



The ChumpCar World Series

2017 Basic Club & Competition Rules (BCCR)

Issued: 5 November 2016

Updated: 07/19/2017

Version: 2017 v1.0.3



2017 BCCR Amendments

Date: 07/19/2017
Topic: CCWS Membership Terms
Tech Director Approval: Phil McKinney 06/23/2017
Board Approval: 06/23/2017
Posted by: Bill Strong 07/19/2017
BCCR Changed to: v1.0.3

Current as written (2017 v1.0.2):

1.1.2. ChumpCar International / ChumpCar World Series Membership: Membership is open to ALL, without restriction. Membership in ChumpCar requires an annual dues payment of \$50 and is valid from 1 January through 31 December. (Memberships executed after 1 July shall be prorated to \$25.) All memberships expire on 31 December. All Members shall be issued a membership number and membership card.

Intent of Change

Change due to the new for 2017 ChumpCar World Series Digital Membership now allows for tracking of membership renewals.

Change to (2017 v1.0.3): (Changes are in bold and red)

1.1.2. **ChumpCar International / ChumpCar World Series Membership:** Membership is open to ALL, without restriction. Membership in ChumpCar requires an annual dues payment of \$50 **and is valid 12 months from the date of purchase. All Members shall be issued a membership number and a digital membership card.**

Additional Changes:

Changed CCWS company address on footer of BCCR

BCCR Changed: 07/19/2017 v.1.0.3
Posted to ChumpCar Web: by wds 07/19/2017
Posted to ChumpCar forum: by wds 07/19/2017
Posted to CCWS Facebook: by wds 07/19/2017



2017 BCCR Amendments

Date: 04/11/2017
Topic: Rolls Cage & Glass Clarifications
Tech Director Approval: Phil McKinney 04/01/2017
Board Approval: 04/01/2017
Posted by: Bill Strong 04/01/2017
BCCR Changed to: v1.0.2

Current as written (2017 v1.0.1):

3.2.3. Two driver-side door bars (labeled “7”) that will prevent cockpit intrusion. NASCAR-style or X-design is acceptable.

Intent of Change

Clarification of existing rule.

Change to (2017 v1.0.2): (Changes are in bold and red)

3.2.3. Two **continuous/unbroken** drivers-side door bars (labeled “7”) that will prevent cockpit intrusion. NASCAR-style or X-design (**with gussets**) is acceptable.

Additional Changes:

Add to section 9. **MECHANICAL & ELECTRICAL SYSTEMS, ASSEMBLIES, COMPONENTS**

9.1.4. Rear glass may remain in the car provided it is covered by a glass safety film like 3M makes.

BCCR Changed: 12/23/2017 v.1.0.2

Posted to ChumpCar

Web: by wds 04/11/2017

Posted to ChumpCar

forum: by wds

04/11/2017 Posted to

CCWS Facebook: by

wds04/11/2017



2017 BCCR Amendments

Date: 12/23/2016

Topic: Brake Rotors

Tech Director Approval: Phil McKinney 12/22/2016

Board Approval: 12/22/2016

Posted by: Bill Strong 12/23/2016

BCCR Changed to: v1.0.1

Current as written (2017 v1.0.0):

4.8.1. The retail price of any NEW replacement wheel, brake caliper, or non-adjustable shock absorber that you put on your ChumpCar must be less than twice the cost of a stock replacement wheel, brake caliper, or shock absorber that is available on-line by a nationally recognized auto parts retail chain (i.e. - Napa, AutoZone, O'Reilly, Advanced, etc.). ChumpCar reserves the right to go on-line and pull up retail prices.

Change to (2017 v1.0.1): (Changes are in bold and red)

4.8.1. The retail price of any NEW replacement wheel, brake caliper, **brake rotors**, or non-adjustable shock absorber that you put on your ChumpCar must be less than twice the cost of a stock replacement wheel, brake caliper, **brake rotors**, or shock absorber that is available on-line by a nationally recognized auto parts retail chain (i.e. - Napa, AutoZone, O'Reilly, Advanced, etc.). ChumpCar reserves the right to go on-line and pull up retail prices.

Additional Changes:

Remove from fixed point value list in BCCR:

brake rotors, single piece: 0 points

This line item needs to be removed from the TECH FORM:

brake rotors, single piece: 0 points

BCCR Changed: 12/23/2017 v.1.0.1

Posted to ChumpCar Web: by wds 12/23/2016

Posted to ChumpCar forum: by wds 12/23/2016

Posted to CCWS Facebook: by wds 12/23/2016



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1. GOVERNING RULES & EVENT STRUCTURE

1.1. CHUMPCAR INTERNATIONAL INC. / DBA CHUMPCAR WORLD SERIES

- 1.1.1. ChumpCar International Inc. is a membership organization (“Social Club”) doing business as (dba) the ‘ChumpCar World Series’.
- 1.1.2. **ChumpCar International / ChumpCar World Series Membership:** Membership is open to ALL, without restriction. Membership in ChumpCar requires an annual dues payment of \$50 and is valid 12 months from the date of purchase. All Members shall be issued a membership number and a digital membership card.

1.2. SANCTIONING BODY OPERATIONS

ChumpCar shall adhere to the Basic Club & Competition Rules (BCCR)

- 1.2.1. The BCCR shall govern all ChumpCar events sanctioned by ChumpCar. ChumpCar may revise the BCCR 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 or clarification. The interpretation and application of the ChumpCar Basic Club & Competition Rules by ChumpCar officials shall be final and binding.
- 1.2.2. All Members of ChumpCar International Inc. shall uphold the Basic Club & Competition Rules (BCCR) in order to promote, elevate and enhance the name, brand and reputation of the organization, including its staff, Board of Directors, sponsors and all those affiliated in any way with the ChumpCar World Series. Any act that is ruled to be detrimental to the organization, as determined by the Club’s Board of Directors, may result in an action by the Board.

1.3. CHUMPCAR GENERAL RULES

- 1.3.1. **Release and Acknowledgement Forms:** All drivers and crew members must sign either a track supplied or 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, and invited guests) are required to obtain a color-coded wrist-band from ChumpCar at registration. Track restrictions shall take precedence over ChumpCar general access allowances.
- 1.3.3. **Warning:** 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.
- 1.3.4. **Insurance:** ChumpCar carries and provides insurance for facility and event liability; however, ChumpCar is NOT your primary health 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 HEALTH INSURANCE PROTECTION. PARTICIPANTS THAT DO NOT HAVE INSURANCE WILL BE**



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PERSONALLY LIABLE FOR FINANCIAL CHARGES AND FEES ASSOCIATED WITH ANY MEDICAL CARE.

- 1.3.5. **Organizer Decisions:** ChumpCar decisions are final and are not up for discussion, negotiation, definition, or argument.
 - 1.3.6. **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.
 - 1.3.7. **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.
 - 1.3.8. **Disqualification from Race:** If you have hidden or concealed anything on your car that is illegal in any way OR violated ChumpCar's rules OR failed to meet the spirit and/or intent of ChumpCar's rules or you have seriously and repeatedly violated the event's driving safety rules your car may be disqualified from the event. The act of disqualifying any car may occur at any time. Notification shall be issued by a ChumpCar official to the Team Manager (or another representative).
 - 1.3.9. **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.
 - 1.3.10. **Event Changes:** ChumpCar reserves the right to cancel and/or alter the location, date(s), format, length, credits, 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.
- 1.4. **WINNERS AND AWARDS**
- 1.4.1. The car that completes the most laps (after all penalty laps and laps completed are tabulated) shall be declared the Winner.
 - 1.4.2. Podium winning cars do NOT need to be running at the checkered flag.
 - 1.4.3. ChumpCar's world-famous trophies will be awarded at ALL events, regardless of the number of entries.
 - 1.4.3.1. Provided there are a minimum of FIVE (5) cars per class, a "First Place in Class" trophy will be awarded to each Class winner.
 - 1.4.3.2. A team representative MUST be present at the awards ceremony to collect any secondary trophy or award.
 - 1.4.4. Credits: Unless otherwise stated in the Supplemental Rules, all winnings shall be issued in Credits. Credits are exchangeable for and may be applied to any ChumpCar event entry fee, transponder rental, or garage rental.
 - 1.4.4.1. Credits cannot be used to pay for track damage, ChumpCar products, SWAG or other fees.



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Credits MAY be bartered or traded or transferred.

1.4.4.2. Credits shall be issued as an award in the following amounts:

1.4.4.2.1. For events 19-hours or longer: First Place \$1,000, Second Place \$800, Third Place \$500, Fourth Place \$300, and Fifth Place \$200. Total \$2,800.

1.4.4.2.2. For events between 11- and 18-hours: First Place \$800, Second Place \$500, Third Place \$300, and Fourth Place \$200. Total \$1,800.

1.4.4.2.3. 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).

1.4.4.3. Credits may be accumulated.

1.5. REGIONAL CHAMPIONSHIP

An annual Regional Championship event will be held in each of the three (3) ChumpCar regions.

