We’re not sure what else is left but we’ll throw that line in there to cover bumper-to-bumper.). A “non-standard” engine, transmission, differential and/or other major component is defined as any major assembly that does not meet the definition as provided in Section 4.3.

4.5. The “Formula” is: **AIV + (ACPV/IN – ACPV/OUT) + Stuff + Surcharge = TCV**

- 4.5.1. To determine the Total Competition Value (TCV) for all cars that have swapped-out a major component (or components), ChumpCar will start with the vehicle’s AIV (Average Internet Value – See Section 4.4).
- 4.5.2. ChumpCar teams must then document and add the value of the components installed, determined by the average of the lowest twenty (20), “A-rated” advertised prices for the exact same component, as found on Car-Parts.com. (ACPV/IN – Average Car-Parts Value/IN)
- 4.5.3. ChumpCar teams must then document and deduct the value of the components removed, determined by the average of the lowest twenty (20), “A-rated” advertised prices for the exact same component, as found on Car-Parts.com. (ACPV/OUT – Average Car-Parts Value/OUT)
- 4.5.4. ChumpCar will only consider Car-Parts.com “A-rated” advertisements as qualified, approved documentation. The ad must quote a specified, firm price.
- 4.5.5. ChumpCar will NOT consider Car-Parts.com advertisements which include the words: “CORE” or “PARTS ONLY” or “REBUILDABLE” or “NEEDS...” or describe any issue/problem with the component. It’s either ready to plug-in and race or the ad is not acceptable.
- 4.5.6. Engine swaps requiring an ECU and wiring harness exchange may include these 2 items (and ONLY these two items) as line-item IN / OUT components.
- 4.5.7. In addition to the AIV + (ACPV/IN – ACPV/OUT), ChumpCar teams must document and add EITHER the Car-Parts.com or NAPA.com retail value of any/all other parts required to complete the swap, as well as document and produce receipts for all machined or custom parts required to complete the swap. This includes but is not limited to custom machined or fabricated parts, mounts, sheet metal and shrouds, drive-shafts, axles, sub-frames, brackets, linkage, cables, hoses, etc. (See Sections 4.4.2 and 4.4.4)
- 4.5.8. And, FINALLY, ChumpCar will impose a surcharge on every major component that is swapped: \$50 for the engine; \$25 for the transmission; and \$25 for the differential or other major component. Swap out just the engine and you’ll need to add \$50 to your TCV. Swap out all three components: that’s \$100 added to the TCV.
- 4.5.9. Teams with non-standard major components MUST present BOTH their AIV documentation AND their ACPV documentation to tech (IN and OUT). ChumpCar reserves the right to conduct its own search of Car-Parts.com and/or NAPA.com for any component or part, and to utilize a value that it has researched, when and if ChumpCar officials feel that the ACPV provided by the competitor does not meet conventional market values. Parts without documentation will be assessed a value by ChumpCar.



- 4.5.10. For any vehicle utilizing a non-standard major component which is NOT available on Car-Parts.com, ChumpCar reserves the right to apply a reasonable, comparable market value to that component.
- 4.5.11. IF... under any situation... a car has a post-swap TCV that is less than the original, starting AIV, ChumpCar will use the original, starting AIV as the post-swap value. From there, we add on the "racey and go-fast bits" that you may have scattered about -- and this includes all points of the BCR as found in sections 4.4.2; and 4.4.4; and 4.4.5; and 4.4.7.

- 4.6. Documentation: 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 busted 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.
 - 4.6.4. ALL CHUMPCARS MUST HAVE A CURRENT LOG BOOK (available from ChumpCar Tech).
 - 4.6.4.1. **All Log Books MUST have current photographs of the competing car.**

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.
 - 4.7.1.1.1. **Effective 1 July 2013 -- The minimum treadwear (TW) rating for all tires used in the Optima Batteries / ChumpCar World Series' road racing events shall be 180 treadwear. (The previous minimum rating was 190.)**
 - 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 retail price of NEW replacement components shall be within 100% (two times) the cost of NEW OEM equipment, as quoted by the dealer or, when dealer pricing is not available, based on an average price as quoted by three nationally recognized auto parts retail chains (i.e. - Napa, AutoZone, O'Reilly, Advanced, etc.).
 - 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, stub axles, sway bars, trailing arms, aluminum or specialty drive shafts, drive axles, caliper or wheel adapters, rack-and-pinion units, 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. We do a lot of racing in the rain...
 - 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. ChumpCar officials retain the option to disallow any ad presented by a team as part of their AIV or ACPV documentation if the printed ad does not appear to be valid. Any ad presented as part of the AIV or ACPV documentation that is proven to be fraudulent or altered or manipulated in any way will result in that team’s IMMEDIATE disqualification from the event.

Section 4.9 pertains SOLELY to BMW E36 model cars.

4.9. Fixed AIV: Occasionally, ChumpCar may find it necessary to establish and/or fix a car’s value (AIV). This may be required where market values do not correlate with a specific vehicle’s performance.

4.9.1. All BMW 320/325 automobiles in the e36 platform that have a six-cylinder engine (with engine code M50B20, M52B20, M50B25, M52B25 or M50TUB25) shall have a fixed, minimum AIV of \$500 in its OEM stock configuration. No S50B30 or S50B32 engines shall be allowed, under any condition. Teams competing with a BMW e36 need NOT



present AIV documentation at tech inspection. Teams competing with a BMW e36 MUST present documentation of all non-original assemblies, parts and/or components.

4.9.1.1. "OEM stock configuration" means that the car must be devoid of add-on splitters, spoilers, other aero-devices, brake ducting, etc.

4.9.2. Required and Authorized Modifications (and what's not allowed):

4.9.2.1. The car must meet all ChumpCar safety requirements (including removal of all glass, except windscreen/windshield)

4.9.2.2. A fuel cell (of a legal size) may be installed

4.9.2.3. The engine, induction, cooling, oiling, ignition and all powertrain systems must remain stock.

4.9.2.4. Stock BMW brakes are just fine, so they must remain OE/stock (hydraulic system, bias, rotor and caliper); pads are open to whatever you want

4.9.2.5. You can cut or heat the stock springs but you can't replace them

4.9.2.6. Performance-enhanced, aftermarket shock absorbers are not allowed (OE shocks required).

4.9.2.7. Modifications to or replacement of struts, sway-bars or bushings are not allowed

4.9.2.8. You can gut the car's interior and cur out inner panels to accommodate safety items (like the roll cage and seat) but you cannot lighten the car by removing excess panels or supports.

4.9.2.9. Wheel size is open. Tires are subject to ChumpCar standard tire rules.

4.9.2.10. You can alter the size and type of the battery (i.e. - physical size, gel-cell, amps)

4.9.2.11. LIMITED removal of items include:

4.9.2.11.1. Air conditioning system

4.9.2.11.2. Power steering system

4.9.2.11.3. Windscreen washer system

4.9.2.11.4. Catalytic converter and exhaust system downstream of the collector; however the exhaust pipe diameter must remain the same size as the stock pipe.

4.9.3. If a team has been competing with an e36 (in 2011-2012) and they've made modifications to the car that are now illegal, they will be assigned penalty laps based on the AIV-TCV scale. Teams always have the ability to put the car back to its original stock position. In the case where a team may have gone crazy with a hole-saw or plasma cutter and has removed weight that cannot be easily added back, Chumpcar will assign a 1 lap penalty for each (estimated) 25 pounds of material removed.

4.9.3.1. No S50B30 or S50B32 engines shall be allowed, under any condition.

4.9.3.2. Teams competing with a BMW e36 affected by this ruling need NOT present AIV documentation at tech inspection.

4.9.3.3. Teams competing with a BMW e36 affected by this ruling MUST present documentation of all non-original assemblies, parts and/or components, which will be added to the vehicle's TCV.

4.9.4. 1996 and later BMW e36 models MUST complete the AIV process.

4.9.5. BMW 323 models are NOT included in this AIV modification. BMW 323 MUST complete the AIV process.



4.9.6. Convertible cars within the year(s) and model range(s) specified in the BCR will be accepted; however, the convertible top and all retractable top mechanisms must remain in-place, regardless of whether the top is a fully-auto, semi-auto or a manual top. That includes the canvas or composite top, all frame and top stays, motor-drives and gears (if present), etc. The weight of various convertible tops range from 80-140 pounds. Removing those mechanisms and material would provide a substantial advantage over a sedan/coupe. The top and all mechanisms must be stored (in the retracted position) and properly secured. If a team wants to raise the convertible top (let's say, during inclement weather), we'd allow it, provided all latch and locking mechanisms are factory original and that no ChumpCar-required safety devices are compromised or modified for its use. If Tech Inspectors determine that ANY part of the convertible top is questionable, as to structural stability while racing, they may deny its use.

