



2023 Member
Submitted Petitions



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1. INTRODUCTION

Per our operating model, Champcar solicits input from its members via the petition process. The following is a list of petitions submitted by your fellow members. This list is compiled annually by the Board of Directors and sent out to the membership for review and comment.

These are NOT rule changes at this time! These petitions may or may not be approved for implementation.

This document is distributed in order to receive specific member feedback and discussion on the petitions prior to the Board of Directors vote. Please read and review the petitions and provide official feedback [here](#).

After collecting membership feedback, the Board of Directors will vote on the petitions and present the results at the annual meeting.

2. 0 POINT TRANSMISSION SWAP

CHAMPCAR MEMBER NAME: Shane Gerwing

IDENTIFY THE ISSUE, AS YOU PERCEIVE IT:

Sourcing used transmissions or replacement parts for rebuild on aging unsupported/discontinued transmissions is becoming a real challenge. An example is the Getrag260 transmission used in most E30 BMW's. BMW no longer supports internal replacement parts or service for these 30-40yr old manual transmissions. The only way to fix your broken gearbox is to purchase/gamble on another used transmission which you may or may not know the condition of. The E30 is one of the more popular cars used in this series (and others), we are all competing to find affordable used boxes driving scarcity and prices higher. Previously they could be found for approximately \$300-500, however recently are approaching over \$1000 for used boxes. This is not cost effective. Many other aging manual transmission cars will begin to see this same problem as our cars age out.

IDENTIFY, IF POSSIBLE, YOUR UNDERSTANDING OF WHY THE CURRENT RULE OR PROCESS WAS INITIATED AND PUT INTO PLACE:

Currently, transmission swaps incur a 25pt penalty to prevent "free- Opt" mixing and matching of transmissions between manufacturers. Ex: A GM T56 Gearbox mounted to a Honda K series.

PROPOSE A SOLUTION OR REVISED RULE:

Allow Opt Transmission swaps within the same make and OEM bolt pattern, so long as it uses the original engine mounting holes without modifications or additional adapter plates.

PROVIDE A LIST OF THE POSITIVE CHANGES AND/OR RATIONALE FOR IMPLEMENTING THE PROPOSED SOLUTION OR REVISED RULE:

This would significantly increase the amount of used transmissions available to source, greatly reducing overall costs. Example: An E30 team would no longer be limited to just G260's, but could use an older G240, G250, G265, or any other manual BMW transmissions that utilize the same bolt pattern.

ANY ADDITIONAL INFORMATION:

This is not just a BMW problem, but likely to be a problem among many aging platforms as Manufactures begin to discontinue support for manual gearboxes.

3. DELETE EC

CHAMPCAR MEMBER NAME: Simon Foweather

IDENTIFY THE ISSUE, AS YOU PERCEIVE IT:

Typically not easy for non CC built cars to enter the series competitively (EC is not a competitive class)

IDENTIFY, IF POSSIBLE, YOUR UNDERSTANDING OF WHY THE CURRENT RULE OR PROCESS WAS INITIATED AND PUT INTO PLACE:

EC is currently used as a dumping ground for non rules compliant cars.

PROPOSE A SOLUTION OR REVISED RULE:

Delete EC. Any A-B-C-D class cars that fail tech have an asterisk added to timing so everyone can see they are non compliant. Create SpecCC class with a PWR limit. This change is too big for this form, I'll create a doc with the full details.

PROVIDE A LIST OF THE POSITIVE CHANGES AND/OR RATIONALE FOR IMPLEMENTING THE PROPOSED SOLUTION OR REVISED RULE:

Increase participation from cars from other series.

ANY ADDITIONAL INFORMATION:

I'll send a word doc with full details.

(Champcar Comment: Word Doc was never received)

4. DANGEROUS WEIGHT REMOVAL

CHAMPCAR MEMBER NAME: Jeff DeJong

IDENTIFY THE ISSUE, AS YOU PERCEIVE IT:

Excessive and dangerous weight removal.

IDENTIFY, IF POSSIBLE, YOUR UNDERSTANDING OF WHY THE CURRENT RULE OR PROCESS WAS INITIATED AND PUT INTO PLACE:

There is currently no limit to what material can be removed for weight loss purposes. This has created cars that have little to no crash structure and are potentially dangerous.

PROPOSE A SOLUTION OR REVISED RULE:

Front and rear crash absorption structures must remain intact. They may be replaced with OE components if damaged. Lateral front and rear bumpers may be modified with the exception of extensive lightening. Round or square tubing may not be used to replace the OE crash structures.

PROVIDE A LIST OF THE POSITIVE CHANGES AND/OR RATIONALE FOR IMPLEMENTING THE PROPOSED SOLUTION OR REVISED RULE:

This would stop teams from cutting their cars apart to the point that they are not safe. If a section is damaged in a crash, they can still easily replace with OE components.

ANY ADDITIONAL INFORMATION:

5. LIMIT BODYWORK REMOVAL

CHAMPCAR MEMBER NAME: Jeff DeJong

IDENTIFY THE ISSUE, AS YOU PERCEIVE IT:

Some cars have so much sheet metal removed that they look terrible and are not even recognizable as their original make/model.