1.5.1. In order to qualify for a Regional Championship podium, a ChumpCar team must: compete in at least two (2) Regional Endurance Racing events in that region since the previous Championship and secure a finishing position within the Top 10. Championship events are NOT exclusive – anyone can enter.

1.5.2. Bring the same car you raced to qualify for the Championship. No replacement cars shall be considered qualified, including significant changes to otherwise qualified vehicles.

1.5.3. A minimum of TWO (2) original team drivers must be a part of the Championship team.



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2. ELIGIBILITY

ChumpCar's endurance racing program has four (4) classes of racing to provide greater competition among all participants. In addition, there is also an "EC" or Exception Class.

2.1. ENDURANCE RACING

2.1.1. Within ChumpCar's Endurance Racing program there are five (5) classes of racing:

- CLASS A –All cars with engine displacement of 1.91 liters and under
- CLASS B –All cars with engine displacement between 1.91 liters and 2.4 liters
- CLASS C –All cars with engine displacement between 2.41 liters and 3.91 liters
- CLASS D –All cars with engine displacement of 3.92 liters and higher
- CLASS EC – All EC cars

2.1.2. Vehicles with turbocharged or supercharged engines shall be moved to the next higher class.

2.1.3. Non-turbocharged rotary powered cars shall be placed in Class B. Factory turbocharged rotaries shall be placed in Class C.

2.1.4. Class A through D are referred to as cars competing for the "ChumpCar Podium." The ChumpCar Podium is for all cars competing under the Vehicle Performance Index (VPI) classification (see Section 4). The ChumpCar Podium is for the top-placing cars in the event, regardless of class.

2.1.5. ChumpCar also offers the "Exception Class" or "EC" – a class for cars exceeding 1000 points or teams not wishing to compete for a podium position.

2.2. VEHICLE ELIGIBILITY – DEFINITION OF A 500 POINT "CHUMPCAR"

2.2.1. Race entry is limited to mass-produced (over 1,000 units), four-wheeled vehicles certified for US Or Canadian street and highway use at the time of the vehicle's manufacture.

2.2.2. No kit cars.

2.2.3. All competing vehicles will be assigned a Vehicle Performance Index (VPI) by ChumpCar. The Vehicle Performance Index is a point value that is based on the Performance Evaluation of your car. In order to compete for the overall win, all vehicles must maintain a total point value of 1000 points or less as described in Section 4 of the BCCR. Vehicles with total point values between 500 and 1000 points will receive penalty laps.

2.2.4. The vehicle's original, manufacturer-stated curb weight may not exceed 4,200 pounds.

2.2.5. The Regional Director reserves the right to transfer ANY competition vehicle from the 500 point ChumpCar classes to the Exception Class (EC) at ANY time. This rule shall only be invoked under extraordinary circumstances.

2.3. VEHICLE ELIGIBILITY – DEFINITION OF AN EXCEPTION CLASS ("EC") CAR

2.3.1. The Exception Class or "EC" car class is open to "ChumpCar compatible" cars that wish to race with ChumpCar but exceed the 1,000-point limit, or any Team not wishing to compete for the overall win.

2.3.2. 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



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unsafe or disruptive to any event.

2.3.3. EC cars shall not be eligible for prize monies or awards issued by ChumpCar, however when more than five (5) EC cars are entered in any one event, ChumpCar may award separate EC class trophies. There is no maximum number of races that any EC team can enter. We're glad to have you join us.

2.3.4. EC vehicles must meet all ChumpCar rules and regulations for vehicle eligibility.

2.4. DRIVER AND CREW ELIGIBILITY AND LICENSING

2.4.1. All drivers must be ChumpCar members.

2.4.2. All drivers must have a valid State-issued or International driver's license

2.4.2.1. Drivers without a state-issued or international driver's license may be allowed to compete provided they can demonstrate extensive road racing experience with another sanctioning body (includes karting).

2.4.3. Competition Licenses are a digital license (no paper license will be issued) and are valid for ONE event.

2.4.4. Novice, first-time road race competitors are required to attend a 1-hour ChumpCar Driver's School session. *There is NO cost for the Driver's School.*

2.4.4.1. **Definition of "NOVICE":** A novice, first-time road race driver is someone who has not competed in a ChumpCar or other sanctioning body organized road racing event in the last 2 years and/or does not hold a valid competition license. Solo, Autocross, Drifting, Club Track-Days, or HPDE events do not apply to competitive road racing experience, regardless of what license you may have.

2.4.4.2. Driver's Schools are held after registration. Time and location to be announced in the event's supplemental rules.

2.4.5. Drivers under 18 years of age may compete if all the following conditions are met:

2.4.5.1. The minor driver's parent or legal guardian must be present at the event. Legal Guardian must present a copy of his or her court-ordered status as legal guardian.

2.4.5.2. The minor driver's parent or legal guardian must sign a waiver of liability form on behalf of and covering their child competing in the event (form available from ChumpCar).

2.4.5.3. The parent or legal guardian must be present at all times the minor is on track, including the driving surface and the "hot pit."

2.4.5.4. The Regional Director may limit the number of minor drivers allowed to compete at any event.

2.4.6. Any individual 16 years of age or older may be a crew member in the "hot pit" area, but only if all the following conditions are met:

2.4.6.1. The minor crew member's parent or legal guardian must be present at the event. Legal Guardian must present a copy of his or her court-ordered status as legal guardian.

2.4.6.2. The minor crew member's parent or legal guardian must be present to sign a waiver of liability form on behalf of and covering their child serving as a crew member (form available



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from ChumpCar).

- 2.4.6.3. The minor crew member's parent or legal guardian must be present at all times the minor is on track, including the driving surface and the "hot pit."
- 2.4.6.4. The Regional Director may limit the number of minors allowed to crew at any event. The track may restrict "Hot Pit" areas to those over 18 at certain events; if so, the information will be in the Supplemental Rules for each event.



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3. SAFETY

3.1. 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. Roll-cage design and construction must maintain typical SCCA/NASA standards.

3.2. ROLL-CAGE DESIGN



3.2.1. The main hoop (behind the driver, labeled “1” in the above diagram) must be the full width of the cockpit for all cars. It must be one continuous length of tubing with smooth bends and no evidence of mandrel crimping or wall failure.

3.2.1.1. 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.

3.2.1.2. On all closed cars, the main hoop must be as close as possible to the roof (in height) and “B” pillars (in width)

3.2.2. The halo hoop (labeled “9” in the above diagram) may be constructed of either a U-shaped bar appropriately attached to the main hoop and two front vertical legs (labeled “2”), OR front



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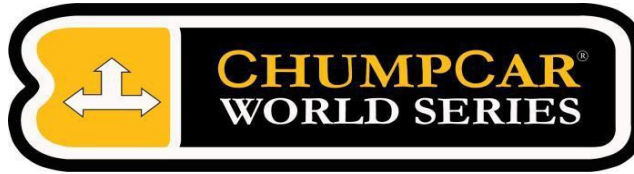
vertical bars bent rearwards at the roofline, connecting to the rear main hoop and cross-braced horizontally along the upper windscreen line.

- 3.2.3. Two continuous/unbroken driver-side door bars (labeled “7”) that will prevent cockpit intrusion. NASCAR-style or X-design (with gussets) is acceptable.
 - 3.2.3.1. The spacing between the fore and aft terminal ends of all door bars (including X-design) must include a separation of no less than six inches of open space when measured at the centerline of each bar. Triangulated bars that meet or join at the front hoop are allowed so long as the spacing of the upper and lower bars (attached to the main hoop) is a minimum of six inches when measured at the centerline of the tubing bar.
 - 3.2.3.2. The upper door bar shall not be placed higher than the bottom of the driver’s window.
 - 3.2.3.3. If the distance, measured at any point between the highest portion of the door sill or floor pan (whichever is higher) and the lowest edge of lower door bar is greater than ten inches (10”), a floor or lower-sill intrusion bar (labeled “8”), mounted as low as possible on each side of the roll-cage, at or just above the door sill, joining the front vertical legs and the main hoop is required.
 - 3.2.3.4. 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.
- 3.2.4. Appropriate main-hoop rear-supports (backstays, labeled “6”) with no bends, located as close to 45 degrees from horizontal as practical.
- 3.2.5. One main-hoop diagonal support bar (labeled “3”) installed in the same plane as the main hoop, with one end terminating in general proximity to the main hoop bend above the driver’s head and the other end terminating in general proximity to the lower end of the opposite side of main hoop. The diagonal support bar may be of one (1) or two (2) piece construction and it may intersect with or cross-through the horizontal support bar (used for seat belt harness attachment and/or seat support).
- 3.2.6. Complete 360-degree welds at all welded joints. All welds to be sufficient in heat, penetration, bead and consistency.
- 3.2.7. Each major load-bearing member must be formed from its own single, continuous tube.
- 3.2.8. A shoulder-harness bar (labeled “4”) mounted just below the driver’s shoulder level is required.
- 3.2.9. Dash bars (labeled “5”) are not required but very strongly encouraged.
- 3.2.10. Roll-cages MAY contain a maximum of 2 tubes inside the front engine or storage compartment and each tube MUST terminate prior to the centerline of the front axle.
- 3.2.11. Roll-cages are limited to eight (8) body and/or frame mounting points – welded and/or bolted.
 - 3.2.11.1. 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.
 - 3.2.11.2. The total number of mounting points does NOT include welded tabs connecting any hoop to the body. 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.