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

- 5.1. Inspection Process: ChumpCar International LLC and the Optima Batteries / ChumpCar World Series' safety and technical inspections do not ensure, certify or warrant that the vehicle or any part thereof is safe or totally and ultimately compliant with all applicable rules. The inspection does not in any way change the fact that the driver, crew members, and the vehicle owner are ultimately responsible for the safety and operation of the vehicle and equipment. By conducting an inspection, ChumpCar International LLC and its directors, officers, sponsors, 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 drivers' 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
 - 5.2.1. 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. Likewise, the safety clothing and gear of all drivers will be inspected and approved as a requirement for participation
- 5.3. Technical Inspection: All cars will be inspected by a qualified Technical Inspector for adherence to the \$500 valuation limit (see 2012 ChumpCar Rules - Section 4)
 - 5.3.1. Vehicle Logbooks: Each car shall have a complete and up-to-date ChumpCar World Series logbook... **including pictures**.
 - 5.3.2. Appeals: there are none. The Technical Inspector has final say, so get over it.
 - 5.3.3. Bribes are strictly prohibited. Attempted bribery will result in 50 penalty laps.
- 5.4. Theme and Engineering Inspection:
 - 5.4.1. **THEME AND ENGINEERING PROJECTS ARE 100% OPTIONAL** (we love to see it but neither are required in order to enter an event or pass tech). No Bonus Laps shall be awarded for theme or engineering; rather, a really cool trophy or maybe some cash and/or entry fee credit awards shall be issued to award winning teams.
 - 5.4.2. 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
 - 5.4.2.1. 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. Protest Rule: If your team is cheating, driving like an ass, or generally screwing-up the show and it's blatantly noticeable, you'll probably have your car or team protested. Here's how the protest system works:

5.5.1. Any Team Captain (and ONLY the Team Captain) has the ability to file a protest with the **Chief Steward or Tech Chief** regarding any car/team in the event.

5.5.1.1. The protest must identify, in writing – **SPECIFICALLY** – the issue(s) that the Team Captain feels the offending car/team has committed; those being a rules infraction or actions which are contrary to the spirit of ChumpCar.

5.5.1.2. **The protest must include a \$50 filing fee per item being protested. No \$50 fee? No written complaint? Then don't bother the Chief Steward or the Tech Chief with idle whining. If the protest (per item) is upheld, the Team Captain filing the protest will receive the \$50 back. If the protest is not upheld, the \$50 filing fee will be donated to charity and the Team Captain filing the protest must also pay for any parts (e.g. - seals, gaskets, etc.) that are destroyed during the inspection. The Regional Director and/or Regional Tech Chief shall oversee all tear-downs and inspections, and shall also be the FINAL say in any cost estimate regarding the parts reimbursement fee to be paid by the protesting team.**

5.5.2. **Protests MUST be submitted to the event's Chief Steward after the start of the race and prior to the race being called "Official" (a time designated by the close of Post-Race Impound).**

5.5.3. ChumpCar's Regional Director and/or the event Chief Steward and/or the Regional Tech Chief will consider the basis of the protest and, if found reasonable, investigate all protests, leading to a suitable penalty or DQ, issued at the sole discretion of the Chief Steward.

5.6. Post-Race Impound and Inspection

5.6.1. **At the conclusion of every ChumpCar Endurance Race, the top five (5) finishing vehicles shall be impounded for a period not less than 30 minutes and no more than 90 minutes.**

5.6.2. **At the conclusion of the final ChumpCar Sprint Race, the top three (3) finishing vehicles of each Sprint Race shall be impounded for a period not less than 30 minutes and no more than 90 minutes.**

5.6.3. **During the impound period, the team associated with the impounded car must:**

5.6.3.1. **Present the car's Log Book to the Chief of Tech.**

5.6.3.2. **Raise and place the car on four (4) jack-stands, a minimum of 12" from the ground or floor level**

5.6.3.3. **Remove all four (4) wheels and tires**

5.6.3.4. **Open the hood, trunk and all other enclosed compartments**

5.6.3.5. **Have sufficient tools on-hand so as to remove the following components, parts, systems and/or assemblies for ChumpCar's Tech Inspectors:**

- **Spark Plugs**
- **Carburetor and/or induction system**
- **ECU Assembly**
- **Intake and/or exhaust manifold**
- **Cam or valve cover(s)**
- **Shock absorbers and/or struts assemblies**

5.6.4. ChumpCar competitors and teams are welcome to review the impound process.



- 5.6.5. During the impound period, ChumpCar staff may engage in any inspection they so choose or determine, including but not limited to, the need to conduct the partial or full disassembly of any assembly, system or component for legality.
- 5.6.5.1. If a system or component or part has been completely and fully declared by the team, noted in the vehicle logbook as part of the vehicle's Total Competition Value and signed-off by a ChumpCar Tech Official, then no resulting penalty can be assigned to that system, component or part during a post-race inspection.
- 5.6.5.2. During a Double-7 or 2-day race event, in order to allow a team to compete the following day without having to rebuild any assembly torn-down for post-race inspection, podium winners may have various assemblies or components marked and sealed for a delayed tear-down inspection **after the final race of the weekend**. Any penalty applied due to illegalities, found during a delayed inspection, will be applied to **ALL** race events of the weekend.
- 5.6.6. Any vehicle found to be illegal during post-race impound and inspection MAY be DQ'd... or MAY be re-classified as EC (See Section 2.1.6)... or MAY be assigned penalty laps... or MAY have additional Total Competition Value adjustments and/or notations placed within the vehicle log book, based on the severity of the illegality.
- 5.6.7. Upon the close of impound, all race results and standings are final.

5.7. Penalties:

- 5.7.1. 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.
- 5.7.2. Penalty Lap Assessment Adjustments for Length of Event:
- 5.7.2.1. All penalty laps issued by Tech and/or as stated within the BCR are applicable to race events of 8 hours or less. For individual races 8+ to 14 hours, all penalties shall have a multiplier of 1.5 applied to the event. For individual races 14+ to 18 hours, all penalties shall have a multiplier of 2.0 applied to the event. For individual races 18+ hours, all penalties shall have a multiplier of 2.5 applied to the event.
- 5.7.2.2. ChumpCar's Regional Directors shall have the ability to amend the "multiplier" to whatever factor is numerically related and/or appropriate to the length of the track or event. If the Regional Director chooses to amend the multiplier, the multiplier shall be specified in the Supplemental Rules of the event.
- 5.7.3. 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).

5.7.4. Penalty Assessment for Violation of the maximum \$500 TOTAL 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:

- 5.7.4.1. \$501 - \$749: 5-24 laps
- 5.7.4.2. \$750 - \$999: 25-49 laps
- 5.7.4.3. \$1,000 - \$1,499: 50-99 laps
- 5.7.4.4. \$1,500 - \$1,999: 100-149 laps
- 5.7.4.5. \$2,000 - \$2,499: 150-299 laps
- 5.7.4.6. 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. YOUR 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 the following THREE (3) RACES (not events) that the team and car competes in, regardless of time.



5.8.4.1. Subsequent victories within the 3-race period shall re-start the 3-race 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... or you come in for a mysterious vibration in the front hub... 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, **excluding** Regional ChumpCar events.

5.9. The ALL-IMPORTANT OPTION CLAUSE: Got penalty laps? 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 clean.

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6. ENTRIES AND TEAMS

6.1. Entry Applications, Acceptance and Payment Deadlines:

- 6.1.1. All entry applications must be made in accordance with ChumpCar forms, as posted on the ChumpCar website.
- 6.1.2. **The Entry Deadline is 90-days prior to the event.**
 - 6.1.2.1. Each entry application shall require a refundable \$250 deposit before any application will be processed. No deposit – no entry.
- 6.1.3. **The Payment Deadline for ALL events is 60-days prior to the event.** The payment deadline requires the balance due for the entry and team.
 - 6.1.3.1. Late Fee: The ChumpCar auto-pay website will impose an automatic \$100 late fee for any team / entry payment within 60-days prior to the event.

6.2. Entry & Driver Fees

6.2.1. **For all ChumpCar and/or EC Class Teams:**

- 6.2.1.1. **For all Single-7 or Single-8 hour events: \$500. Includes car entry and MINIMUM two (2) drivers.**
 - 6.2.1.2. **For all Double-7 events; \$1,000. Includes car entry and up to four (4) Drivers (MINIMUM three (3) Drivers).**
 - 6.2.1.3. **All events between 9 and 14 hours: \$1,000. Includes car entry and MINIMUM four (4) Drivers**
 - 6.2.1.4. **For all events between 15 and 25 hours: \$1,200. Includes car entry and MINIMUM four (4) drivers.**
 - 6.2.1.5. ChumpCar may require a different entry fee or driver minimum for special events and/or tracks and/or circumstances.
- 6.2.2. Additional Driver Fee: \$50 per Driver.
 - 6.2.3. 2013 Competition License Fee: 2012 Licenses have been extended through 31 December 2013. New Licenses must be purchased at each event's registration; \$10 per event.
 - 6.2.4. Novice School: no fee in 2013. Mandatory attendance 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. 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.
 - 6.2.5.1. All teams must have a factory MyLaps / AMB transponder mounting bracket affixed to their car in an approved location. Mounts are sold by ChumpCar at tech inspection. No loose or zip-tied or duct-taped transponders are allowed.
 - 6.2.5.2. Any team that registers for an event and doesn't provide a transponder number on the registration entry form will automatically be ordered a rental transponder. If you don't show up, or even if you show up with your own transponder, we're charging you for the rental anyway. It's easier than having to put up with your bitching and moaning when you're not included in the timing and scoring. **If a rental transponder is lost or broken, you agree to be charged \$400**



for its replacement, or you buy us a new one. If the case is cracked or deformed in any way but the unit still works, you agree to be charged \$75 for case repair and testing.