IDENTIFY, IF POSSIBLE, YOUR UNDERSTANDING OF WHY THE CURRENT RULE OR PROCESS WAS INITIATED AND PUT INTO PLACE:

Due to complete body replacements a rule of 60% original body panels was implemented.

PROPOSE A SOLUTION OR REVISED RULE:

Require that 80% of OE body panels remain. Interior bracing (where there is multiple layers) may be removed. A,B and C pillars must be maintained if the vehicle came with them. Roofs must also be maintained if the vehicle came with one.

PROVIDE A LIST OF THE POSITIVE CHANGES AND/OR RATIONALE FOR IMPLEMENTING THE PROPOSED SOLUTION OR REVISED RULE:

Cars that have excessive amounts of bodywork removed for weight or aero performance advantages make the series look poor. Potential racers, fans and even track management will see this as less than professional. This will hurt potential growth, and possibly have negative consequences for the series operation.

ANY ADDITIONAL INFORMATION:

6. TIRE CHANGE PENALTY

CHAMPCAR MEMBER NAME: David Castello

IDENTIFY THE ISSUE, AS YOU PERCEIVE IT:

teams running tire compounds that wear excessively & do not last a single event

IDENTIFY, IF POSSIBLE, YOUR UNDERSTANDING OF WHY THE CURRENT RULE OR PROCESS WAS INITIATED AND PUT INTO PLACE:

there is currently no rule in place

PROPOSE A SOLUTION OR REVISED RULE:

Any team performing any tire change during a race shall incur a 10 minute pit stop.

The exception to this rule can be a single tire change for a damaged wheel/tire caused by means out of the drivers control, such as on track contact from another car, or debris causing a cut tire. Flat spots ARE in the drivers control and therefore would still incur the 10 minute pit stop. The flat spot rule is also in place to prevent a team that knows they'll be changing tires from intentionally flat spotting the tires and claiming them as damaged. Champcar pit road officials have the sole discretion to deem what is accidental or unintentional wheel/tire damage.

PROVIDE A LIST OF THE POSITIVE CHANGES AND/OR RATIONALE FOR IMPLEMENTING THE PROPOSED SOLUTION OR REVISED RULE:

This is a simple solution to help bring cost & performance parity back to the field for teams that are running compounds that wear excessively and require changing without lasting a single event. Other teams currently have two choices - run compounds that are known for their durability or spend more money on consumables to keep up with the teams running the aggressive compounds. Currently there is no penalty for running these tires, and in order to keep the pit stops in the 5 minute range, teams are showing up with more and more professional pit equipment, paid pit crews, etc. In addition to the cost-creep, this is getting beyond the spirit of Champcar. Having a 10 minute pitstop for tire changes would help discourage this, the same reason there is a mandatory 5 minute pitstop for fueling.

ANY ADDITIONAL INFORMATION:

7. CARBON FIBER AERO

CHAMPCAR MEMBER NAME: Bill Strong

IDENTIFY THE ISSUE, AS YOU PERCEIVE IT:

Carbon fiber wings and and splitters not allowed, this keeping cars from other sanctioning bodies from racing in ChampCar in class.

IDENTIFY, IF POSSIBLE, YOUR UNDERSTANDING OF WHY THE CURRENT RULE OR PROCESS WAS INITIATED AND PUT INTO PLACE:

At one time components made from Carbon composites we're extremely expensive. To keep costs down for teams, they were not allowed.

PROPOSE A SOLUTION OR REVISED RULE:

Allow carbon aero components only.

PROVIDE A LIST OF THE POSITIVE CHANGES AND/OR RATIONALE FOR IMPLEMENTING THE PROPOSED SOLUTION OR REVISED RULE:

This allows cars that race in other series to not have to radically change their cars to conform to class rules. We already allow metal wings that easily exceed \$1000. There really is no price difference between hand laid CF vs aluminum.

they do the same job.

ANY ADDITIONAL INFORMATION:

none

8. FWD HANDICAP

CHAMPCAR MEMBER NAME: Dylan Unrein

IDENTIFY THE ISSUE, AS YOU PERCEIVE IT:

FWD vehicles are at a racing dynamic disadvantage without heavy modifications or complete powertrain swaps due to having driving and steering wheels in the front as opposed to RWD where it's more balanced and not as necessary to modify. That's why there are more spec series with this platform than FWD (general examples include Spec E30, 944 Spec, Spec Miata, etc.) and high-end racing consists of RWD (front or mid mounted) vehicles. One can see this in race attendance where certain classes have all but a handful the same cars at the majority of tracks. Yet, VPIs of FWD cars are the same or more than these popular RWD (e.g. 90s E36's = 01-09 Mini Cooper S = NB Miata, BMW Z3 = 06-11 Civic Si, Porsche Boxster 2.5 = 12-15 Civic Si, etc.). Not everyone has the capability (mechanical knowledge or budget) to perform a swap in order to be competitive in ChampCar under current point values and VPI but has knowledge and budget to have a non-swapped FWD car. This is crucial especially when ChampCar prides itself on being a cost-effective, introductory series (most FWD vehicles are cheaper than RWD due to inherently less parts).

IDENTIFY, IF POSSIBLE, YOUR UNDERSTANDING OF WHY THE CURRENT RULE OR PROCESS WAS INITIATED AND PUT INTO PLACE:

My understanding is that VPI has basis in power-to-weight ratio without consideration of powertrain platform.