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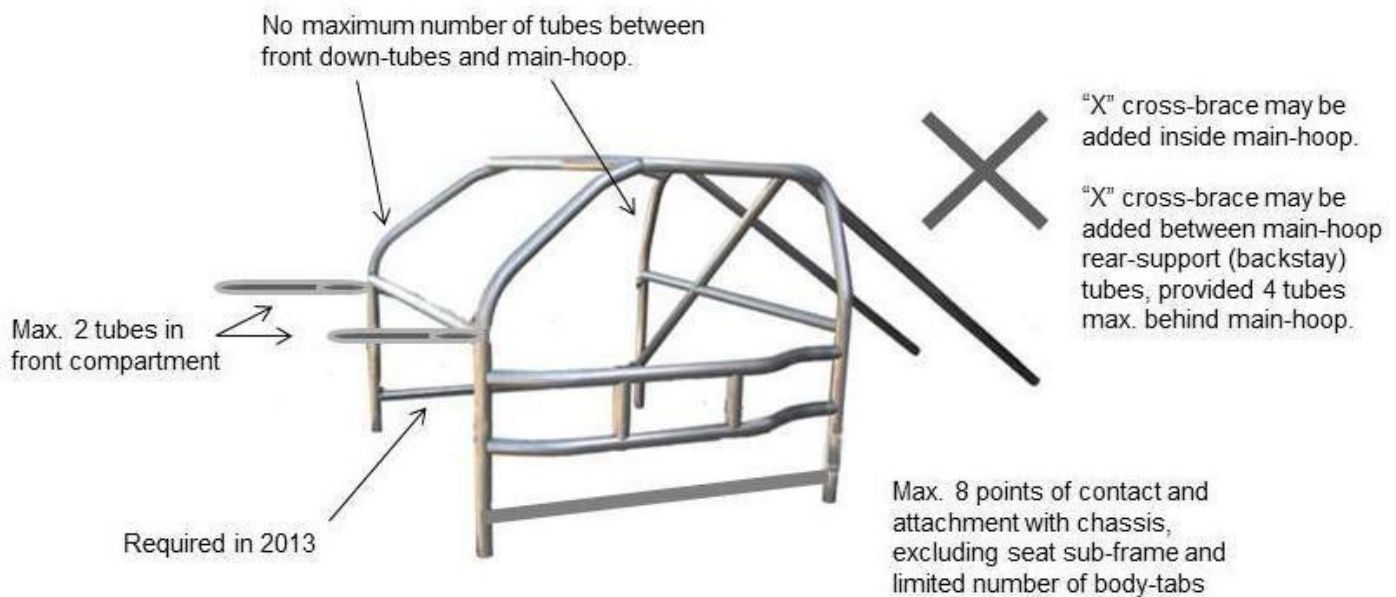
- 3.2.11.3. Where cages are attached to the vehicle unibody, tubes must be welded to a minimum 1/8" steel plates no less than 16 square inches in size.
- 3.2.12. Roll-cages may not have more than four (4) tubes installed behind the main hoop and two (2) of these must include the main-hoop rear-support (backstay) bars without value add.
- 3.2.13. Roll-cages may not have any tubes or bars extend below the factory floor-pan.
- 3.2.14. Roll-cage Steel Tubing and Hardware:
 - 3.2.14.1. Minimum tubing size for cars weighing UNDER 2,500 pounds must use a minimum tubing size of 1.50" x .095.
 - 3.2.14.2. Minimum tubing size for cars weighing OVER 2,500 pounds must use a minimum tubing size of 1.75" x .095 or 1.50" x .120".
 - 3.2.14.3. For purposes of determining tubing sizes, the vehicle weight is as raced without fuel and driver.
 - 3.2.14.4. Properly-bent, quality tubing is mandatory. No stretched or crushed bends allowed. DOM mild steel is very strongly recommended over ERW tubing.
 - 3.2.14.5. The radius of all bends of the roll cage (measured at centerline of tubing) must not be less than three times the diameter of the tubing.
 - 3.2.14.6. All attachment points on the vehicle must be selected and reinforced as necessary so that, in an accident, the roll-cage will not punch through, tear, or grossly distort any roll-cage attachment point. Heavily rusted floor pans must be replaced or reinforced with sheet steel plate. Spreader plates, gussets, and/or other reinforcing hardware are generally required to meet this goal. Minimum 1/8" (0.125") thick steel backing plates – not washers – must be present on the reverse or underside of any bolt-in cage location.
 - 3.2.14.7. All mounting hardware is to be SAE Grade 8/Metric Class 10.9 bolt hardware or better.
 - 3.2.14.7.1. Minimum bolt size is 3/8" or 10mm diameter.
 - 3.2.14.7.2. All nuts should be self-locking (Nylok / ovalized) or cotter-pinned or drilled and safety-wired.
- 3.2.15. No waivers or "repair by next event" allowances will be granted on any roll-cage issue. Make sure it's 100% right the first time.
- 3.2.16. 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. Extensions or additions above the main hoop to accommodate taller drivers are not allowed.
- 3.2.17. All roll cage tubing must be padded with high density roll bar padding wherever a driver's extremity may contact the tube. It is recommended that SFI 45.1 Rated Roll Bar Padding be used.
- 3.2.18. 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"



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

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



3.3. DRIVER'S SEAT

- 3.3.1. The back of all driver's seats must extend in height to above the middle of driver's helmet or higher.
- 3.3.2. One- or two-piece SFI- or FIA-rated competition seats are recommended. OEM seats are NOT allowed.
- 3.3.3. All seats or seat-sliders must be securely mounted to the floor or roll cage to avoid separation during a crash. All mounting hardware must be SAE Grade 8/Metric Class 10.9 or better and a minimum 2-inch diameter or larger steel plate or load washers are required when mounting to sheet metal.
- 3.3.4. 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. The seatback must be within 3" of the shoulder harness bar or the diagonal main-hoop bar in its furthest forward position. For seats on sliders, or permanently affixed seats which do not meet this requirement, a seatback support MUST be used.
 - 3.3.5.1. The seatback support may be permanently attached to the seat. For those supports not



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attached to the seat, the support MUST extend such that the support plate or contact point of the support mechanism is less than one half inch (0.5") from making contact with the seat when it is in the furthest forward position.

3.3.5.2. Seatback supports MUST maintain a minimum area of support contact of no less than sixteen square inches (4" x 4" square or 2" x 8" horizontal plate) and must be no less than 1/8" (0.125") in thickness.

3.3.5.3. All two-piece seats must have a permanently attached seatback support mechanism.

3.3.6. No passengers are allowed during any ChumpCar practice or competition event.

3.4. RACING HARNESES

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 utilize 2" or 3" shoulder belts. PLEASE NOTE THAT NECK RESTRAINT SYSTEMS ARE AVAILABLE FOR 2" AND 3" BELTS, AND YOU MUST MATCH YOUR NECK RESTRAINT TO YOUR HARNESS.

3.4.2. All driver restraint systems shall meet SFI or FIA specifications. The certification indicated by an SFI label or FIA label must be present, including a clear Date of Manufacture label or, in the case of FIA labels, Date of Expiration. SFI harnesses list a year of manufacture, and are good until December 31st four years from that year. FIA harnesses expire on December 31st of the year of expiration sewn into harness. Any attempt to modify the date(s) on any belt are grounds for immediate team disqualification, without recourse or refund. Harness threading tips:

http://www.gforce.com/pdf/Harness_Install_Info.pdf

3.5. WINDOW NETS / ARM-RESTRAINTS

3.5.1. All competition cars must have an SFI-approved window net mounted to the cage of the car only. 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.

3.5.1.1. A small piece of deformable, transparent Plexiglas or polycarbonate may be used to screen- in an exposed area of the driver's side window (left exposed by the window net) without value-add PROVIDED the piece of screening plastic does not exceed eighty square inches and is a maximum 1/8" in thickness.

3.5.2. SFI-CERTIFIED ARM RESTRAINTS OR ROOF NETS ARE REQUIRED in all open (convertible) cars and/or cars with t-tops or sunroof openings.

3.5.2.1. Driver Arm-Restraint Confirmation and Testing:

3.5.2.1.1. At Pit-Out, where all cars are required to stop, all drivers of open (convertible) cars and/or cars with t-tops or sunroof openings, without roof nets, shall be required to perform an arm-restraint exhibition and test, by raising both arms to their maximum allowable height.