6.2.6. Log Book: \$5 per book... good until you fill it up. You can always save \$5 by not racing a lot and never fill it up -- your call.

6.3. Refunds:

6.3.1. ChumpCar will refund a paid \$250 deposit when a **written request is e-mailed to your Regional Director prior to the close of the event PAYMENT DEADLINE**. A refund check or PayPal refund will be issued within 30 days of refund request date.

6.3.2. ChumpCar will NOT issue a deposit refund for any reason once the Payment 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.)

6.3.3. If a team cancels or withdraws from the event at any time between the Payment Deadline and 30-days prior to the event, and has paid their full entry fees, ChumpCar will **transfer** the paid fees – LESS THE \$250 DEPOSIT – to any ChumpCar event within the next six (6) months. Once this transfer has been made, all fees become non-refundable. It's a one-shot deal.

6.3.4. If a team cancels or withdraws from the event at any time after 30-days prior to the event, there is no transfer of payments and definitely no refund. Try selling your spot.

6.4. Catastrophic Failure Discount:

6.4.1.1. If a ChumpCar or EC 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 two (2) hours of the first day of any ChumpCar event where the total event track time is greater than 8 hours, ChumpCar will extend \$200 in ChumpChange to that team for their next ChumpCar entry.

6.5. ChumpCar continues to expand its list of world-class tracks, event formats, venues and raceways. Additionally, ChumpCar continues to create exciting events that attract larger and larger fields. Therefore, ChumpCar may impose registration restrictions, entry fee adjustments and/or previous event requirements for certain special events.

6.6. **It's the return of the ChumpCar Referral Program!** For every new team that enters and starts any ChumpCar race in 2013, being introduced to ChumpCar by an existing ChumpCar member, **ChumpCar will issue BOTH the referring member and the new team \$200 in ChumpChange (each!)**. The referring member **MUST** e-mail your Regional Director with the name and contact information of the new Team Captain **PRIOR TO THE NEW TEAM REGISTERING AND ENTERING ANY EVENT** in order to confirm the referral. Confirmation is required before ChumpCar issues any ChumpChange.

6.6.1. New Team - defined as a car and four drivers that have never entered a ChumpCar race before

6.6.2. Existing Member - defined as a ChumpCar member that has entered and competed in at least one prior ChumpCar event.

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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 after the final checker flag of the day or 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. **At SOME tracks children under the age of sixteen (16) MAY be allowed in the paddock or cold pit lane, under supervision by an adult. However, SOME tracks do not allow children in a cold pit lane. Each event's Supplemental Rules shall state the track's and/or event's policy for children on COLD pit lane. Children are prohibited in the HOT pit lane, even with an adult.** Any person signing an event waiver for a minor shall be held responsible for that minor.
 - 7.2.1.1. Children under the age of 16 are not allowed to drive any motorized- or gasoline-powered vehicle in the paddock or garage area at any race track. That includes golf carts, scooters, ATV's, etc. Put them on a bike.
- 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. **On-track (including Pit-Lane) Driving Infractions – This is NOTHING new; ChumpCar is making our existing penalty process transparent to all ChumpCar teams, so you will know why your team is sitting in the penalty impound box. Prior to the start of an event, the entry list is printed and presented to Race Control for recording all on-track driving infractions. On-track driving infractions have always been and will continue to be reported to the Chief Steward (or Race Control) by a corner worker, track worker, pit lane Marshal or ChumpCar staffer. Infractions are recorded and weighed against the team, as a whole. Multiple infractions (of the same or varying types) accrue and are compiled by the Steward for penalty assessment.**

8.2. Driving Infraction Penalties – Single infractions that occur during a one (1) hour period shall result in the following MINIMUM Pit-In / Impound penalty periods:

Infraction	<u>MINIMUM</u> Minutes of Penalty
Two Wheels Off	0.00
Four Wheels Off	0.00
Spin (On- or Off-Track)	0.00
Pit-Lane Or Paddock Infraction (safety issue)	3.00
Cutting The Course (e.g. miss a chicane)	3.00
Unsafe Or Incomplete Pass	3.00
Yellow Flag Infraction	3.00
Over-driving Conditions or Skill-level	5.00
Failure To Observe Driving Stint Safety Limit	5.00
Blocking (2 or more intentional moves)	5.00
Contact With Any Barrier (incl. cone)	5.00
Failure To Observe Black Flag (allowed 3 laps)	5.00**
Unsafe Re-entry To Course	15.00
No-fault Racing Incident Contact	0.00***
Avoidable Contact	Steward
Unsportsmanlike Conduct	Steward
Endangering Course Worker	Steward
Intentional Contact	Steward

** This is an addition to the penalty for the original black flag infraction.

*** It is solely at the Steward's discretion as to whether one, all, or no cars are issued an impound penalty.



- 8.3. These are penalties for SINGLE (1) infractions within any ONE (1) hour period during the race; additional and cumulative infractions will result in longer penalties.
- 8.3.1. Before you get all pissed-off because you got a 15 minute penalty, take a deep breath and calmly ask the Pit-In/Black Flag Marshal “WHY” you got the extra time. You may be surprised to learn that your team has accrued 4 contacts and 3 spins over the course of the event. We don’t just make this stuff up...
- 8.4. Clarification: a single, serious infraction by a driver/team may result in the removal and expulsion of the entire team – at the discretion of the Chief Steward.
- 8.5. Black Flag Use and Penalties
- 8.5.1. The Chief Steward will use his/her discretion if and/or when to apply a Black Flag for the following driver (on-track) incidents and/or infractions, based on the frequency and/or severity of the infraction:
- Four-off / Spins
 - Blocking or Unsafe/Incomplete Pass
 - Over-driving/Unsafe Driving
 - Contact of ANY Kind
- 8.5.2. The Chief Steward is **REQUIRED** to issue a Black Flag for the following driver (on-track) incidents and/or infractions, regardless of whether the infraction is a first offense:
- Intentional course cutting: continuous or multiple two- or four-off
 - Unsafe course entry / re-entry (incl. disregard for blend lines)
 - Excessive speed / unsafe driving in pit lane and/or paddock area
 - Repeated blocking and/or hazardous driving
 - Unsafe and/or overly-aggressive driving that places other cars at-risk
 - Any action that places an event worker or spectator at risk
 - Intentional contact
 - Unintentional contact resulting from negligence, carelessness, unsafe passing or lack of control
 - Contact with any course barrier (incl. k-wall, tire-wall, barrel, course marker and/or assemblage of cones demarcating the course boundaries)
- 8.2.4 Penalties – The following are actions that may be taken against any driver and/or team for ANY of the infractions listed above in Sections 8.2.2 and/or 8.2.3:
- Warning / furred Black Flag
 - Black Flag (consultation)
 - Black Flag Impound
 - Mandatory driver change
 - Team Captain meeting with the Chief Steward
 - Driver and/or Team removal from the event
- 8.6. **Maximum Driving Time:** Unless specified in an event’s Supplementary Regulations or a waiver is granted by ChumpCar officials:



- 8.6.1. Each driver on a team must have a minimum (aggregate total time) of 1 hour in the car per race event.
- 8.6.2. No driver shall drive for more than 2 hours consecutively and shall have, at a minimum, sixty (60) minutes rest between stints.

8.7. On-Track Driver Conduct

- 8.7.1. It is the responsibility of all drivers to avoid physical contact between cars on the race track.
 - 8.7.1.1. 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.
- 8.7.2. **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, give hand-signals and shall not impede the overtaking car.
 - 8.7.2.1. **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.
 - 8.7.2.2. **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.
 - 8.7.2.3. **It is the responsibility of the overtaking car to prepare for, plan and execute a FULL and COMPLETE safe pass. The definition of a full and complete pass is when the overtaking car has extended a lead of approximately one car length ahead of the vehicle being passed.**

8.8. Hand Signals:

- 8.8.1. 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.
- 8.8.2. A driver who about to be overtaken shall point to the side on which an overtaking driver should pass.

8.9. Stopping on a Course; Accepting Assistance:

- 8.9.1. 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.
- 8.9.2. Drivers stopping on course shall stay in their car with their seat belts firmly engaged and helmet in-place 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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All significant, earth-shattering changes or additions are highlighted in **RED**.

