



Tech: Post Impound Report

The following will be posted on the ChampCar Webpage following the event.

Date: 12/04/2022	Car Number: 524
Event: VIR North 8-7 2022	Team Name:
Event Director: Dana Morrison / Jackie Sides	Team Captain: Mike Hartigan
Tech Inspector: Ray Franck	

Protest Details: This protest was filed during the impound period for the Sunday race at the VIR North course 2-day event.

The protest listed the following claim under the Parts heading;

1. End Links
2. Squaretop Intake Manifold (not OEM)
3. Canards (Aero Device)
4. Canards Exceed Body

Tech Inspector / Event Director Final Findings:

1. The question of End Links in this protest is specific to the joints used to connect a sway bar to the control arm. Rule 4.3.2 Fixed Point Value List, reads "Heim joints: 5 pts each". Therefore, the car in question was properly valued at 5 points per corner for a total of 20 points. Additional information is listed below.
2. The specific intake manifold, commonly referred to as a "Squaretop Intake" was not available on Miatas within the American Domestic Market. The ChampCar Chief Technical Officer was present as the Tech Official at this race. He reviewed the team's swap form and tech sheet. He determined the team had a properly claimed and properly documented engine swap as specified in rule 4.5.6 Foreign Market Engine Exception.
3. The devices in question are small angled planes mounted on the leading edges of the front fenders, commonly referred to as Canards. These small devices are not defined under the listing of Aerodynamic Devices in Rule 4.3.2. The same rule further states that any aero device not defined will be charged points based on the square feet of material. The car in question had properly claimed the correct points based on square feet.
4. Rule 9.22.1 Under Aerodynamic Devices states that all aerodynamic devices must not exceed the width of unmodified bodywork. Two ChampCar Tech Officials examined the car and determined that Canards did not exceed the bodywork limits.



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Tech Director Signature	Ray Franck
Event Director Signature	Dana Morrison

Any additional Information:

The question of Heim Joints in this case is specific to their application as a means to connect a sway, or anti-roll bar to the corresponding control arm. The conclusion that a stock sway-bar with aftermarket heim-joints is valued at 5 points per corner (10 per axle) under Rule 4.3.2 is further supported by examining the same rule as it applies to a non-OE aftermarket sway-bar.

Rule 4.3.2 states a non-OE sway-bar is valued at 20 points per axle and includes end links. It does not specify the type of end links meaning a team could use heim-joint end links if they choose.

Using the simple logic that the more parts you change, the more points it costs, a team changing their sway-bar links while retaining the factory OE sway-bar should not be charged the same points as a team changing both the sway-bar and endlinks.