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3.5.2.1.2. At full-vertical extension, the driver's hands must NOT extend above a linear plane defined by the bottom edge of the lowest bar comprising the roll-cage "halo."

3.5.2.2. Penalties

- 3.5.2.2.1. Drivers of open (convertible) cars and/or cars with t-tops or sunroof openings who fail the extension test at Pit-Out will NOT be allowed on course. Drivers will be directed to remove their car from the Pit-Out lane to a location that does not impeded other cars and make the necessary adjustment to their arm-restraints. Upon completion of adjustments, they must re-complete the test, at the availability of the Pit-Out Marshall.
- 3.5.2.2.2. Drivers of open (convertible) cars and/or cars with t-tops or sunroof openings inspected at Pit-Out who have not properly attached their arm restraints, roof nets, or are completely missing arm restraints will be issued a 20-minute penalty at Pit-Out.
- 3.5.2.2.3. Drivers of open (convertible) cars and/or cars with t-tops or sunroof openings found at Pit-In without arm restraints or roof net, and having been on track, will be issued a 60-minute penalty at Pit-In.

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

- 3.7.1. Steering wheel lock devices shall be removed or disabled. Quick-disconnect steering wheels are highly encouraged.

3.8. AIRBAGS

- 3.8.1. All airbags must be disarmed and removed.

3.9. ONBOARD FIRE EXTINGUISHER

- 3.9.1. ALL CHUMPCAR COMPETITION VEHICLES MUST HAVE A SELF-CONTAINED PUSH- BUTTON OR PULL-HANDLE FIRE SUPPRESSION SYSTEM INSTALLED.

- 3.9.1.1. Fire suppression systems need **NOT** have SFI or FIA certification.
- 3.9.1.2. Minimum 5 LB or 2 Liter bottle capacity – either AFFF / FE-36 / NOVEC 1230 –Rechargeable systems are highly advised.
- 3.9.1.3. Minimum two (2) extinguisher nozzles, one (1) pointed centrally towards the top and center of the engine, and one (1) located in the driver's seating area. THIS IS THE MINIMUM. 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.



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3.9.2. All on-board fire systems shall identify the activation point for the automatic system by a circle "E" decal. Decals available at ChumpCar Tech Inspection.

3.10. DRIVER'S HELMET

3.10.1. Undamaged, full-face, Snell Type SA helmet, or FIA certification is acceptable. All helmets expire 11 years after date of certification. Note: Snell Type M helmets (motorcycle) or other non-SA helmets are not rated for fire resistance and are not allowed. Sharing helmets between team members is very highly discouraged.

3.10.2. Neck Restraint Systems / Helmet Support: An SFI or FIA approved racing neck restraint system is mandatory for all drivers. Foam collars are NOT legal.

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

3.10.4. Any driver with a helmet found with an altered or counterfeit Snell sticker 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, frayed, torn, have 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 and shall **NOT** be allowed for competition. ChumpCar's decision is final.

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 undergarments. Multilayer suits rated SFI 3.2/A5 or higher are highly recommended and may be worn without undergarments.

3.11.3. Fire-retardant FIA- or SFI-rated socks, racing gloves and shoes are also required.

3.11.4. SFI or FIA rated Balaclavas are strongly encouraged but are not mandatory. Balaclavas are required for drivers with beards, or 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 SFI or FIA rated helmet skirt may be used.

3.12. ANNUAL GEAR CHECK

3.12.1. ChumpCar utilizes a calendar year Annual Gear Inspection process. Initial inspections will require ALL driver gear to be presented for inspection. Approved gear will be issued a dated Annual Inspection helmet sticker.

3.13. BATTERIES

3.13.1. All batteries must be installed in a safe location. All batteries must be fully secured via proper, purpose-built battery brackets, battery frames, or sealed battery boxes.

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

3.13.3. All batteries located in the driver's compartment of the car shall be enclosed in a plastic or steel box.



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3.14. MASTER ELECTRICAL KILL (CUT-OFF) SWITCH

- 3.14.1. All cars must have a racing-type master electrical kill 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. The control or key for this switch should be red and 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.
- 3.14.2. The dash or console switch MAY be the sole kill switch, or it MAY be a second switch, wired in series with an existing or additional switch located elsewhere on the car. If the switch is wired in series, the interruption of either switch, independent of the other, must kill all power and vehicle operations.
- 3.14.3. Both terminals of the Kill Switch are to be treated as “hot” terminals and must be insulated.
- 3.14.4. At technical inspection, the kill switch function will be tested by revving the engine to approximately 1500 RPM and turning off the switch. The engine must shut-off immediately.

3.15. Tow Hook

- 3.15.1. 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. Minimum 2” diameter opening and easily accessible. Tow point must be clearly marked on car.



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4. VEHICLE VALUE

4.1. TOTAL POINT VALUE

4.1.1. Cars with total points in excess of 500 POINTS will receive penalty laps (1 lap per 10 POINTS of value over the allowable 500 POINTS maximum. 1-9 points will be rounded-up to 10).

4.1.2. Total Point Value of the race car is the combination of:

- The Vehicle Performance Index
- Non-Stock replacement or other added parts from the Fixed Point Value list
- Non-Stock replacement or other added parts NOT on the Fixed Point Value list
- Engine Swap Points

4.2. VEHICLE PERFORMANCE INDEX

4.2.1. The Vehicle Performance Index (VPI) is the assessed value (by ChumpCar) of the Performance of the ChumpCar competition vehicle. The VPI for most common ChumpCar World Series vehicles can be found at <https://www.chumpcar.com/vpi.php>

4.2.2. If a make/model of a vehicle that you have an interest in racing is NOT listed, contact the ChumpCar National Director of Tech & Safety (tech@chumpcar.com).

4.2.3. Vehicle Performance Indexes may be petitioned for review. A written request for review is to be submitted to the ChumpCar National Director of Tech & Safety (tech@chumpcar.com). Please allow 30-days for all reviews and re-assessment considerations.

4.3. FIXED POINT VALUE

4.3.1. Non-stock Component Values: ChumpCar has assigned a **FIXED POINT VALUE** that will be applied to **MOST** non-stock and/or performance components.

4.3.2. Fixed Point Value List

- air filter, non-OE: 0 pts
- brake cooling ducts: 0 pts
- brake pads: 0 pts
- camber/caster plates, adjustable, after market (pair): 20 pts Front and 20 pts Rear
- camber/caster plates, adjustable, homemade (pair): 5 pts Front and 5 pts Rear
- camshaft or valve train, non-OE: 50 pts per engine
- carburetion/throttle body or intake manifold, non-OE: 50 pts each
- CVs / axles, non-OE (pair): 25 pts
- cylinder head(s), non-OE and/or non-matching: 100 pts per engine
- differential cover, non-OE: 5 pts
- differential swap: 25pts for any diff. from a vehicle on the VPI list, stock axles/CVs included
- distributor, non-OE, or aftermarket ignition system: 20 pts
- driveshaft, non-OE: 50 pts per single driveshaft
- dry-sump assembly: 100 pts
- ECU, non-OE or chip replacement or chip re-programming: 0 pts



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- exhaust header: 25 pts per engine
- heim joints: 5 pts each
- ignition coil(s), aftermarket: 10 pts
- mounts, non-OE, engine/transmission: 10 pts per engine / 10 pts per transmission
- oil accumulator (e.g. – Accusump): 10 pts
- oil cooler, non-OE (engine, transmission and/or differential): 20 pts each
- oil pan, non-OE: 25 pts
- pulleys, engine accessory, non-OE: 5 pts for one pulley, 10 pts for multiple pulleys
- radiator, aluminum non-OE: 20 pts (provided retail value of radiator under \$300)
- radiator, non-aluminum, non-OE: 5 pts
- screens protecting radiator and brake duct openings from debris: 0 pts
- shock absorbers/struts over the 2X limit: 25 pts per shock
- shock absorbers/struts, adjustable: 75 pts per shock
- shock/strut-tower reinforcement bar (commercial or homemade): 10 pts each
- springs, non-OE coil springs (including ‘coil-over’ kit): 10 pts per corner
 - **Exemption: Competition vehicles may replace OE coil springs for 0 pts provided that the replacement maintains the exact same ID/OD measurements as the OE spring (+/- 0.25”)**
- suspension bushings in polyurethane, Delrin, OE-replacement: 0 pts/car
- suspension component (not otherwise listed in this table), non-OE: 10 pts per component
- sway-bar, non-OE: 20 pts each
- transmission / transaxle swap: 25pts for any trans. from a vehicle on the VPI list, includes adapters
- turbochargers and superchargers, non-OE: 100 pts
- turbocharger and supercharger intercoolers, non-OE: 25 pts
- wheel spacers/hub adapters: 0 pts set of 4, max. 30mm/1.25” wide, max. 1/wheel
- wings/splitters (carbon fiber not allowed): 10 pts/ea
- Materials will be charged at the following rate:
 - plywood: 1 pt per sq. ft.
 - sheet aluminum/steel: 2 pts per sq. ft.
 - sheet plastic/polycarbonate: 3 pts per sq. ft.