Rules

Rev. 13-1.2

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 CAR entered in the event** must have ready a minimum of one (1) each:
 - 9.1.3.1. **Ten (10) pound** dry chemical fire extinguisher having a minimum UL 60 BC or ABC rating
 - 9.1.3.2. **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!)
 - 9.1.3.3. A suitable gasoline and/or liquid catch pan
 - 9.1.3.3.1. Due to excessive fuel spillage from flat drip trays and due to a wide variety of extremely inappropriate catch pan applications, all fueling / gasoline catch pans **MUST**:
 - 9.1.3.3.1.1. Be manufactured of metal or sturdy, chemical-resistant plastic
 - 9.1.3.3.1.2. Maintain a minimum 3" depth
 - 9.1.3.3.1.3. Must hold a minimum of 1-gallon (4-quarts) of liquid
 - 9.1.3.3.1.4. Must be larger than 12" square or 12" in diameter and shall not exceed 24" square or 24" in diameter
- Notation: flat drip pans or trays (whether metallic or plastic), rugs, cardboard and/or any other so-called "container" are no longer approved for use.**
- 9.1.4. There is no sharing of the aforementioned safety equipment between cars or teams. **Any car not having a suitable 10 LB fire bottle – AND -- 10 LBs of grease-sweep or absorbent – AND – an approved fuel catch pan in their pit stall will NOT BE ALLOWED TO FUEL THEIR CAR or will be stopped from further fueling until adequate safety equipment is present.**
- 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 (but NOT 3-wheelers, mini-bikes, motorcycles, etc.). Golf carts and other utility carts are allowed PROVIDED that all drivers are 16 years or older and have a State-issued driver’s license. Unsafe driving or use of a golf cart or 4-wheeler may result in a penalty or even disqualification of the team associated with the cart, at the discretion of the Chief Steward or as dictated to ChumpCar by the track.
- 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.

9.2.3 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>.

Note - Six or seven gallon (or other) containers, sold as “5-Gallon” fuel containers are NOT legal. This includes the HUNSAKER fuel jug. Neither is filling your plastic jug with hot oil to deform the sides and expand the cavity size. We know all about those tricks...

Note – Effective 1 January 2013, ChumpCar teams will be responsible for the operation and condition of their refueling and safety equipment. Jugs which do not seal properly, or do not vent properly, or are improperly maintained, or are held together using duct tape, will be removed and banned from Pit Lane. Pit Lane safety and refueling equipment is part of the BCR and the failure of teams to uphold pit rules will result in banned equipment and/or penalties. (See Section 9.3)

9.2.3.1 Effective 1 January 2012, ChumpCar will allow the use of the Flo-Fast mechanical pump for fueling race cars (model # 30301). <http://www.flofast.com/flofastmsrp.html> The Flo-Fast pump MUST be used with an approved 5-gallon jug. The Flo-Fast pump is available from multiple sources, including ChumpCar’s preferred supplier www.vro.com . This is the ONLY pump we’ll allow... so don’t ask.

9.2.3.2 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.

9.2.4. 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.

9.2.5. 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).

9.2.6. 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.

9.2.6.1 NO FUEL JUGS (OR CREW MEMBERS) ARE ALLOWED ON OR OVER THE WALL UNTIL THE CAR HAS COME TO A FULL AND COMPLETE STOP.

9.2.6.2 Fuel jugs should be marked with car numbers for easy identification.



9.2.7. Un-attended and cleaned fuel or oil spills are punishable by an additional 30 minute penalty, at the discretion of the Chief Steward.

9.2.8. **Refueling may NOT engage any more than 3 team members over the wall. This count does NOT include the ONE (1) person involved in assisting a driver change ...OR... the ONE (1) person responsible as the fire bottle control person – see section 9.2.10. A MAXIMUM OF FIVE (5) PEOPLE ARE ALLOWED OVER THE WALL DURING FUELING.**

9.2.8.1 Any team member over the wall (including fire bottle attendant) while fuel is being added to a race car must wear fireproof safety equipment. This includes fire suit, gloves and helmet with visor... or balaclava and goggles. Non-driver, crew members may utilize a single-layer suit without underwear, but gloves and helmet (or balaclava and goggles) are required. Other than non-open toed shoes, shoes and socks are open for non-driving crew members performing (re)fueling but fireproof socks and leather shoes are HIGHLY advisable.

9.2.8.2. 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.

9.2.9. Once the fuel cap has been removed from the car and/or while fuel is being added:

9.2.9.1. A team MAY perform the following:

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

9.2.9.1.2. One (1) person is allowed to assist with the removal of the current driver and the insertion of a replacement driver; however, if the driver exchange occurs while (re)fueling is in-process, the driver assistant must be in Nomex gear per section 9.2.8.1.

(Note: Replenishing of cool-suit or drinking liquids is considered additional work and is not allowed. Cleaning of windshields has been disallowed from approved operations.)

9.2.9.2. A team MAY NOT perform the following:

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

9.2.9.2.2. 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.

9.2.10. Throughout all fuel stops, one (1) team member must manage an approved 10LB-ABC fire extinguisher and be stationed no less than 8’ 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 REQUIRED for the team member managing the fire extinguisher. A single layer suit (without Nomex underwear) is allowed.



9.2.11. Overhead or elevated 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 supported by the team members engaged in the refueling process.

9.2.11.1 Only ONE (1) fuel jug is to be poured or pumped into a car at a time.

9.2.11.2 Vehicles may not have any additional number of fuel inlets than are stock for each make/model of car. If your car came with one (1) fuel filler, than that's all you get.

9.2.12. Only approved 5-gallon fuel jugs are allowed on the "hot" side of the pit wall. Drums or other fuel carriers greater than 5 gallons are not allowed on any "hot" pit lane.

9.2.12.1. 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.

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

9.2.13. Specialized nozzles (aircraft) or "Dry Breaks" systems are NOT allowed for refueling any race car.

Once the fuel cap has been re-applied to the car and all fuel jugs are secured, work may be performed on the car and crew members need not wear fire-proof clothing; however, appropriate pit lane clothing is required – no open-toed shoes or sandals, no tank tops or sleeveless shirts.

9.2. Working Beneath Any Vehicle:

9.2.1. Anytime and anywhere a vehicle is elevated, such that any tire is not touching the ground, to allow work beneath the vehicle, the vehicle MUST be supported by an appropriate jack-stand.

9.3. Pit Lane rules infractions shall apply to each team's accrued infraction total and penalty assessment.

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Rules

Rev. 13-1.2

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.
 - 10.1.1. Vehicles with glass may be transferred to “EC”; however, all glass must be taped. Cars with glass may also be completely restricted from running on certain race tracks. Certain tracks (especially rovals and/or pro-event tracks) do not allow any glass on the track, with the exception of Saf-T-Glas windshields. We’ll let you know... check the Supplemental Rules.
- 10.2. **Nerf Bars or Exo-skeleton:** Added structural elements that extend beyond the outline of the original body line are not allowed. Roll-cage main hoops and halo bars may extend above the roof.
- 10.3. **Body Panels:**
 - 10.3.1. Fender skirts and hub caps shall be removed. All operable components of the vehicle’s body (e.g. – hood, doors, hatch or trunk lid) shall have a latching mechanism or be securely fastened.
 - 10.3.2. Each car entered must have a minimum of SIXTY PERCENT (60%) of the total ORIGINAL body panel area or uni-body/frame on the car.
 - 10.3.3. Doors cannot be removed. All cars must have a door or “OEM equivalent” body panel. Doors do NOT need to open or be operative. Doors may be welded closed. Doors may be re-skinned; however, re-skinned panels must be covered with the same type, thickness and quality of material as originally presented by the manufacturer (no aluminum panels replacing steel panels). Doors shall, in general, match the shape and contour of the originally designed bodywork, including at least 75% of the original height, as measured upwards from base of the door line. Doors may or may not include an internal support structure; however, intrusion prevention into the driver’s compartment will be a determining factor as to panel rigidity and stoutness.
 - 10.3.4. Body panels may NOT be significantly supported or held solely in-place by fabricated tubular, sheet metal and/or other forms of fabricated framework or brackets. Body panels must maintain their original placement, shape and profile without the aid of other supporting brackets, rods, tubes or frames. (See Section 10.3.5... and also note that this is a subjective judgment call on the part of the Tech Inspector. If it's a close call, you're probably not going to like it.)
 - 10.3.5. No cars shall be lightened to the point that the body is just “hanging” in-place. Meeting all points in Section 10.3, a Tech Inspector should not be able to lift any section or panel of a vehicle body from what is supposed to be a permanent placement and deform a majority of any panel.
 - 10.3.6. No frame and cage only cars. No skeletons.
 - 10.3.7. You can get rid of the hood and trunk lid as a combination, or cut-off the roof as another single removal of panels... but the rest of the car better be there.
 - 10.3.8. All cars without windshields must have a hood. In this case, the hood is considered a firewall.
 - 10.3.9. No kit cars.
 - 10.3.10. Body panels shall be securely mounted.



10.4. Sunroofs, T-Tops, Convertibles:

- 10.4.1. All cars with sunroof and/or t-top openings must be covered by either a firmly attached removable hardtop; the original sunroof panel; a fabricated metal panel secured and fixed in place; 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.
- 10.4.2. All convertible (open) cars must utilize a roof net or permanent metal sheet/structure..
- 10.4.3. 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).
- 10.4.4. All glass must be removed (see Section 10.1).
- 10.4.5. Arm restraints are **strongly advised** when driving any vehicle with a sunroof, T-Top or convertible.
 - 10.4.5.1. As noted under “Safety,” all cars MUST have a window net.