PROPOSE A SOLUTION OR REVISED RULE:

1. Similar rule to Automatic Transmissions subtracting 75 points. 75 points is too much, but 10-20 points is acceptable.
2. VPI needs reworked to decrease each FWD vehicle by 10-20 points.
3. 1 or 2 but possibly make exemption for powertrain swapped vehicles.

PROVIDE A LIST OF THE POSITIVE CHANGES AND/OR RATIONALE FOR IMPLEMENTING THE PROPOSED SOLUTION OR REVISED RULE:

Similar rule is implemented in Gridlife where weight is subtracted by 1%. This series has increased FWD vehicle counts and leads to diversity of cars and more inclusive car environment where you don't have to have a spec series (or spec-type) car to be competitive. This will lead to increased car counts as well which benefits the series as a whole.

ANY ADDITIONAL INFORMATION:

9. CHURCH HOUR

CHAMPCAR MEMBER NAME: Dylan Unrein

IDENTIFY THE ISSUE, AS YOU PERCEIVE IT:

Church Hour Rule

IDENTIFY, IF POSSIBLE, YOUR UNDERSTANDING OF WHY THE CURRENT RULE OR PROCESS WAS INITIATED AND PUT INTO PLACE:

Rule made by localities for church services. During 2022 CMP Sunday 7 Hour, confusion and inconsistent enforcement of pitting rules for this time period leading some cars being allowed to service cars and others were flagged to stay on track. This drastically impacts strategy and can ruin a team's day by impacting the outcome. There are no concrete rules when it comes to the Church Hour except for no engines being allowed to run.

PROPOSE A SOLUTION OR REVISED RULE:

At the very least (if none of these options are implemented), have concrete rules regarding pit services for the Church Hour and provide this either in Supplemental Rules package or main rulebook. This eliminates the confusion, inconsistency, and human error. Here are possible options in order of most desired to least desired:

1. Certain time period (e.g. 10 min) before Church Hour where cars are unable to service car unless for emergency (e.g. broken part, on fire, etc.). Regardless of circumstance, any car doing so must sit on pit road for same time period after restart of race after Church Hour. For example, if Church Hour is from 11-12, cars can enter pit without being held at pit exit until 10:50:00. Once the clock turns 10:50:00, pit entrance must clearly be closed.
2. Since these races are, in effect, 2 races in 1, freeze the field at moment of caution and allow for services (e.g. refueling) under caution after Church Hour. If the time it takes to pit and organize the field is 10 minutes, do not restart the clock for the 10 minutes. Thus pushing back the finish of the race by that 10 minutes.
3. Turn the pre-Church Hour portion into a qualifying race for the post-Church Hour race.

PROVIDE A LIST OF THE POSITIVE CHANGES AND/OR RATIONALE FOR IMPLEMENTING THE PROPOSED SOLUTION OR REVISED RULE:

Drivers and teams will not be at the discretion of officials and instead of have a clear understanding of rules for races that have Church Hour. Thus, teams won't feel like they were cheated out of strategy by the sanctioning body and feel more in control of their race.

ANY ADDITIONAL INFORMATION:

As reference (regardless of opinion of this series), NASCAR does this for Stages/Stage Cautions where with 2 laps before Stage ends, Pit Road is closed.

10. NO EMPTY PIT STALLS

CHAMPCAR MEMBER NAME: Bill Strong

IDENTIFY THE ISSUE, AS YOU PERCEIVE IT:

Empty pit stall during race with car on track.

IDENTIFY, IF POSSIBLE, YOUR UNDERSTANDING OF WHY THE CURRENT RULE OR PROCESS WAS INITIATED AND PUT INTO PLACE:

Race director trying to reach a team to discuss an issue and the team is nowhere to be found.

PROPOSE A SOLUTION OR REVISED RULE:

Require one team person to be on pit lane when the teams race car is on track.

PROVIDE A LIST OF THE POSITIVE CHANGES AND/OR RATIONALE FOR IMPLEMENTING THE PROPOSED SOLUTION OR REVISED RULE:

It will better allow communication between the team and staff

ANY ADDITIONAL INFORMATION:

Race directors have multiple incidences where we could not talk to teams about issues during a race because no one was in their pit stall.

11. ONLINE TECH FORM ACCESS

CHAMPCAR MEMBER NAME: Jeff DeJong

IDENTIFY THE ISSUE, AS YOU PERCEIVE IT:

Lack of access to Tech Forms

IDENTIFY, IF POSSIBLE, YOUR UNDERSTANDING OF WHY THE CURRENT RULE OR PROCESS WAS INITIATED AND PUT INTO PLACE:

Champcar relies on a member based inspection system to catch illegal cars. Yet tech forms are not available until impound, and even then, not complete with details of all swap information. This makes doing any research and/or filing any protests more difficult.

PROPOSE A SOLUTION OR REVISED RULE:

Since all tech forms are done online already, allow Champcar members to access these. This would be easy to implement and would have no negative implications for teams racing legal cars

PROVIDE A LIST OF THE POSITIVE CHANGES AND/OR RATIONALE FOR IMPLEMENTING THE PROPOSED SOLUTION OR REVISED RULE:

Teams will be able to research any potential protests prior to impound and have more accurate information to provide for the protest.