4.3.3. ChumpCar reserves the right to apply an additional point value to any component or part on this list that substantially increases the value and/or performance of the car.

4.3.4. Parts included with non-OE turbocharger/supercharger installations are: exhaust/intake manifold, pressure tubing, cooling lines, oil lines, and boost control systems.

4.4. NON FIXED POINT VALUE PARTS

4.4.1. ALL non-stock components, parts, assemblies, or systems MUST be declared to Tech Inspection, noted in the vehicle Log Book, and declared and accounted for in the total points of the vehicle.

4.4.2. There is NO SUCH THING as a free part, every part of a vehicle has a value. Parts not covered elsewhere in the rules will be assigned a point value by ChumpCar Tech.

4.4.3. Any vehicle found with missing (ground-off) or tampered part numbers on any part or component



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will be immediately re-classified as EC.

- 4.4.4. All point values assigned by Tech Inspection will be considered valid until ChumpCar's Rules Committee assigns a fixed point value.

4.5. ENGINE SWAP

- 4.5.1. Go to www.chumpcar.com/vpi/index.php. Enter your car's race weight and stock horsepower from the ChumpCar database. If the information is not yet available in our system for your car, email tech and we'll add it. Enter your new engine's HP. The formula will output the swap points to add to your VPI.
- 4.5.2. The webpage provides an automated calculator. The raw swap formula is:
IF[16 - (weight / (HP + hpAdd)) > 0]
THEN [0.032 * (16 - (weight / (HP + hpAdd))) ^6] + 50
ELSE + 50
- 4.5.2.1. "weight" is an approximation of a vehicle's weight as raced.
- 4.5.2.2. "HP" is the stock horsepower of the original engine.
- 4.5.2.3. "hpAdd" is the stock horsepower of the engine being added to the car.
- 4.5.2.4. All of the above variables must be taken from ChumpCar's database.
- 4.5.3. Engine swaps include stock long block, stock exhaust manifolds, stock induction system, motor mounts, starter, ECU, wiring, and transmission adapters.
- 4.5.4. Maximum swap cost is \$1500 (engine & adapters).
- 4.5.5. Engine being swapped in must come from another vehicle in the VPI table.
- 4.5.6. Vehicles must use the highest valued model from its generation (i.e., – E30s would use the 325i as the starting point).
- 4.5.7. All other drivetrain components shall be stock. "Stock" is defined as the published specifications and technical measurements provided by the manufacturer.

4.6. PLATFORM SWAP

- 4.6.1. As an alternative to an engine swap, teams may qualify for a platform swap. A platform swap is defined as replacing the original components with all the components from the same chassis family (i.e. – 318 to 325 BMW engine swaps or 2.8L to 5.7L Chevy Camaro). To qualify as a platform swap, all of the differing vehicle components must be swapped to match the new platform. This includes engine, transmission, differential, suspension, fuel tank, etc. The VPI of the car will now be based on the car and engine combination as presented to tech, regardless of what engine may have been installed originally. No swap-surcharges shall be applied to platform swaps.

4.7. OTHER EQUIPMENT THAT DOES NOT COUNT TOWARD THE TOTAL POINT VALUE

- 4.7.1. Tires: Tire must be DOT legal and the treadwear rated at 180 or higher.
- 4.7.2. Driver comfort & information items are open and do not count towards total points (i.e. - steering wheel, removable steering wheel adapter, shifter handles, gauges, pedals, cool suits, vents, heaters, radio communications, etc.)



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- 4.7.3. All fuel-system components except the fuel tank/fuel cell are open and do not count towards total points.
 - 4.7.4. Exhaust systems downstream of the header/exhaust manifold (from the collector back) are open and do not count towards total points.
 - 4.7.5. Hardware, fasteners, and materials used to attach things to other things (nuts, bolts, screws, rivets, duct tape, bailing wire, zip ties, JB Weld, etc.) are open.
 - 4.7.6. Teams may replace any worn, broken, ventilated, impaled, defective, or bent-beyond-all-recognition parts on their car without affecting their total points so long as it's an OEM or OEM-equivalent part for that car's specific model.
 - 4.7.7. Wheels, brake calipers, and non-adjustable shock absorbers are open, PROVIDED they meet the "2X Rule."
- 4.8. THE 2X RULE**
- 4.8.1. The retail price of any NEW replacement wheel, brake caliper, **brake rotors**, or non-adjustable shock absorber that you put on your ChumpCar must be less than twice the cost of a stock replacement wheel, brake caliper, **brake rotors**, or shock absorber that is available on-line by a nationally recognized auto parts retail chain (i.e. - Napa, AutoZone, O'Reilly, Advanced, etc.). ChumpCar reserves the right to go on-line and pull up retail prices.
 - 4.8.2. Wilwood calipers, up to a maximum of 4 pistons, that exceed the 2X Rule will be valued at 5 pts per caliper.



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5. SAFETY & TECHNICAL INSPECTIONS AND RELATED PENALTIES:

5.1. INSPECTION PROCESS

All competitors must present to ChumpCar International Inc., d/b/a ChumpCar World Series (collectively, "ChumpCar"), their vehicles for annual safety and technical inspections, and the car's log book for inspection at every race in which competitors enter the car.

By inspecting a vehicle and/or log book, neither ChumpCar, nor its directors, officers, sponsors, staff, and/or officials, ensure, certify, or warrant that (a) the inspection will detect any or every problem with the vehicle; (b) the vehicle or any part of the vehicle is safe; or (c) the vehicle complies fully with all ChumpCar rules.

The inspection does not in any way change the fact that the driver, crew members, and vehicle owner are ultimately responsible for the safety and operation of the vehicle and equipment.

All competitors also must present to ChumpCar their personal safety gear for inspection, pursuant to Rule 3.12.

By inspecting personal safety gear, neither ChumpCar, nor its directors, officers, sponsors, staff, and/or officials, ensure, certify, or warrant that the gear fully complies with all ChumpCar rules, or will prevent bodily injury, death, or other harm (including, monetary damages).

All competitors are ultimately responsible for the proper maintenance and use of their personal safety gear.

ChumpCar expressly disclaims all consequential damages, regardless the cause.

5.2. TECHNICAL INSPECTION

5.2.1. Vehicle Logbooks: Each car shall have a complete and up-to-date ChumpCar World Series log book, including pictures. Tech inspection forms should be downloaded from the ChumpCar website and filled out prior to entering the tech line.

5.2.2. Technical Inspections shall be done annually and, upon approval, a car will be issued a ChumpCar Annual Inspection decal for that calendar year.

5.2.2.1. Cars with a valid ChumpCar Annual Inspection decal need NOT return for inspection UNLESS ANY OF THE FOLLOWING HAVE OCCURRED:

5.2.2.1.1. The inspection decal has expired.

5.2.2.1.2. The vehicle has undergone ANY major component exchange, swap or replacement, as a by-product of an upgrade, repair and/or modification.

5.2.2.1.3. The vehicle has realized the upgrade, exchange, replacement and/or modification of any safety item, including but not limited to kill-switch, seat belts or harness, seat and/or installation, roll cage or attachment mounts, fire extinguisher system, window or roof nets, fuel cell, etc.

5.2.2.1.4. The vehicle has been involved in ANY major contact or shunt. NOTE: Following any such incident the vehicle's Annual Inspection decal shall be removed by the Technical Inspector and the damage will be noted in the logbook.

5.2.3. Appeals: The Technical Inspector's ruling may be appealed to the Regional Director. The



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Regional Director's ruling is final for that event. You may appeal for future races to the ChumpCar Rules Committee at RulesCommittee@chumpcar.com.

5.3. PENALTIES

- 5.3.1. Cars with total points in excess of 500 POINTS will receive penalty laps. Penalty laps shall be assigned at 1 lap per 10 POINTS of value over the allowable 500 POINTS maximum; 1-9 points will be rounded-up to 10.
- 5.3.2. Penalty Lap Assessment Adjustments for Length of Endurance Racing Events:
 - 5.3.2.1. All penalty laps issued by Tech and/or as stated within the BCCR are applicable to 7-hour endurance racing events. Therefore, endurance event penalties shall be adjusted for longer endurance events:
 - 5.3.2.1.1. For races 8 hours or less, all penalties shall have a multiplier of 1.0;
 - 5.3.2.1.2. For races 9 to 14 hours, all penalties shall have a multiplier of 1.5;
 - 5.3.2.1.3. For races 15 to 18 hours, all penalties shall have a multiplier of 2.0; and
 - 5.3.2.1.4. For races 18+ hours, all penalties shall have a multiplier of 2.5 applied.
 - 5.3.2.2. 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.