Car Numbers and Number Visibility

- 10.5. **Car Numbers:** One, two and three digit numbers are allowed.
 - 10.5.1. One- and two-digit numbers are HIGHLY PREFERRED TO ENSURE THAT THEY PROPERLY FIT ON THE NUMBER PANEL – 1 through and including 99. No cars may use “0” or “00” before their one- or two-digit car number.
 - 10.5.2. Numbers must be shown on both doors and the roof. Open cars (convertibles / no roof) must have a car number on the hood.
 - 10.5.3. **ALL CARS SHALL USE CHUMPCAR SUPPLIED NUMBER BACKGROUND DECALS**
 - 10.5.3.1. Three (3) 14” x 24” backgrounds are required per car
 - 10.5.3.2. One background shall be applied to the roof (or, as required, hood) of each car; numbers on the roof panel must be aimed towards the passenger side of the car. The number panel may be angled up to 30 degrees from center.
 - 10.5.3.3. One background shall be applied to the front driver and passenger door of the car
 - 10.5.3.4. No other number backgrounds are approved or allowed.
 - 10.5.3.5. Number backgrounds can be ordered and are available **EXCLUSIVELY** from www.VRO.com in the US, and from www.stretrateparts.com in Canada.
 - 10.5.3.6. ChumpCar will have a limited number of panels available at most events.
 - 10.5.4. **ALL CARS SHALL USE BLACK NUMBERS** (self-supplied)
 - 10.5.4.1. Numbers shall be 12.0” tall. (That’s TWELVE INCHES. Not 11 or 13.)
 - 10.5.4.2. Fonts shall be a minimum of 1.5” wide (brush stroke) and a maximum of 2.5” wide; one- and two-digit numbers can use wider numbers... three-digit numbers will have to use 1.5” thick numbers or they will not fit on the panel. Therefore, ChumpCar PREFERS teams to reserve one- or two-digit numbers.
 - 10.5.4.3. All numbers shall use ARIAL or Helvetica fonts. No exceptions. Stylized fonts are NOT allowed.
 - 10.5.4.4. ChumpCar will NOT supply teams their car numbers at any event.
 - 10.5.5. 10.5.7. **SPACING OF NUMBERS**
 - 10.5.5.1. Teams with regional permanent numbers are advised to leave enough room before or after their number to add a simple “1” (or “11”) using black duct or electrical tape in case their number has been taken and they are competing out-of-region. All numbers MUST fit within the standard number background.



10.5.6. 10.5.8. NUMBER ILLUMINATION for all night racing events:

10.5.6.1. All cars participating in any event where headlights are required shall have both door number panels illuminated using an approved ChumpCar lighting system. (Two lights required per car.) Instructions for mounting lights is included in the shipping package.

10.5.6.2. ChumpCar lighting systems are available **EXCLUSIVELY** from www.VRO.com in the US, and from www.streetrteparts.com in Canada.

10.5.6.3. ChumpCar will have a limited number of lighting systems available at most events.

10.5.7. Other than numbers, no other decals, paint, tape or themed item (of any type) are allowed on the ChumpCar number background decal.

10.6. ChumpCar and Sponsor Decals:

10.6.1. Each car competing in a ChumpCar event shall display the official Optima Batteries / ChumpCar World Series decal, on the front of the hood or spoiler of the car, as well as on both sides of the car. Decals must be unobstructed and in clear view. Decals are available at ChumpCar Tech Inspection.

10.6.2. Other event sponsorship decals may be required. ChumpCar Tech Officials shall have the right to remove and/or cover-up any graphics, decals or other identifying marks on the front fenders of all competition vehicles. Tech Officials shall have the right to place or have placement made of all required Series Sponsor decals. The front fenders of all cars is reserved for the display of Series Sponsor decals and other such promotional displays, as designated solely and exclusively by the Optima Batteries / ChumpCar World Series. Teams are advised to place all personal sponsor decals on the rear quarter-panels of their cars.

10.6.3. Check all supplemental rules. Required decals will be provided by ChumpCar.

10.7. Headlights, Taillights and Brake Lights:

10.7.1. For Daytime Events: **All headlights must be removed from the vehicle**; however, it is advisable that cars remain wired for headlights and tail lights.

10.7.2. For Night-time Events: All cars must be equipped with suitable headlights. Headlights may be OEM or aftermarket.

10.7.2.1. No car may have more than four (4) headlights.

10.7.2.2. No single headlight shall exceed 60W for H3 or H4 bulbs, or 35W for H.I.D. bulbs.

10.7.2.2.1. Bulbs must match the housing and lens that they were designed for.

10.7.2.3. Cars equipped with LED head- or driving-lights shall be restricted to a maximum total of eight (8) LED light bulbs (a light “bulb” being a fixture comprised of various LEDs (diodes)) which, in total, do not produce more than 8,000 Lumens.

10.7.2.4. No vehicle may have mounted more than four (4) headlights. Cars having more than four (4) light sources mounted on the car, whether working or wired for use, will be required to COMPLETELY REMOVE all lights above the count of four (4).

10.7.2.5. All headlights must be installed such that the base of the driving light lens is NO HIGHER than six inches (6”) above the highest point of the stock front fender; and, NO FURTHER BACK than the centerline of the front axle. (This is NOT an either/or situation... there’s an “AND” in the sentence.)

10.7.2.6. 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.



- 10.7.2.7. All cars must have AT LEAST TWO operating headlights. Cars not meeting this requirement shall be black-flagged and brought-in to add or repair lights to meet this requirement.
- 10.7.2.8. During daylight hours all headlights shall be covered or taped. They may also be removed.

NOTE – ChumpCar is considering implementing a specified brand and range of approved driving lights for 2014 (i.e. - Hella 500). This amendment to the rules will be implemented if ChumpCar officials continue to find abuse of driving light applications. A determination will be made in mid-2013, allowing teams 6 months to make changes.

The placement and aiming of all lights -- be they H1/H3, HID or LED -- is critically important and must abide by all ChumpCar rules. Blinding lights will not be tolerated. Overall, lighting brightness and the focal aiming of all lighting will become a "judgment call" on the part of race officials and corner workers.

- 10.7.3. Taillights: 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.
- 10.7.4. Brake Lights: 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.
 - 10.7.4.1. 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.
 - 10.7.4.2. 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.
- 10.7.5. Headlight and taillight assemblies (and all associated hardware) are considered safety items and does not count toward your car's \$500 total value.
- 10.7.6. 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.
- 10.7.7. Accessory (Theme) Lights:
 - 10.7.7.1. Accessory lights are NOT ADVISED on or inside any wheel assembly (as the lights are often mistaken for sparks). If you get black-flagged for possible sparks, too bad.
 - 10.7.7.2. Accessory lights inside the cockpit and driver compartment should be kept to a minimum. Wrapped roll-cage lights are acceptable; however, if the lighting is determined to be a nuisance to other drivers or race officials, ChumpCar shall have the right to order the lights removed or turned off. Yes, we have wire cutters in the trailer...
 - 10.7.7.3. No accessory lights are to look like or be mistaken for an emergency vehicle.

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 Tanks and Cells:**
 - 10.9.1. Stock fuel tanks in stock locations OR approved fuel cells are the only fuel sources allowed for competition.



- 10.9.2. 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.
- 10.9.3. All fuel cells with FIA-FT3 (or higher) or SFI-28.1 certification and approval shall be allowed. No certification = not legal.
- 10.9.4. Fuel cells shall be limited to the stock, OEM fuel capacity for the make/model of car, plus-or-minus (+/-) two (2) gallons. Need a special cell size or can't find a cell that's close o the stock capacity? Contact ChumpCar.
- 10.9.4.1. Fuel Cell Updates: (Effective 26 June 2011)
- 10.9.4.1.1. For those teams having a STOCK fuel tank of 18-20 gallons, Chumpcar will allow the use of an SFI/FIA certified 22 gallon fuel cell.
- 10.9.4.1.2. For those teams having a STOCK fuel tank of 26-30 gallons, Chumpcar will allow the use of an SFI/FIA certified 32 gallon fuel cell.
- 10.9.5. ALL FUEL CELLS MUST BE ENCLOSED IN A METAL CANISTER / ENCLOSURE. NO EXCEPTIONS!
- 10.9.6. ChumpCar has found a lot of "surge tanks" mounted before the fuel cell or fuel tank, or in-line between the tank/cell and the fuel pump. That, by definition and/or application, is NOT a surge tank. A surge tank is a fuel reservoir that maintains a nominal amount of fuel availability to the injectors or carburetor to prevent fuel starvation during prolonged turns or high g-load situations. Therefore, (again by definition) the surge tank must be located in-line, AFTER the fuel tank or cell and AFTER the primary fuel pump. Mounting it anywhere else means that all you're doing is adding fuel capacity... which, in the case of a stock fuel tank, is not allowed... and in the case of a fuel cell, is a mis-application of the rules. Due to past abuse of the surge tank rule and unsafe/improper installations, EFFECTIVE 1 JANUARY 2013, surge tanks are limited to one-half (0.5) gallon capacity. Think milk carton size.
- 10.9.7. Rotary-molded (plastic) fuel tanks are allowed as fuel cells provided they are SFI and/or FIA certified, foam-filled and fully encased in a metal enclosure, as well as properly installed and supported in the vehicle.
- 10.9.8. 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 have a metal encasement will fail inspection.
- 10.9.9. 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.
- 10.9.9.1. ChumpCar will allow SFI- and FIA-certified fuel cells to be mounted in the passenger floor area of 2-seater cars or cars that have no real space behind the driver's compartment... **IF THE FOLLOWING SAFETY PRECAUTIONS ARE STRICTLY MET:**
- 10.9.9.1.1. The passenger side has full NASCAR-type door bars.
- 10.9.9.1.2. The fuel cell is enclosed by a full metal canister AND a separate, fully-enclosed bulkhead that encloses the fuel cell and canister.