ANY ADDITIONAL INFORMATION:

12. TELECONFERENCE BOD MEETINGS

CHAMPCAR MEMBER NAME: Jeff DeJong

IDENTIFY THE ISSUE, AS YOU PERCEIVE IT:

Poor communication to membership

IDENTIFY, IF POSSIBLE, YOUR UNDERSTANDING OF WHY THE CURRENT RULE OR PROCESS WAS INITIATED AND PUT INTO PLACE:

Many rules issues have arisen due to perceived backdoor and underhanded decision in the past by the BOD and Tech. Champcar is incorporated in the State of California as a Non-profit Mutual benefit corporation. The laws governing the operation of this type of corporation require certain things. One of those is that all meetings or the BOD and committees must have details minutes kept, and those minutes must be made available to any member that requests them. While it is understood that some information discussed in these meetings could help competing organizations, that is not an excuse to deviate from the law.

PROPOSE A SOLUTION OR REVISED RULE:

Video and Audio record all BOD and TAC meetings. Many already have Zoom or Skype access for these meetings, and recording these would be very easy. Alternatively, create and distribute detailed meeting minutes of each meeting. This would require and decision made, topic discussed, or other important information be properly documented and distributed.

PROVIDE A LIST OF THE POSITIVE CHANGES AND/OR RATIONALE FOR IMPLEMENTING THE PROPOSED SOLUTION OR REVISED RULE:

This would reduce the perception of backroom deals for various rule changes. It would allow members to see which BOD members supported certain decision, and provide confidence that the BOD is acting in the best interest of its membership. It would also allow Champcar to abide by the laws it is required to follow.

ANY ADDITIONAL INFORMATION:

13. SWAP WEIGHT AND POWER CLAIM

CHAMPCAR MEMBER NAME: Chris Elek

IDENTIFY THE ISSUE, AS YOU PERCEIVE IT:

Swap calculator should be used as a guideline not a tool. I have researched several cars to find discrepancies in weight pulled from the database. As we are a self policing organization there needs to be a way to enforce value add on swaps without overwhelming the CCWS staff and volunteers with additional tasks. I.e. updating a database for the Swap calculator every time a discrepancy is found.

IDENTIFY, IF POSSIBLE, YOUR UNDERSTANDING OF WHY THE CURRENT RULE OR PROCESS WAS INITIATED AND PUT INTO PLACE:

To make sure the cars power to weight and other configurations of the car equalize the field. Using the calculator was created to keep tech question queue down and a way to allow the public to easily research more power, less expensive, or more reliable options.

PROPOSE A SOLUTION OR REVISED RULE:

Adding a new line:

4.5.1.1 It is the responsibility of the cars owner or team captain to verify the calculations are correct using data from edmunds.com or automobile-catalog.com.

Cars being swapped must claim the lowest trim level weight for the year and model.

If any discrepancy in weight or power is found between the sites the lower weight and/or higher power number must be used for the calculations.

PROVIDE A LIST OF THE POSITIVE CHANGES AND/OR RATIONALE FOR IMPLEMENTING THE PROPOSED SOLUTION OR REVISED RULE:

Less tech desk questions.

Less complaints.

Viable protest reasonings.

Less work for board members and volunteers (TAC)

ANY ADDITIONAL INFORMATION:

As the main calculation is power to weight o determine point value a race car is stripped of all amenities. A swapped car should take the lowest documented curb weight vs an original car raced with its original engine and transmission.

The even simpler option is require the user in the Swap Calculator to just enter vehicle lowest trim weight and HP No need for year , make, (original power which does not matter)

14. 0 POINT OIL PAN FROM VPI

CHAMPCAR MEMBER NAME: E. Tyler Pedersen

IDENTIFY THE ISSUE, AS YOU PERCEIVE IT:

Free aftermarket oil pans which have a performance / reliability gain when completing a swap.

IDENTIFY, IF POSSIBLE, YOUR UNDERSTANDING OF WHY THE CURRENT RULE OR PROCESS WAS INITIATED AND PUT INTO PLACE:

Currently oil pans are given free to teams who are swapping engines in their car to be more competitive. These oil pans were for engines that "need to be used to make the swap fit" in the car. Swaps should not get items for free because it doesn't fit within a chassis. It should be on the team captain to be able to have the engine fit and take points for items needed to make it fit. This was completed on the Intake Manifolds a couple of years ago.

PROPOSE A SOLUTION OR REVISED RULE:

4.5.3.3 Any OE oil pan from a vehicle on the VPI List can be used on a swapped engine for zero (0) points. Aftermarket oil pans will be 15-points on all vehicles regardless of fitment issues.

PROVIDE A LIST OF THE POSITIVE CHANGES AND/OR RATIONALE FOR IMPLEMENTING THE PROPOSED SOLUTION OR REVISED RULE:

This allows people to use garage engineering and use creative ways to fit an oil pan on their swaps. This mirrors the same rule as the headers. This also enables people to use aftermarket oil pans, but need to take the points. This also closes a perceived outlook that swaps get more items for free.

ANY ADDITIONAL INFORMATION:

This petition is hinderance on approving another petition which lowers aftermarket oil pans from 25 points to 15 points. If you do not approve lowering the points for aftermarket oil pan, then the points should be changed to 25 points.