5.4. POST-RACE IMPOUND AND INSPECTION

- 5.4.1. At the conclusion of every ChumpCar Race, the top five (5) finishing vehicles shall be impounded for a period not less than 30 minutes and no more than 90 minutes.
- 5.4.2. During the impound period, the team associated with the impounded car must:
 - 5.4.2.1. Present the car's Log Book to the Chief of Tech;
 - 5.4.2.2. Raise and place the car on four (4) jack-stands, a minimum of 12" from the ground or floor level;
 - 5.4.2.3. Remove all four (4) wheels and tires; and
 - 5.4.2.4. Open the hood and trunk.
- 5.4.3. ChumpCar will place a printed copy of each vehicle's tech sheet on the windshield during impound.
- 5.4.4. ChumpCar competitors and teams are welcome to "review" impounded vehicles. "REVIEW" does NOT mean touch or crawl under a competitor's car, however you may request a ChumpCar official to look at an item for you.
- 5.4.5. During the impound period, the Regional Director or Tech Chief may engage in any inspection they so choose, including but not limited to the partial or full disassembly of any assembly, system or component for legality.
- 5.4.6. Upon the close of impound, all race results and standings are final.

5.5. PROTESTS

- 5.5.1. Any Team Captain has the ability to file a written protest with the Regional Director or Tech



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Chief regarding any car in the event. Protests MUST be submitted to the event's Regional Director or Tech Chief after the start of the race and prior the close of Post-Race Impound. Protest forms are available in the "Rules" section of the ChumpCar website.

5.5.1.1. Driving Protest: Must include a written statement of the incident and be supported by video OR two additional driver statements OR the report of the Corner Marshal.

5.5.1.1.1. Aggressive or unsafe driving protests that are accompanied by video or film documentation which do NOT offer clear and concise view(s) of the incident or infraction, or suggest any reasonable doubt, will be defined as a "racing incident."

5.5.1.1.2. No protest will be accepted for missed or non-calls by corner workers or track/event officials such as passing under yellow.

5.5.1.2. Vehicle Protest: The protest must identify a maximum of five (5) items that may or may not be present on the protested car and are not claimed on the Tech Sheet.

5.5.2. All protests must include a \$50 filing fee. A protest will result in:

5.5.2.1. VALID PROTEST: A penalty is applied to the protested team and the \$50 protest fee is returned to protester.

5.5.2.1.1. Valid driving protests penalties MAY result in penalty laps, a time penalty, or disqualification of the car, at the discretion of the Regional Director.

5.5.2.1.2. Valid vehicle protests will result in disqualification of the car, or reclassifying the car as EC, at the discretion of the Regional Director.

5.5.2.2. INVALID PROTEST: No penalty is applied to protested team and the \$50 protest fee is lost.

5.5.3. During a 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, protested cars 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. DAY TWO HANDICAP

5.6.1. For two-day endurance events (that is two separate races), the winning car on day one will receive a lap penalty on day two equal to the number of laps they won by on day one plus one extra lap. No victory penalties will follow a team once the weekend of racing is over.



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6. ENTRIES AND TEAMS

6.1. ENTRY APPLICATIONS & PAYMENT DEADLINES

- 6.1.1. The Entry Deadline is 90-days prior to the event.
 - 6.1.1.1. Each entry shall require a refundable \$250 deposit.
 - 6.1.1.2. ChumpCar will refund any fees paid upon request prior to the close of the event payment deadline (60 days). Inside of 60 days, fees will only be transferred to another event.
 - 6.1.1.3. Early pay discount: The ChumpCar auto-pay website will reduce the event fee by \$200 for any full entry payment made 60 days prior to the event.

6.2. ENTRY & DRIVER FEES

- 6.2.1. For all ChumpCar Endurance Race Events entry fees will be set based on current track and support costs. See ChumpCar.com for specific event pricing.
- 6.2.2. Every entry includes all drivers and crew. Some tracks may charge entry fees outside of ChumpCar's fees. See the Supplemental Rules for that event.
- 6.2.3. AMB 260X transponder required to compete. You can bring your own or rent one from ChumpCar.
 - 6.2.3.1. Rental transponders must have a factory MyLaps / AMB transponder mounting bracket affixed to their car in an approved location (see <https://www.chumpcar.com/pdf/TransponderMounting.pdf>). Mounts are sold by ChumpCar at tech inspection. No loose or zip-tied or duct-taped transponders are allowed.
 - 6.2.3.2. If a rental transponder is lost or broken, you agree to be charged \$500 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 \$100 for repair and testing.
- 6.2.4. Log Book: \$5

6.3. CATASTROPHIC FAILURE DISCOUNT

- 6.3.1. If a ChumpCar or EC competitor's car experiences a catastrophic, non-repairable, mechanical failure (not the result of brain fade or collision while on the track) on the first day of any multi-day ChumpCar Race event ChumpCar will extend a \$200 discount to that team for their next ChumpCar entry.
- 6.3.2. If a team's car experiences a failure during a ChumpCar event that prevents the vehicle from attending another event the team has entered later in the season, ChumpCar may transfer their entry fee or deposit for that later event to any even later event at the discretion of the Regional Director.

6.4. MULTI-RACE DISCOUNT

- 6.4.1. For every two (2) Endurance race weekend events (not individual races) that you participate in, ChumpCar will issue you \$100 in racing credit. Contact your Regional Director for details.



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7. RULES OF THE ROAD

7.1. MAXIMUM DRIVING TIME

7.1.1. Within an Endurance Race, no driver shall drive for more than 2 hours consecutively and shall have, at a minimum, sixty (60) minutes rest between stints.

7.2. ON-TRACK DRIVER CONDUCT

7.2.1. It is the responsibility of all drivers to avoid physical contact between cars on the race track. 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 to allow a competitor to maintain control of his/her car.

7.2.2. **The responsibility for passing another car and accomplishing 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.

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

7.2.2.2. **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, will be black flagged and/or penalized.

7.2.2.3. **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.

7.3. STOPPING ON COURSE

7.3.1. 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.

7.3.2. 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 leave their car, **UNLESS THE CAR IS ON FIRE.**



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8. RULES OF THE PIT

8.1. PIT AND/OR PADDOCK AREA

- 8.1.1. Unless otherwise noted in the Supplemental Rules, all fueling must be done on pit road.
- 8.1.2. While in the pits, each team entered in the event is REQUIRED to have ready a minimum of one (1) each:
 - 8.1.2.1. **Ten (10) pound** dry chemical fire extinguisher having a minimum UL 60 BC or ABC rating.
 - 8.1.2.2. **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!)
 - 8.1.2.3. A suitable gasoline and/or liquid catch pan must be used during refueling in an appropriate position to catch any spilled fuel. All fueling / gasoline catch pans MUST be manufactured of metal or sturdy, chemical-resistant plastic, maintain a minimum 3" depth, hold a minimum of 1-gallon (4-quarts) of liquid. Catch pans should be larger than 12" square or 12" in diameter and should not exceed 24" square or 24" in diameter. Oil drip pans work perfectly for this.
- 8.1.3. Unattended fuel or oil spills are punishable at the discretion of the Regional Director.
- 8.1.4. 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.
- 8.1.5. Unless restricted by the track, motorized paddock support vehicles are allowed PROVIDED that all drivers are 16 years or older and have a State-issued driver's license. Unsafe driving in the pits/paddock may result in a penalty or even disqualification of the associated team at the discretion of the Regional Director.
- 8.1.6. All 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.

8.2. PIT STOPS AND FUELING OF VEHICLES

- 8.2.1. NO FUEL JUGS OR CREW MEMBERS ARE ALLOWED ON OR OVER THE WALL UNTIL THE CAR HAS COME TO A FULL AND COMPLETE STOP.
- 8.2.2. The fueling process starts when the gas cap is removed or whenever any fuel jugs are over the pit wall, and ends when the gas cap is replaced and all fuel jugs are back over the pit wall. During this time, NO OTHER WORK IS ALLOWED ON THE CAR.
- 8.2.3. During the fueling process any team member over the wall must wear fireproof safety equipment. This includes fire suit, gloves, and helmet with visor down. Non-driver crew members may utilize a single-layer suit without Nomex underwear. Other than non-open toed shoes, shoes and socks are open for non-driving crew members performing fueling but fireproof socks and leather shoes are HIGHLY advisable. Non-driving crew members may wear an out-of-date Snell SA helmet for pit duties. Crew members with out-of-date helmets shall mark both sides of their helmet with the words "FUEL ONLY" in 1.5", high-contrast and easily identifiable letters.
- 8.2.4. Each pit stop for fuel shall be a timed pit stop. The minimum time required per stop is five (5) minutes (pit in to pit out). Pit stops where fuel is not added to the car shall not be considered a timed pit stop.