- 10.9.9.1.3. All lines and fittings in-and-out are metal or steel braid (Aeroquip).
- 10.9.9.1.4. The mounting frame and attachments for the fuel cell must be constructed of 1" square or tubular steel, with a minimum wall thickness of 0.120", and tied into the roll-cage.
- 10.9.9.1.5. Your team will NOT be allowed to have a driver in the car during re-fueling.

NOTE – ChumpCar STRONGLY (and even that word doesn't convey the importance of this suggestion) advises the purchase a deformable bladder-type fuel cell (ATL, FuelSafe, etc.) and NOT utilize a rigid, roto-mold fuel cell. Installations of this type will be VERY CLOSELY scrutinized at Tech, and ANY concern expressed by a Tech Inspector will result in the car NOT passing Tech. Period. End of discussion.

- 10.9.10. 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)
- 10.9.11. 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, Coolers and Breathers:

- 10.10.1. Engine breathers, whether directly or indirectly ventilating the crankcase, and all transmission/transaxle breathers shall be equipped with oil catch tanks.
 - 10.10.1.1. Minimum catch tank capacity shall be one U.S. quart for the engine and transmission/transaxle.
 - 10.10.1.2. Oil catch tanks shall vent into the engine compartment or outside the driver's compartment.
- 10.10.2. Remote oil or fuel filters shall NOT be mounted in the driver/passenger compartment.
- 10.10.3. Cars not originally equipped with oil coolers but running aftermarket coolers shall be considered to have "added value" to their car... HOWEVER ... we're not that cold-hearted, and we want you to finish each race. Therefore, if you install a "plain-jane, JC Whitney, single-row, nuthin' special" oil cooler, we'll let it slide for \$25 of add-on value. But, if you install some NASCAR / ALMS / Kenworth / Abrams M1A2 oil cooler... we'll use some stupidly outlandish value, well north of \$150. That's a minimum of 15 laps.

- 10.11. **Coolant:** Coolant must be water only--no antifreeze or anti-boil allowed. **Red Line Oil's "Water Wetter" is 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.

10.13.1. **Attention Rotary Teams – 92db. Everyone repeat after me...**

NINETY – TWO – DEE – BEE.

10.13.2. Rotary Teams... please re-read Section 10.13.1. Okay, now there's no excuse.

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. (Flex-conduit is acceptable. 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.

10.21.1. A pit board is acceptable. That's PIT BOARD; not cardboard box and crayon.

10.21.2. A helmet-wired radio system is best; however, no loose or hand-held radio receivers are allowed in the car.



10.22. **Transponders** (Repeating Section 6.2.5): All ChumpCar's must have a MyLaps / AMB 260X transponder required to compete, if you do not own one, you must rent one (\$50). All teams must have a factory MyLaps / AMB transponder mount affixed to their car in an approved location. Mounts are sold by ChumpCar at tech inspection or you can purchase them directly from MyLaps / AMB.

10.22.1. Lost or destroyed transponders will be charged to the team (\$400)

10.22.2. Damaged or deformed cases (but the unit still works) will be charged to the team (\$75)

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Optima Batteries / ChumpCar World Series ® – 2013 Rules 2013 Rules – Appendices

Section 1 – Governing Rules & Event Structure

Rev. 13-1.2

- A. If an on-going event is altered, curtailed and/or shortened – resulting in a revised event – and the revised event provides for less than 70% of the originally scheduled total track time, ChumpCar will allow all original event entrants to choose between a \$200 credit of the car entry fee paid for the event, to be applied to any future ChumpCar event... OR... a \$100 cash refund of the car entry fee paid for the event. If an event is cancelled or postponed, a paid entry may transfer 100% of his/her entry fee from any ChumpCar event to any other ChumpCar event.
- B. Original event entrants will be automatically transferred to any relocated and/or rescheduled date.
- C. 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.
- D. 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).

Section 2 – Vehicle & Driver Eligibility

- A. 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.
- B. 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.
- C. 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.
- D. 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.

E. 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.

Section 3 – Safety

Roll Cages

- A. At minimum, all roll-cages must include:
1. Full rear, main-hoop with either: (i) front-hoop appropriately braced to each other along the roofline; or, (ii) halo-hoop appropriately attached to two front vertical legs; or (iii) front vertical bars bent rearwards at the roofline, connecting to the rear main hoop and cross-braced horizontally along the upper windscreen line;
 - a. On all closed cars, the main hoop must be as close as possible to the roof (in height) and “B” pillars (in width).
 - b. 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.
 - c. **A 3/16” inspection hole must be drilled in the main hoop, such that a Tech Inspector has access to measure the wall thickness of the main hoop without obstruction.**
 2. Two driver-side door bars that will prevent cockpit intrusion (NASCAR-style or X-design is acceptable).
 - a. 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.
 - b. The upper door bar shall not be placed higher than the top of the door or window sill.
 - c. 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.
 - d. NOTE – Effective 1 January 2013, a minimum of one (1) door bar shall be required on the passenger side. This bar can be a floor- or sill- or mid-level door bar.
 3. Appropriate main-hoop rear-supports (backstays) with no bends, located as close to 45 degrees from horizontal as practical;



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).
5. Complete 360-degree welds at all welded joints. All welds to be sufficient in heat, penetration, bead and consistency.
6. Each major load-bearing member must be formed from its own single, continuous tube.
7. Shoulder-harness bars strongly encouraged (over floor-mounted harnesses), and virtually necessary for proper shoulder-harness mounting in some applications; dash bars are not required but very strongly encouraged.

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.



8. Roll-cage Steel Tubing and Hardware (Vehicle Weight Without Driver):
 - a. Minimum tubing size for cars weighing UNDER 2,500 pounds, as raced, must use a minimum tubing size of 1.50" x .095.
 - b. 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".
 - c. For purposes of determining tubing sizes, the vehicle weight is as raced without fuel and driver.
9. 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.
10. 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.
11. 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

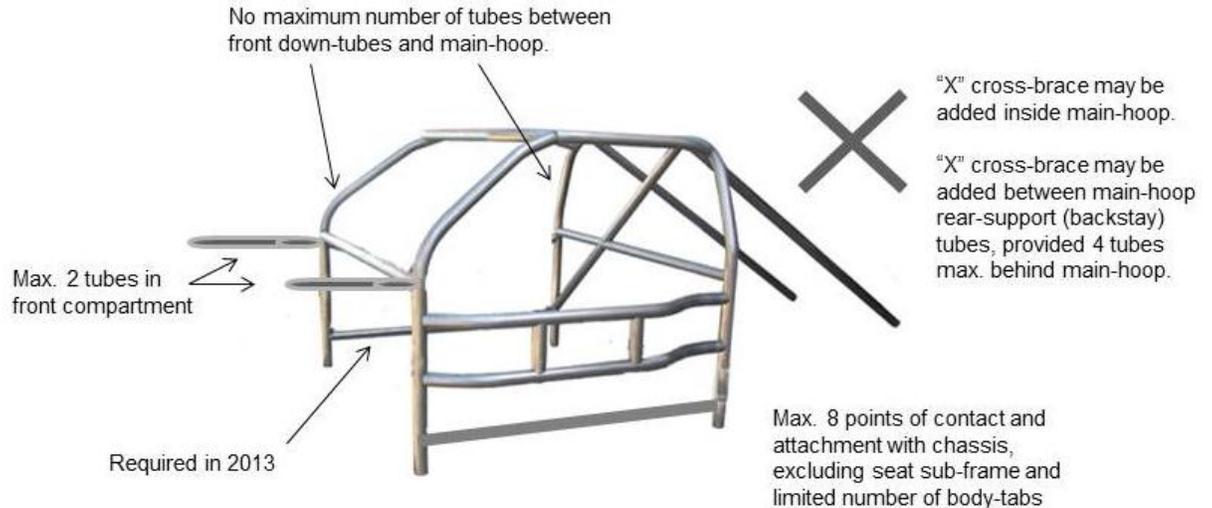


be replaced or reinforced with sheet steel plate. HEAVILY RUSTED FLOOR PANS LEFT IN PLACE WILL NOT PASS TECH INSPECTION. Spreader plates, gussets, and/or other reinforcing hardware are generally required to meet this goal. Minimum 1/8" (0.125") thick steel backing plates – not washers – must be present on the reverse or underside of any bolt-in cage location.