15. LOWER OIL PAN POINTS

CHAMPCAR MEMBER NAME: E. Tyler Pedersen

IDENTIFY THE ISSUE, AS YOU PERCEIVE IT:

Aftermarket oil pans are valued high to be a reliability gain.

IDENTIFY, IF POSSIBLE, YOUR UNDERSTANDING OF WHY THE CURRENT RULE OR PROCESS WAS INITIATED AND PUT INTO PLACE:

Lowering the points for oil pans will help people complete swaps easier if they need to use an aftermarket oil pan. This will also help teams run longer, but still need to take points to improve reliability.

PROPOSE A SOLUTION OR REVISED RULE:

- Oil pan, non-OE: 15 pts

PROVIDE A LIST OF THE POSITIVE CHANGES AND/OR RATIONALE FOR IMPLEMENTING THE PROPOSED SOLUTION OR REVISED RULE:

More people would use this to increase reliability as it is lower points. Help people who need oil pans for swaps.

ANY ADDITIONAL INFORMATION:

16. ALLOW OE GLASS TO REMAIN

CHAMPCAR MEMBER NAME: Robert Kobayashi

IDENTIFY THE ISSUE, AS YOU PERCEIVE IT:

9.3 Side & Rear Windows

IDENTIFY, IF POSSIBLE, YOUR UNDERSTANDING OF WHY THE CURRENT RULE OR PROCESS WAS INITIATED AND PUT INTO PLACE:

This rule requires removal of all side (behind driver and passenger door) glass, as well as rear window glass. Polycarbonate may be used in place of the OE glass.

PROPOSE A SOLUTION OR REVISED RULE:

Allow OE side and rear window glass with safety film.

PROVIDE A LIST OF THE POSITIVE CHANGES AND/OR RATIONALE FOR IMPLEMENTING THE PROPOSED SOLUTION OR REVISED RULE:

Removing 9.3 requirement and allowing OE side and rear window glass will make it easier for new teams / cars, and teams/cars to cross over from other series.

OE glass is allowed in SCCA Showroom stock, prepared classes, tuner classes, as well as other sanctioning bodies.

This lowers the cost and worked required to prepare a car for ChampCar racing. With OE glass, the it easier to make the car 'weather tight' for storage and transport. You do not need a fully enclosed trailer to transport the car.

ANY ADDITIONAL INFORMATION:

17. 0 POINT HUBS FROM VPI LIST

CHAMPCAR MEMBER NAME: Jason Crossley

IDENTIFY THE ISSUE, AS YOU PERCEIVE IT:

Stock hubs on certain cars are a known failure point and a safety issue. The option exists to upgrade hubs at a cost of points. You are forcing a racer to use those points for either safety or speed and additional cost. A set of new stock front replacement hubs for a Miata is \$200-\$300. A set of aftermarket hubs start at \$500, depending on whether repurposed from another vehicle or manufactured specifically for purpose. The stock hubs will last a weekend, maybe two safely. The others will last seasons. You should never give a racer a choice of safety over speed because they are likely to make the wrong choice, 9 out of 10 times.

IDENTIFY, IF POSSIBLE, YOUR UNDERSTANDING OF WHY THE CURRENT RULE OR PROCESS WAS INITIATED AND PUT INTO PLACE:

I am pretty sure this fell under the "no free parts rule", although it was enacted right after the free do whatever you want with brakes rules, and the do whatever you want flywheel rule, but prior to the do whatever you want radiator and cooling tank rules.

PROPOSE A SOLUTION OR REVISED RULE:

I would say that replacing wheel hubs with stock or stock replacement wheel hubs from another vehicle on the VPI list for no points would be a reasonable solution. Minor alteration or machining for fitment allowed. Additional material may be added to the solution to facilitate conversion. No bespoke billet hubs and no machining replacement hubs for lightness. If either of those conditions exist, revert back to 2.5 points per corner.

PROVIDE A LIST OF THE POSITIVE CHANGES AND/OR RATIONALE FOR IMPLEMENTING THE PROPOSED SOLUTION OR REVISED RULE:

1. You don't have a 30-60 lb object possibly bouncing around on the track or ending up in a marshal's post.
2. Increased reliability for competitors.
3. Lower overall operating costs for competitors.

ANY ADDITIONAL INFORMATION:

18. REMOVE 15 YEAR RULE

CHAMPCAR MEMBER NAME: Eric Rockwell

IDENTIFY THE ISSUE, AS YOU PERCEIVE IT:

15 year rule was never voted on by members and was just voted on by the board

IDENTIFY, IF POSSIBLE, YOUR UNDERSTANDING OF WHY THE CURRENT RULE OR PROCESS WAS INITIATED AND PUT INTO PLACE:

It was suggested by a board member on a rolling 15 year rule. This was approved by the board without any voting by members. There are already multiple cars under the 15 year rule (around 45 to be exact that have no Model year younger than 15 years). There are many cars that fit Champcars performance level that are less than 15 years old. I do not understand why an arbitrary 15 year number was selected. The BCCR contains nothing about this rule and only states the following-

2.1.1. 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.

2.1.2. No kit cars.

2.1.3. All competing vehicles will be assigned a Vehicle Performance Index (VPI) by ChampCar. 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.

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

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

PROPOSE A SOLUTION OR REVISED RULE:

Revert to the previous rule as stated in the rule book that any vehicle that 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." and review each car individually regardless of age.