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- 8.2.5. There is no minimum or maximum number of pit stops.
- 8.2.6. All refueling jugs shall be DOT and/or ChumpCar approved, with a maximum indicated capacity of five (5) gallons. Specialized nozzles (aircraft) or “Dry Break” systems are NOT allowed.
- 8.2.7. During the fueling process all cars MUST have their electrical kill-switch in the OFF position.
- 8.2.8. A MAXIMUM OF FIVE (5) PEOPLE ARE ALLOWED OVER THE WALL DURING FUELING.
 - 8.2.8.1. The driver exiting the race car:
 - 8.2.8.1.1. MAY go over the wall, MAY assist the driver entering the car, or MAY take one of the fueling positions. If the exiting driver goes over the wall, another appropriately dressed crew member may take his/her place.
 - 8.2.8.2. The driver entering the race car:
 - 8.2.8.2.1. May ONLY be assisted with belts, radio connections, cool suit connections, and the window net during the fueling process.
 - 8.2.8.3. The crew member manning the fire bottle:
 - 8.2.8.3.1. 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. **THE FIRE BOTTLE SAFETY CREW MEMBER IS NOT ALLOWED TO HANDLE FUEL JUGS.**
 - 8.2.8.4. The crew member fueling the car:
 - 8.2.8.4.1. Overhead or elevated refueling rigs or electro-mechanical units to assist in lifting or supporting a fuel container are NOT allowed. All fuel jugs are to be manually supported.
 - 8.2.8.4.2. Only ONE (1) fuel jug is allowed over the wall at a time and only ONE (1) fuel jug is to be poured into a car at a time.
 - 8.2.8.5. A crew member assisting the fueling process by positioning the fuel catch pan and/or overflow vent catch can, etc.
- 8.2.9. TEAMS ARE RESTRICTED FROM STORING MORE THAN 25 GALLONS OF FUEL IN THEIR PIT STALL.
- 8.2.10. **THE USE OF ELECTRIC PUMP(S) TO REFILL YOUR FUEL JUGS IS NOT ALLOWED.** All pumps used to transfer any fuel shall be mechanical pumps.



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9. MECHANICAL & ELECTRICAL SYSTEMS, ASSEMBLIES, COMPONENTS

9.1. GLASS - GENERAL

- 9.1.1. All window and/or sunroof glass (except front OE Safety-Glass windshields) must be removed from all competition vehicles participating in ANY ChumpCar event prior to the car being allowed on the race track. This INCLUDES all EC cars.
- 9.1.2. For cars and/or teams NEW to ChumpCar (first event), cars MAY retain original window and/or sunroof glass provided:
 - 9.1.2.1. ALL glass is properly and thoroughly taped.
 - 9.1.2.2. A ONE-TIME provision shall be noted in the vehicle log book. This is a single event waiver.
- 9.1.3. Tinted film is NOT considered legal or adequate protective tape.
- 9.1.4. Rear glass may remain in the car provided it is covered by a glass safety film like 3M makes.

9.2. WINDSHIELDS

- 9.2.1. 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 shall not pass Safety & Tech inspection, requiring removal prior to competition.
- 9.2.2. OE windshields maybe removed. Stock replacement windshields or polycarbonate (Lexan) windscreens of the stock dimensions are acceptable in the stock location. Plexiglas plastic is not acceptable. If your windshield is removed, you must have a complete hood with no holes or vents in place as your firewall.
 - 9.2.2.1. All polycarbonate windscreens and/or windshields MUST have a uniform thickness of at least 3/16".
 - 9.2.2.2. All cars with polycarbonate front windshields or windscreens are required to have front safety straps installed on the INSIDE of the cockpit to support the windshield and keep it from collapsing into the interior of the vehicle.
 - 9.2.2.2.1. A minimum of two (2) straps are required.
 - 9.2.2.2.2. Straps shall be 1 inch wide x 1/8 inch thick (aluminum or steel), and shall be bolted or riveted to the chassis or roll-cage at the top and bottom of the strap.
 - 9.2.2.2.3. The straps cannot be any further than 1" from contact with the front windshield.
 - 9.2.2.2.4. Placement of both straps should be approximately 12" apart and at least one strap may not be more than 12" from the centerline of the windshield.

9.3. SIDE & REAR WINDOWS

- 9.3.1. No covering of any type is allowed in place of the passenger's side window.
- 9.3.2. ONLY clear, transparent polycarbonate or Plexiglas is allowed in place of any rear side or hatch window opening without additional value-add, provided:
 - 9.3.2.1. A factory-installed (OE) window was standard equipment for the year, make and model of car presented to Tech.
 - 9.3.2.2. The window opening is located behind the driver's seat or B-pillar (whichever is appropriate).
 - 9.3.2.3. All material must maintain a uniform thickness of at least 1/8".



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- 9.3.2.4. All windows must be attached by screw, rivet or bolt on a maximum 10" centerline around the perimeter of the window covering.
- 9.3.2.5. The shape and location of the window covering must be exactly the same size, shape, and location of the OE window.
- 9.3.3. All polycarbonate rear windows or hatches are required to have at least two (2) 1" x 1/8" aluminum safety straps installed on the OUTSIDE of the window/hatch to support the window and keep it from separating from the vehicle. Straps must extend the full length of the window/hatch and must be securely attached to the chassis or roll-cage.
- 9.3.4. Rear- and mid-engine vehicles where the rear window is an extension of the fire-wall may retain the OE-glass (MUST be taped) or add a replacement plastic panel with straps.
- 9.3.5. Allowable Modifications:
 - 9.3.5.1. On rear, side-windows, either one (1) NACA duct (maximum opening of 11" in total length x 6" in total width) or one (1) maximum 3" diameter hole per vehicle side with ducting for driver ventilation ONLY. This allowable modification may NOT be applied to any other cooling, intake or performance-based use. Circular, un-ducted holes are open.
 - 9.3.5.2. On rear-windows and hatches: A maximum of two (2) three-inch (3.0") diameter holes may be drilled or machined anywhere within the window or hatch.
- 9.4. **NERF BARS OR EXO-SKELETON**
 - 9.4.1. Added structural elements that extend beyond the outline of the original body line are not allowed. This includes additional structures holding lights or other components.
 - 9.4.2. Roll-cage main hoops and halo bars may extend above the roof.
- 9.5. **BODY PANELS**
 - 9.5.1. 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.
 - 9.5.2. Each car entered must have a minimum of SIXTY PERCENT (60%) of the total ORIGINAL body work and panels on the car.
 - 9.5.3. 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.
 - 9.5.4. Body panels significantly supported or held solely in-place by fabricated tubular, sheet metal and/or other forms of fabricated framework or brackets shall be charged for the materials associated with this structure. Body panels must maintain their original placement, shape and profile without the aid of other supporting brackets, rods, tubes or frames.
 - 9.5.5. All cars without stock dimension windshields must have a hood. In this case, the hood is considered a firewall and must be complete with no holes or vents.



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9.6. SUNROOFS, T-TOPS, CONVERTIBLES

- 9.6.1. All cars with sunroof and/or t-top openings must be covered by either a firmly attached removable hardtop, the original sunroof panel, or a fabricated metal panel secured and fixed in place. Alternately, they can be run as convertibles with the drivers wearing the required arm restraints or with a roof net installed on the vehicle.

9.7. CAR NUMBERS, CLASS DESIGNATION AND VISIBILITY

- 9.7.1. Car Numbers: One, two and three digit numbers are allowed.
- 9.7.2. No cars may use "0" or "00" before their car number.
- 9.7.3. Numbers must be shown on both doors, the roof and rear bumper.
- 9.7.4. Teams may contact their Regional Director and arrange for a permanent car number.
- 9.7.5. ALL CARS SHALL USE CHUMPCAR NUMBER BACKGROUND DECALS:
- 9.7.5.1. **Three (3)** large 14" x 24" and **one (1)** small 3" x 7" **OFFICIAL CHUMPCAR** backgrounds are required.
- 9.7.5.2. No other number backgrounds are approved or allowed.
- 9.7.5.3. The 3 large backgrounds shall be applied to the front driver and passenger door of the car, as well as the roof. Open cars (convertibles / no roof) must have a car number on the hood. Roof or hood numbers are to be right-facing (passenger side facing).
- 9.7.5.4. The small number background shall be applied to the rear bumper.
- 9.7.6. ALL CARS SHALL USE BLACK NUMBERS:
- 9.7.6.1. Numbers shall be 12.0" tall.
- 9.7.6.2. Fonts shall be a minimum of 1.5" wide (brush stroke) and a maximum of 2.5" wide.
- 9.7.6.3. 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.
- 9.7.7. NUMBER ILLUMINATION for all night racing events:
- 9.7.7.1. All cars participating in any event where headlights are required shall have both door number panels illuminated using an approved ChumpCar door number lighting system. (Two lights required per car).
- 9.7.8. Other than numbers, no other decals, paint, tape or themed item (of any type) are allowed on the ChumpCar number background decal.

9.8. CHUMPCAR AND SPONSOR DECALS

- 9.8.1. Each car competing in a ChumpCar event shall display the official ChumpCar World Series banner at the top of the windshield. The decal must be unobstructed and in clear view. For cars with no windshield, the Regional Director will designate an alternate location for the banner.
- 9.8.2. ChumpCar will provide teams with other series sponsor logos, printed on a single decal, which must be displayed next to the ChumpCar number panels on each side of the car.
- 9.8.3. Other event sponsorship decals may be required.