12. 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.
 - a. Minimum bolt size is 3/8". Fine or coarse thread is open.
 - b. All nuts should be self-locking (nylok / ovalated) or cotter-pinned or drilled and safety-wired.
13. **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.**
14. 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.
15. All roll cage tubing must be padded with high density roll bar padding wherever a driver’s extremity may contact the tube.
16. Cars may compete with bolt-in cages. Roll-cage design and construction must maintain typical SCCA/NASA standards. **Bolt-in cages MUST use Grade 8 hardware throughout the roll-cage. No exceptions.**

In order to prevent massively expensive roll-cages that start to look and act like a tube-frame chassis, ChumpCar has defined the “maximum, value-free” roll-cage. The “maximum, value-free” roll-cage includes all pads, points, tubes and triangulations necessary to maintain an extremely high degree of safety, while keeping costs in-check and keeping competition well-balanced.

ChumpCar defined “maximum, value-free” roll-cage



Teams MAY exceed the design and application of the “maximum, value-free” roll-cage; however, additional value will be assessed by the Tech Inspector, based on the perceived performance enhancement of the roll-cage. As per Section 3.2 of ChumpCar’s Basic Competition Rules:

3.2.2 The maximum, value-free roll-cage design:

- 3.2.2.1 Will NOT feature more than 2 tubes inside the front engine or storage compartment and each tube MUST terminate prior to the centerline of the front axle.
- 3.2.2.2 Is limited to eight (8) body and/or frame mounting points – welded and/or bolted.
 - 3.2.2.2.1 The total number of mounting points does NOT include a sub-frame to support a seat mount, provided that the seat sub-frame does not exceed two (2) chassis contact pads.
 - 3.2.2.2.2 The total number of mounting points does NOT include welded tabs connecting any hoop to the body; however, a “tab” is defined as being not greater than 3/16” thick steel plate, no longer than six inches (6”), and a maximum of two (2) tabs may be placed within any 36” of tube.
- 3.2.2.3 Will NOT have more than four (4) tubes installed behind the main hoop and two (2) of these must include the main-hoop rear-support (backstay) bars.
- 3.2.2.4 Will NOT have any tubes or bars extend below the factory floor-pan.

Seat Belt Harnesses

A. A five point system, for use in automobiles where the driver is seated in an upright position. A two inch (2”) or three-inch (3”) harness is allowed; however, 3” is preferred.



- B. No “Y” shoulder-belts are allowed; two separate shoulder belts required.
- C. All harnesses must be SFI or FIA approved; dated within four (4) years of the race event or used prior to the expiration date stated on the belt. Any attempt to modify the date(s) on any belt are grounds for immediate team disqualification, without recourse or refund.
- D. Seat belts must be properly mounted.
(<http://www.sfifoundation.com/seatbelt.html>)
 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.
 2. Soiled, oil-stained, sun-bleached or frayed seat belts will NOT pass tech inspection. If in doubt, replace them.
 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.
 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.

Section 4 – Vehicle Value

Detail Example of the AIV and At-The-Track Valuation Process:

The AIV (Average Internet Value) allows you to prove to us that your car is worth \$500 (or less).

The AIV ads that **YOU** find as documentation and that **WE** use to determine value is set by the market... not ChumpCar... so, don't get upset if your car turns out to be worth more than \$500 – regardless of what you paid for it. Whatever the market says the car is worth -- that's the value.

Also, keep in mind that even though your car is a “19XX Brand X” car, there are significant differences that may affect any car's value – models, features, equipment (i.e. – automatic v manual transmission). The AIV isn't something like the Kelley Blue Book where we open to page 31 and look up the value. The only way to determine your car's AIV is for you to go on the Internet (Craigslist.com is one of the better sources) and search various markets for comparable cars that are running, don't need



major frame or body work, and have (basically) the same features and equipment as yours.

Of course, you're looking for the lowest asking prices you can find... but the car still has to be a running, somewhat safe, drive-away car (just as your car is a running, somewhat safe, drive-away car when it comes to tech inspection) -- that means, no basket cases or cars with blown engines or insurance claimers that were sandwiched between two trucks on the Interstate.

You MUST collect and present ads that come from a minimum of 4 geographical markets – Northeast, Southeast, Midwest and West Coast. Find a total of 10 ads that match your car – at least 1 ad must come from each of the 4 geo-regions. Add up the total of the ten asking prices, then divide by 10. That's your car's AIV. Make sure you print out each ad that you used to determine the AIV and put them in your car's racing notebook (which you should bring to each race), as those ads will provide documentation if your car's value is ever called into question.

If you don't have documentation to prove the \$500 value, we will use an "At-The-Track" value approach -- which is, we'll pass your car through tech on Friday afternoon or evening, but we will notify your team that the value determination will be performed sometime on Friday night or Saturday morning, and once we have that valuation (of which there is no appeal), we'll apply your car's penalty laps after the race has started... that is, if penalty laps are due. If the car is valued by our Staff at under \$500, you will not receive any penalty laps. What happens with an "At-The-Track" valuation is that on Friday night or Saturday morning, members of our Staff will go online and pull a random sample of low-price ads for your car. Whatever they find, they'll average together. You'll have to live with that valuation until you can show us documentation that proves otherwise.

ADDENDUM TO AIV RULES – EFFECTIVE 1 MAY 2012 – A TEAM MAY ELECT TO FOREGO THE COLLECTION AND PRESENTATION OF THE REQUIRED TEN (10) AIV ADS BY UTILIZING CHUMPCAR'S "BASIC \$500 CAR RULE." A basic \$500 car is any car (limited to the year, make and/or model, if specified) listed on the "**APPROVED BASIC \$500 CAR LIST**" ---- and the car is basically stock.

Here's what we will allow and won't allow:

- 1) You must add all the required safety items. You must remove all things related to safety... like glass, headlights, interior. You can modify certain things (very limited things) to install safety items.**
- 2) You cannot add a fuel cell. Leave the stock fuel tank in-place.**
- 3) You can upgrade brakes to the 2X rule (we don't care if the car goes... we do care about it being able to stop).**



- 4) You can cut or heat the stock springs, but you cannot replace them with anything else... nor can you replace (or alter) the struts, shocks, sway-bar, bushings, etc. with anything other than exact OE equipment.
- 5) The engine, induction, cooling, oiling, ignition and all powertrain systems must remain stock.
- 6) Wheel size is open. Tires are subject to ChumpCar standard tire rules.
- 7) LIMITED removal of items include:
 - Air conditioning system
 - Power steering system
 - Windscreen washer system
 - Catalytic converter and exhaust system downstream of the collector; however the replacement exhaust pipe diameter must remain the same size as the stock pipe.
- 8) You cannot do anything else. You cannot remove or replace anything. Funky air cleaner? It stays. Small radiator? It stays. Smog crap? It stays. Bumpers and grill work. They stay. If your car came with some feature or part as part of the stock model... it stays.

Any other modifications to your car – ANY CHANGES WHATSOEVER – and we will NOT allow your car to be exempt from AIV documentation. That means if you show up without AIV documentation and you plan to slide-in using the “BASIC \$500 CAR RULE,” but you changed the air filter type... or... put in just one nylon bushing anywhere on the car... or swapped out a different radiator... or removed any body panel... or structurally changed the car in any way... you’re toast! ChumpCar will determine your car’s value and you have to live with it (and it won’t be \$500... I guarantee it!). This is the absolute “Showroom Stock” version of ChumpCar.

UNLESS SPECIFIED, NO TURBO OR SUPERCHARGED MODELS ARE ALLOWED

Here’s the list of “APPROVED BASIC \$500 CARS”:

Make	Model	From (YR)	To (YR)
Acura	All non-VTEC models	1986	1993
Alfa Romeo	Alfetta/164/GTV/146	1972	1994
Audi	100/90/80/5000	1972	1987
Austin	Mini/Mk-III	1962	1975
BMW	2002/E21/E23/E24/E28/E30	1974	1990
Buick	All models	NA	1995
Chevrolet	Camaro	1967	1992
Chevrolet	Caprice/Lumina/Impala	1974	1996
Chevrolet	Cavalier/Baretta	1986	1994
Chevrolet	Sprint/Nova/Spectrum/Geo	1985	1997

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Chevrolet	Monte Carlo	1974	1988
Chevrolet	S/C/K Pick-up	1979	1993
Datsun/Nissan	210/310/510/810	1967	1981
Datsun/Nissan	240/260/280 Z and SX models	1976	1994
Datsun/Nissan	Maxima/Sentra/Stanza/Altima	1981	1994
Dodge/Plymouth	Neon Sport/SLX	1995	1997
Dodge/Plymouth	Stealth	1990	1996
Eagle/DSM/Mitsu	Talon/Eclipse/Laser	1990	1994
Fiat	124/128/X1-9/	1967	1975
Ford	Contour	1995	1998
Ford	Escort GT.R Mk III	1992	1993
Ford	Escort	1981	1998
Ford	LTD/Crown Victoria	1965	1995
Ford	EXP	1982	1988
Ford	Mustang	1965	1991
Ford	Festiva (Mazda 121)	1988	1992
Ford	Probe/Probe GT	1989	1997
Ford	Tempo/Taurus	1984	1994
Ford	Taurus SHO	1989	1994
Ford	Thunderbird (Except Supercoupe)	1972	1997
Honda	All non-VTEC models	1966	1994
Infiniti	M30/G20/J30/Q45	1989	1997
Jaguar	XJ	1972	1995
Lexus	LS/GS/ES	1989	1993
Mazda	626/Protégé	1990	1997
Mazda	Miata	1990	1994
Mazda	RX7	1980	1992
Mercedes	240/300-D/E models	1977	1987
MG	B/C/GT/Midget	All	
Opel	Kadette/GT	1968	1973
Pontiac	Fiero	1984	1988
Pontiac	TransAm/Firebird	1969	1992
Porsche	912/914-4/924/944 (not S2 model)	ALL	
Saab	600/99/90/900	1980	1994
Saturn	S-Series	1985	1998
Subaru	Justy/Impreza/Legacy	1988	1994