PROVIDE A LIST OF THE POSITIVE CHANGES AND/OR RATIONALE FOR IMPLEMENTING THE PROPOSED SOLUTION OR REVISED RULE:

Will allow more cars into the series and allow cars from other series to transfer over if desired.

ANY ADDITIONAL INFORMATION:

19. 0 POINT OIL COOLERS

CHAMPCAR MEMBER NAME: Eric Rockwell

IDENTIFY THE ISSUE, AS YOU PERCEIVE IT:

Oil coolers are points which cause premature failures of Components costing members more money.

IDENTIFY, IF POSSIBLE, YOUR UNDERSTANDING OF WHY THE CURRENT RULE OR PROCESS WAS INITIATED AND PUT INTO PLACE:

It was a carry over from the older rule set.

PROPOSE A SOLUTION OR REVISED RULE:

Make coolers 0 Points.

PROVIDE A LIST OF THE POSITIVE CHANGES AND/OR RATIONALE FOR IMPLEMENTING THE PROPOSED SOLUTION OR REVISED RULE:

People will no longer complain about coolers being points

ANY ADDITIONAL INFORMATION:

20. FPV ITEMS CANNOT BE REPURPOSED

CHAMPCAR MEMBER NAME: Hillar Kalda

IDENTIFY THE ISSUE, AS YOU PERCEIVE IT:

Items defined in 4.3.2 as fixed point value items, are being allowed as 0 points if made from repurposed materials. The rulebook says that repurposed materials can be used for OTHER items. the keyword is OTHER. It Does not say that defined points items will be 0 points if you use repurposed materials.

After defining fixed point value items, in 4.7.2 there is a line that says :

Materials from your vehicle are permitted to be repurposed into OTHER items for zero points, provided teams retain documented evidence of the process.

OTHER would mean items other than listed points items. (i.e. canards, they aren't a listed item, so making them from repurposed material would be 0 pts)

Let's use an air dam as an example.

A decision was made 2019-11-28: - that says: "Tech interpretation and enforcement is any non-oem vertical aero component is an air dam"

A second question was posed about a 1.5" strip of edging. This was also to be valued at 10 pts.

In the rules, aero devices are 10 pts, and that includes an air dam.

Therefore, no matter how you make/acquire an air dam, it is 10 pts.

If you can use repurposed material, and claim 0 pts, you could also use new material, say 3 sq ft, and claim it as 6 pts. In Either case, it's still an air dam, and should be 10 pts.

We could use repurposed material to make a flat bottom/center pan. Since we made it, does it get removed from declared points item, even though it is an aero device? No, it's still 10 pts.

This clarification needs to be put in the rules, and not be carried forward as a legacy subjective opinion.

IDENTIFY, IF POSSIBLE, YOUR UNDERSTANDING OF WHY THE CURRENT RULE OR PROCESS WAS INITIATED AND PUT INTO PLACE:

This is a throwback to many years ago when repurposed material could be used for any items, and that has been carried forward, contradicting the rules.

PROPOSE A SOLUTION OR REVISED RULE:

Fixed point value items defined in 4.3.2 will retain their point value even if they are made from repurposed, or new material.

PROVIDE A LIST OF THE POSITIVE CHANGES AND/OR RATIONALE FOR IMPLEMENTING THE PROPOSED SOLUTION OR REVISED RULE:

The rules should be clear. There shouldn't be room for subjective interpretation.

ANY ADDITIONAL INFORMATION:

21. BOD MUST RACE EC

CHAMPCAR MEMBER NAME: Chris Evans

IDENTIFY THE ISSUE, AS YOU PERCEIVE IT:

ChampCar staff and BOD members' teams are racing and competing in the open classes for point, championships and trophies even though they play key roles in the rules crafting, rules enforcement and VPI determination.

The possible issue:

By allowing ChampCar Staff and BOD member to compete for points, championships and trophies presents the appearance of impropriety operations to the racers at large. This appearance is the result of the fact that the staff and the BOD authority are directly involved in the final crafting and final approval and eventual enforcement of all rules and VPI values. Whether conscience, subconscious or inadvertent, the staff/BOD may influence rules wording and enforcement and VPI values to perhaps affect a competitive advantage for their vehicle or team. The key point here is that this introduces a possible negative APPEARANCE of "conflict of interest" concern for the rest of the racers.

IDENTIFY, IF POSSIBLE, YOUR UNDERSTANDING OF WHY THE CURRENT RULE OR PROCESS WAS INITIATED AND PUT INTO PLACE:

There are currently no rules specifying the level of open competition by ChampCar staff/BOD members in a ChampCar race.

PROPOSE A SOLUTION OR REVISED RULE:

It is NOT the intention of this petition to ban any staff/BOD member, their vehicles or teams from racing. It is the intent of the petition to require all teams with official ties to a ChampCar staff or BOD member (owner, builder, driver, etc...) to race in a non-competitive class much the same way the EC class is currently implemented.

PROVIDE A LIST OF THE POSITIVE CHANGES AND/OR RATIONALE FOR IMPLEMENTING THE PROPOSED SOLUTION OR REVISED RULE:

The positive change of this implementation will be a more honest, professional and open appearance of how ChampCar implements and enforces rules and VPI values for vehicles. Thus reducing the perceptions of unfairness from the general population of racing members against ChampCar staff/BOD racers.