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9.8.4. All sponsor decals will be provided at ChumpCar Tech Inspection.

9.8.5. ChumpCar reserves the right to remove any decal that may conflict with ChumpCar sponsors, or decals that we find in poor taste.

9.9. HEADLIGHTS, TAILLIGHTS AND BRAKE LIGHTS

9.9.1. For Daytime Events: Headlights may remain in or on the vehicle, however all glass must be taped or covered during the event.

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

9.9.2.1. CONVENTIONAL BULBS:

9.9.2.1.1. No single light bulb or light source shall exceed 60W for H3 or H4 bulbs, or 35W for HID bulbs.

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

9.9.2.1.3. No vehicle may have mounted less than two (2) or more than four (4) headlights. A headlight is defined by the number of illuminating bulbs or sources – not by the housing.

9.9.2.2. LED FIXTURES:

9.9.2.2.1. Cars equipped with LED head- or driving-lights shall be restricted to a maximum of 8,000 Lumens. Teams using LED lights MUST have documentation to prove Lumen data.

9.9.2.3. Combined Lighting Sources: cars using a combination of BOTH H3/H4/HID and LED lights shall be limited to a maximum of 4,000 Lumens of LED lighting and no more than two (2) lighting sources using conventional H3, H4 or HID lights.

9.9.2.4. 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.

9.9.2.5. Headlights must be aimed properly, such that all light is directed at track level.

9.9.2.6. Cars not meeting these requirements, or with improperly aimed, or blinding lights shall be black-flagged and brought-in to add, repair, or adjust lights to meet this requirement.

9.9.3. 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.

9.9.4. Brake Lights: Each car must have at least two (2), but not more than four (4) working brake lights that are easily seen from the rear.

9.9.5. Headlight and taillight assemblies (and all associated hardware) are considered safety items and



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Do not count toward your car's total points.

9.9.6. All glass and/or plastic taillight and brake light 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.

9.9.7. Accessory (Theme) Lights:

9.9.7.1. Accessory lights are NOT ADVISED on or inside any wheel assembly (as the lights are often mistaken for sparks).

9.9.7.2. Accessory lights inside the cockpit and driver compartment should be kept to a minimum. 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.

9.9.7.3. No accessory lights are to look like or be mistaken for an emergency vehicle.

9.10. FUEL SYSTEMS

9.10.1. 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.

9.10.2. Fuel Tanks and Cells

9.10.2.1. Stock fuel tanks in stock locations OR approved fuel cells are the only fuel sources allowed for competition.

9.10.2.2. 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.

9.10.2.3. All fuel cells must have FIA-FT3 (or higher) or SFI-28.1 certification.

9.10.2.4. All cars equipped with fuel cells MUST have ball-check or sealable breather valves installed on all vents.

9.10.2.5. All cars equipped with fuel cells MUST have roll-over closure or "flapper valves" installed at the fuel inlet port of the fuel cell.

9.10.2.6. Fuel cells shall be limited to the stock, OEM fuel capacity for the make/model of car, plus-or-minus (+/-) two (2) gallons.

9.10.2.7. ALL FUEL CELLS MUST BE ENCLOSED IN A METAL CANISTER / ENCLOSURE.

9.10.2.8. Surge tanks are limited to one-half (0.5) gallon capacity.

9.10.2.9. 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.

9.10.2.10. 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.

9.10.2.11. A reasonable protective and supportive square and/or round tubular structures may be installed around any fuel cell PROVIDED that the structure DOES NOT connect-to, or tie-into



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any suspension point or suspension pick-up point, or add to the general rigidity of the chassis, or provide any performance advantage whatsoever. Fuel cell protective structures may be attached to portions of the main roll-cage. Tech Inspection may assess additional points for any structure(s) that violate this rule.

9.10.2.12. Fuel cells may be mounted in the passenger floor area of 2-seater cars or cars that have no space behind the driver's compartment, provided:

9.10.2.12.1. The passenger side has full NASCAR-type door bars.

9.10.2.12.2. The fuel cell is enclosed by a full metal canister AND a separate bulkhead that encloses the fuel cell and canister.

9.10.2.12.3. All lines and fittings in the passenger compartment are metal or steel braid (Aeroquip).

9.10.2.12.4. The mounting frame and attachments for the fuel cell should be constructed of 1" square or tubular steel, with a minimum wall thickness of 0.120", and tied into the roll-cage.

9.10.2.12.5. Drivers are not allowed in the car during the fueling process.

9.10.3. Fuel Fillers and Fuel Lines:

9.10.3.1. Vehicles may not have more than the stock number of fill ports.

9.10.3.2. 3" MAXIMUM O.D. for all fuel fill lines.

9.10.3.3. MAXIMUM -8 (AN) or ½" I.D. shall be used for all fuel lines from cell/tank to the engine.

9.10.3.4. All fuel lines must be routed in a direct routing to and from source/termination point.

9.10.3.5. 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.

9.10.4. Over-flow vents may be installed. Over-flow vents MUST:

9.10.4.1. Exit at the rear of the car;

9.10.4.2. Be constructed of a gasoline-resistant hose, no larger than 3/4" (0.75") inside diameter;

9.10.4.3. Be securely attached to a 3/4" outside diameter, tubular, metal bulkhead that extends no less than 4" and no more than 6" inside the car and extends no more less than 4" and no more than 6" outside the rear panel/bulkhead of the car;

9.10.4.4. Allow positive and secure MECHANICAL attachment of a sealed overflow can with a minimum liquid capacity of 1-gallon (US);

9.10.4.5. No hand-held overflow cans. No overflow can may spill fuel upon attachment or removal; and

9.10.4.6. Use of an overflow vent and overflow can DOES NOT remove the requirement for a ground-positioned catch pan for spills.



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9.11. OIL CATCH TANKS, FILTERS, COOLERS AND BREATHERS

9.11.1. Non-stock engine, transmission/transaxle, and differential breathers shall be equipped with catch tanks.

9.11.1.1. Minimum catch tank capacity shall be one U.S. quart

9.11.1.2. Catch tanks shall vent outside the driver's compartment.

9.11.2. Remote oil filters shall NOT be mounted in the driver/passenger compartment.

9.12. COOLANT

9.12.1. 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.

9.13. EXHAUST

9.13.1. A professional installed, quality exhaust system is required.

9.13.2. 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.

9.13.3. Exhaust system shall not terminate in front of the main roll-cage hoop.

9.13.4. Exhaust system must include at least two professional-quality flexible exhaust hangers behind the collector. All exhaust joints must be properly slip-jointed, properly bolted, or welded.

9.13.5. All teams must maintain their exhaust in good condition throughout the event.

9.14. NOISE LIMIT

9.14.1. ChumpCar's basic noise limit for FOR ALL EVENTS is 96 dB at 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 require repair prior to being re-admitted to the race. A second offense will result in disqualification and removal from the event.

9.15. COCKPIT

9.15.1. All loose items in the cockpit must be removed or secured.

9.16. MIRRORS

9.16.1. 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.

9.17. ENGINE FIREWALL

9.17.1. 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.

9.18. CAMERA MOUNTS

9.18.1. The mounts for video / photographic cameras shall be of a safe and secure design, and confined within the cockpit area of the vehicle. No cameras may be mounted outside of the driver's area or cockpit. The body of the camera (recording unit) shall be securely attached to the roll-cage or interior bodywork of the car. A retaining tether is REQUIRED to restrain the camera in case it should break loose of its mount and the tether length shall be limited so that the camera cannot



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come in contact with driver. Helmet mounted cameras are prohibited.

9.19. COOL SUITS AND DRINKING SYSTEMS

9.19.1. 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. ChumpCar will Black Flag your car for any liquid leakage because we won't know if it's cool-suit water or gasoline. Driver-connections should be quick-disconnect or break-away.

9.20. BALLAST

9.20.1. Ballast shall NOT be added to any cars to provide corner weight.



ChumpCar World Series® – 2017 Rules

APPENDICES

I. General

- a. Right of Publicity: All participating cars, drivers, crew members and guests may be photographed, videotaped, recorded, or quoted and by entering, attending and/or participating in any ChumpCar event, you grant ChumpCar the right to the use of such images and/or recordings including but not limited to use on television, internet, within various publications and/or any other analog-digital broadcast or print media.
- b. 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 Regional Director prior to that driver entering the track.
- c. 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.
- d. 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 Regional Director of the event as soon as possible.
- e. 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.
- f. 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.

II. Entries and 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 BCCR, the entry fee may be forfeited, and further penalties may be imposed.

III. Children & Pets:

- a. Parents or guardians of any minor shall be fully responsible for actions of their children. At SOME tracks children under the age of eighteen (18) 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



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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. 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.

- b. Pet owners shall be fully responsible for actions of their pets. 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') 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 on pets shall always supersede ChumpCar rules on pets.