Toyota	Tercel/Corolla/Camry/Cressida	1975	1996
Toyota	Celica/Supra	1978	1993
Toyota	MR2	1984	1994
Toyota	Paseo	1991	1994
Triumph	TR-4/5/6/7/8/Spitfire	All	
Volvo	240/740/850/940	1974	1997
VW	Fox/Passat/Jetta/Corrado	1978	1997
VW	Rabbit/Scirocco/Golf	1978	1997

Detail Example of the “2X Rule”:

- A. Example A: If a NEW, OEM brake rotor on your vehicle would cost you \$100 at the dealer or auto parts store, you can spend up to \$200 (2X that amount) on a NEW replacement rotor. Same goes for calipers.
- B. 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. Why you’d do that is anyone’s guess... but you can.
- C. The 2X Rule is measured “NEW component by NEW component” and is NOT to be aggregated per corner or per assembly.
- D. Show up with O.Z. wheels or an ‘Unobtanium’ ceramic caliper/rotor package on your car and you can be assured you’ll be hit with a penalty.
- E. 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.

Section 5 – Inspections & Penalties

Theme & Engineering

- A. 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 earn awards.
- B. 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.



- C. Themes must be tasteful; no pornography, discriminatory or crass statements, no offensive material. Make your mother proud.
- D. 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.
- E. Any item deemed by ChumpCar to be a possible hazard shall be removed by order of ChumpCar's tech inspectors.
- F. 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.

Section 6 – Entries & Teams

- A. 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.
- B. 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 (Basic Competition Rules), the entry fee may be forfeited, and further penalties may be imposed.
- C. EC cars will be allowed entry AFTER the entry deadline has closed and all \$500 ChumpCar entries (running the full event) have been processed.
- D. 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.
- E. Definition of a Team:
 - 1. **Unless otherwise specified in the Supplemental Rules for a given event, for all ChumpCar events with a scheduled duration of ten (10) hours or less (including Double-7 races), each team shall consist of one (1) car and a MINIMUM of three (3) drivers.**
 - 2. **Unless otherwise specified in the Supplemental Rules for a given event, for all ChumpCar events with a scheduled duration of greater than ten (10) hours (e.g. - 12-, 14- or 24-hour endurance event), each team shall consist of one (1) car and a MINIMUM of four (4) drivers.**
 - 3. 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.
 - 4. There is no limit on non-driving crew members, friends or guests.
- F. Driver Portability:



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.
- G. During a 24-hour endurance race, teams may share drivers, provided that each car entered maintains a MINIMUM of four (4) paid drivers PER CAR and Rule 6.10 is strictly adhered to. 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.

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FLAGS

The names and descriptions of flags below are used in road racing to convey commands or information to drivers. Flags will be obeyed immediately and without question.

Meaning of Each Flag:

A. **GREEN FLAG** (Solid Green)

The race is under way the instant the green flag is displayed. This flag will normally be in possession of the Starter only, and will not ordinarily be displayed at the flag stations around the course. The Green Flag will be pulled once all cars have passed through the Start/Finish line at the start of the race and will not normally be shown again during the race.

B. **YELLOW FLAG** (Solid Yellow)

The Yellow Flag may be displayed in various ways, each configuration is used to convey a different message:

- **STANDING YELLOW** – A potentially dangerous situation exists off or on the racing surface. Slow down to 70% of race speed. No passing from the time you see the flag until you pass the danger area AND can see the next manned flag station that is NOT displaying a yellow flag. Note that there may be several consecutive stations displaying the Yellow Flag.
- **WAVING YELLOW FLAG** – A specific dangerous situation exists on or near the racing line. IT IS REQUIRED that all cars slow down to 50% of racing speed **and be prepared to stop.** No passing from the time you see the flag until you pass the danger area AND can see the next manned flag station that is NOT displaying a yellow flag.
- **SINGLE OR DOUBLE YELLOW, DISPLAYED AT ALL STATIONS** — Indicates that the entire course is under a yellow condition. SLOW DOWN, NO PASSING.

Under all Yellow Flag conditions, cars may carefully pass emergency vehicles once they are given a wave-by from the emergency vehicle. Cars may also pass other cars that are disabled or otherwise cannot keep the pace, as signified by a raised arm on the part of the driver of the off-pace car. If a Pace Car is dispatched on course, remain single-file behind the Pace Car – no passing.

C. **PASSING FLAG** (Blue with Diagonal Yellow Stripe)

A faster car is approaching you. This flag may be displayed standing or waving, depending upon the speed with which you are being overtaken. Check your mirrors and hold your line. Point the faster car by. Again, HOLD YOUR LINE.



D. SURFACE CONDITION FLAG (Yellow with Vertical Red Stripes)
(aka the Oil Flag or Debris Flag) Caution – fluids, auto parts, dirt-rocks and/or other potentially dangerous materials are present on the racing surface. This flag will be shown for several laps to make racers aware of the location of the impacted surface condition. After 2-3 laps, the flag will be pulled even if the condition still exists.

E. WHITE FLAG (Solid White)

Caution – you are approaching a slow moving emergency vehicle or race car (e.g., with mechanical trouble) on the racing surface. This flag will be shown standing for at least one flag stations prior to the vehicle. Do not pass an Emergency Vehicle moving on the track unless the driver or an emergency crew member waves you by or the emergency vehicle has left the racing surface to attend to a disabled car. You may CAREFULLY pass an EV that is stationary. You may pass any other car on course; however, be aware that White Flags are usually attributed to an emergency/yellow flag situation.

F. BLACK FLAG (Solid Black)

- CLOSED BLACK FLAG (Furled) Pointed or shaken at a car (optionally, accompanied by a number board indicating the car number): WARNING! You have been observed driving in an unsafe and/or improper manner. If the action continues, you will be given an open Black Flag.
- OPEN BLACK FLAG – This flag may be displayed from any station on course and may be accompanied by a number board indicating the car number: DO NOT TAKE ANOTHER LAP. Proceed directly to the Pit-In station for further instructions.
- OPEN BLACK, DISPLAYED AT ALL STATIONS – The race has been stopped. All cars will proceed directly to the pit lane. NO PASSING. Note: No work will be done to the car, including fueling, until after the race is re-started.

G. MECHANICAL BLACK FLAG (aka Meatball (Black with Orange Ball))

There is something mechanically wrong with your car. Slow down; hand-up to alert other drivers. Proceed to the Pit-In station for further information.

H. CHECKERED FLAG (Black and White Checks)

The race is over. Reduce speed and proceed to the pits at the end of the cool-down lap.

I. RED FLAG (Solid Red)

Displayed at each flag station and on the Starter's Stand; an extremely dangerous condition exists. THE RACE HAS BEEN STOPPED. Come to an immediate, controlled (safe) stop at the side of the race track. Do not pass. Stay in your car with your helmet and harness in-place. When directed by a ChumpCar or Race Official,



proceed cautiously to the pits in the order in which you came to a stop. Note: No work will be done to the car, including fueling, until after the race is re-started

LIGHTS INSTEAD OF FLAGS

ChumpCar competes in 24-hours races or other nighttime races or events conducted in low-light or reduced visibility. During such conditions, ChumpCar uses a series of SLS units (Safety Light System) to convey flagging/race operation messages to drivers.

- **YELLOW LIGHT (Solid)** – To be treated as a waiving Yellow Flag. A dangerous situation exists ahead, often on a dark track. Slow down to 50% of racing speed and be prepared to stop. No passing from the time you see the light until you pass the danger area AND you can see the next SLS that is NOT displaying the yellow light.
- **RED LIGHT (Solid)** – To be treated as a Red Flag. An extremely dangerous condition exists. **THE RACE HAS BEEN STOPPED.** Come to an immediate, controlled (safe) stop at the side of the race track. Do not pass. Leave your helmet and harness in-place. Leave your taillights on or apply the brake to illuminate your brake lights (so other cars, corner workers or emergency vehicles know where you are). When released by a ChumpCar or Race Official, proceed cautiously to the pits in the order in which you came to a stop. Note: No work will be done to the car, including fueling, until after the race is re-started
- The **“BLUE LIGHT SPECIAL” (Solid)** – A spotlight with a blue lens is used to signal a Black Flag condition (both Full Black and Mechanical Black). The light will normally be issued at the Start/Finish line and will be pointed directly into the cockpit of the offending car. Proceed directly to the Pit-In station for further instructions.