ANY ADDITIONAL INFORMATION:

22. BAN A052

CHAMPCAR MEMBER NAME: Troy Truglio

IDENTIFY THE ISSUE, AS YOU PERCEIVE IT:

A052 tire

IDENTIFY, IF POSSIBLE, YOUR UNDERSTANDING OF WHY THE CURRENT RULE OR PROCESS WAS INITIATED AND PUT INTO PLACE:

Current rule is to allow all 200tw tires, and in the past, the 200tw tire rule did not have the newest, ultragrippy tires

PROPOSE A SOLUTION OR REVISED RULE:

Ban the use of the A052 tire.

PROVIDE A LIST OF THE POSITIVE CHANGES AND/OR RATIONALE FOR IMPLEMENTING THE PROPOSED SOLUTION OR REVISED RULE:

Only a few teams, with basically unlimited budgets, use the A052 tire. This tire, can and usually wears out before a simple 7 hour stint. If you figure 8 tires a day or 16 tires a weekend at an average cost of \$250 per tire at \$4000 a weekend. This tire budget alone is just far outside of what we should be doing. This tire is known to be the fastest 200tw tire and other organizations recognize this and add points/time/penalties or ban it. On the mission of Champcar is says to race without obscene expense. These tires cost and use goes directly against out organizations basic mission. Sure, teams will spend to wind, but should simple let teams with unlimited budgets come in and have the perception of buying their win with the A052 tire.

ANY ADDITIONAL INFORMATION:

23. POINTS FOR TIRES

CHAMPCAR MEMBER NAME: Troy Truglio

IDENTIFY THE ISSUE, AS YOU PERCEIVE IT:

200TW ultra grippy tires

IDENTIFY, IF POSSIBLE, YOUR UNDERSTANDING OF WHY THE CURRENT RULE OR PROCESS WAS INITIATED AND PUT INTO PLACE:

In the past 200tw (and 180tw) tires has similar grip and wear. You basically had Hankook RS3, Falken 615 and Direzza's battling it out. It was fair, tires lasted and competition was good.

PROPOSE A SOLUTION OR REVISED RULE:

Points for certain 200TW tires on a list. New tires that come out in the 200TW rating will be put on this list until approved to be a non point tire. If a team runs with a tire on the list of pointed 200TW tires at time during the race they will be required to take points for the tires.

20 points if a team uses 200TW tires from the list below at anytime during the race.

Tire list- Used from Grassroots Motorsports test list and knowledge from racers.

Yokohama A082, Bridgestone Potenza re-71r or re71rs, BFgoodrich G-force Rival S 1.5, Falken Azenis RT660, Kumbo Escta V730 and V720, Goodyear Eagle F1 SuperCar 3, Michelin Pilot Sport Cup 2 Connect, Nankang CR-1, Dunlop Direzza ZIII, Toyo Proxes R1R, Copper RS3-r RS3-rs, Continental ExteremeContact Force,

PROVIDE A LIST OF THE POSITIVE CHANGES AND/OR RATIONALE FOR IMPLEMENTING THE PROPOSED SOLUTION OR REVISED RULE:

Our rules are all points based for speed, except for tires. When the rules came out it the tires were all similar in performance, but times have changed and we know have almost Hoosier type grip with 200TW tires.

ANY ADDITIONAL INFORMATION:

24. MINIMUM FUEL TANK SIZE

CHAMPCAR MEMBER NAME: Troy Truglio

IDENTIFY THE ISSUE, AS YOU PERCEIVE IT:

Fuel tank size minimum

IDENTIFY, IF POSSIBLE, YOUR UNDERSTANDING OF WHY THE CURRENT RULE OR PROCESS WAS INITIATED AND PUT INTO PLACE:

Stock tank size plus two gallons. It is a simple way to look at fuel amount.

PROPOSE A SOLUTION OR REVISED RULE:

Any car can have up to 15 total gallons, with fuel fill and surge tank, if the stock tank volume is below 13 gallons. If the stock tank is above 13 gallons then the 2 gallon above rule applies.

PROVIDE A LIST OF THE POSITIVE CHANGES AND/OR RATIONALE FOR IMPLEMENTING THE PROPOSED SOLUTION OR REVISED RULE:

Certain vehicles on the VPI have zero chance of doing well due to the fuel tank size. This does not mean a car needs to go 2 hours, but does mean a car should be able to go 1:35 on fuel. Many vehicles can not do this and when newer vehicles are added into the list they can and will have fuel tanks smaller than 13 gallons. Example is a Honda Fit with a 10 gallon tank and can only go 1 hour to 1 hour 15 minutes. They will never do well and should be allowed to have a little more fuel to be fair.

ANY ADDITIONAL INFORMATION:

25. SWAP VALUE LIST

CHAMPCAR MEMBER NAME: Troy Truglio

IDENTIFY THE ISSUE, AS YOU PERCEIVE IT:

Swap Value Points

IDENTIFY, IF POSSIBLE, YOUR UNDERSTANDING OF WHY THE CURRENT RULE OR PROCESS WAS INITIATED AND PUT INTO PLACE:

Base car hp, new swap hp and weight to add in points.

PROPOSE A SOLUTION OR REVISED RULE:

Get rid of set in stone swap value point assignment. Create a list of swapped vehicles and create a base vpi for these vehicles. The swap calculator can be used as a tool to assign values for future swapped vehicles and use current data to set values. Certain vehicles with a swap are known to have more or less potential than others and should have a base vpi value based on this.

PROVIDE A LIST OF THE POSITIVE CHANGES AND/OR RATIONALE FOR IMPLEMENTING THE PROPOSED SOLUTION OR REVISED RULE:

It will take away the swap calculator and let Champcar determine values as needed and adjustments as needed since it will be a specific vpi. It gives Champcar the flexibility to adjust values up or down as needed over time.

ANY ADDITIONAL INFORMATION:

There would be a pull down list on the website that the base vehicle and then separate sub list of approved engines with values. If not on the list then they would submit a tech ticket to get it approved to be on the list. We can look at the swap combinations now and use our database to make a current list. We can review this list for next year and have values based on the overall performance of the package to level the playing field for all of Champcar.

26. CARBON FIBER SPLITTERS

CHAMPCAR MEMBER NAME: Troy Truglio

IDENTIFY THE ISSUE, AS YOU PERCEIVE IT:

Ban on Carbon Fiber

IDENTIFY, IF POSSIBLE, YOUR UNDERSTANDING OF WHY THE CURRENT RULE OR PROCESS WAS INITIATED AND PUT INTO PLACE:

Banned Carbon Fiber as it was very costly in the past

PROPOSE A SOLUTION OR REVISED RULE:

Carbon Fiber Splitter 20 points

PROVIDE A LIST OF THE POSITIVE CHANGES AND/OR RATIONALE FOR IMPLEMENTING THE PROPOSED SOLUTION OR REVISED RULE:

Teams from other series have carbon fiber splitters, which do the same function as a wood one, but are automatically put into EC and do not want to race with us because of this. We should not have rules that will exclude others so quickly. If we recognize this and raise the points to 20 this will allow them to race with us under the standard points system. We should allow this as we want to make sure we are not excluding teams and turning them off to coming to Champcar for a simple reason like this.

ANY ADDITIONAL INFORMATION:

27. CARBON FIBER WINGS

CHAMPCAR MEMBER NAME: Troy Truglio

IDENTIFY THE ISSUE, AS YOU PERCEIVE IT:

Carbon Fiber Wing

IDENTIFY, IF POSSIBLE, YOUR UNDERSTANDING OF WHY THE CURRENT RULE OR PROCESS WAS INITIATED AND PUT INTO PLACE:

Carbon Fiber was very costly and only high end in the past, so it was banned. Today it is common place.

PROPOSE A SOLUTION OR REVISED RULE:

Carbon fiber wing is 20 points per element.

PROVIDE A LIST OF THE POSITIVE CHANGES AND/OR RATIONALE FOR IMPLEMENTING THE PROPOSED SOLUTION OR REVISED RULE:

A lot of teams from other series runs carbon wings and can have the same or similar performance to alum or fiberglass wings. We should not automatically send these teams to EC. These teams can be turned off to Champcar due to this and not want to run with us in EC. If we make the points raised for these then they can run in the points classes and feel included. We should not exclude teams based on this and be inviting of new teams to come in and cross over to Champcar.

ANY ADDITIONAL INFORMATION:

28. ADJUSTABLE SHOCK VALUE

CHAMPCAR MEMBER NAME: Troy Truglio

IDENTIFY THE ISSUE, AS YOU PERCEIVE IT:

Point value for adjustable shocks

IDENTIFY, IF POSSIBLE, YOUR UNDERSTANDING OF WHY THE CURRENT RULE OR PROCESS WAS INITIATED AND PUT INTO PLACE:

Points for shocks to keep costs down in theory.

PROPOSE A SOLUTION OR REVISED RULE:

Adjustable shocks point value is 25 points per vehicle if non factory adjustable shocks are used.

note- We could also add in a value max, such as \$250 per shock or \$2000 per coil over full system with springs.

PROVIDE A LIST OF THE POSITIVE CHANGES AND/OR RATIONALE FOR IMPLEMENTING THE PROPOSED SOLUTION OR REVISED RULE:

We had this rule to keep costs down, but teams find ways to make custom non adjustable shocks or get the shocks revalved to what they need that costs more than standard adjustable shocks. This can also be a barrier to new teams from other series that run adjustable shocks and puts them so high into points that they are in EC and do not race.

ANY ADDITIONAL INFORMATION:

Adjustable shocks are not going to make a team win or lose a race, but can be a barrier to entry for new teams. We should look at our rules and see what rules we have that will cause teams not come to Champcar and adjust those as needed. Teams should not be able to go from Champcar to other series openly and not be able to come to Champcar from others as openly. We have barriers that we need to address.

29. ROOKIE CLASS

CHAMPCAR MEMBER NAME: Troy Truglio

IDENTIFY THE ISSUE, AS YOU PERCEIVE IT:

Rookie Class

IDENTIFY, IF POSSIBLE, YOUR UNDERSTANDING OF WHY THE CURRENT RULE OR PROCESS WAS INITIATED AND PUT INTO PLACE:

We should have a rookie class for new teams to make Champcar as inviting as possible.

PROPOSE A SOLUTION OR REVISED RULE:

Rookie team designation.

First year with Champcar

New car build

New team members, at least 75% new Champcar that year

Rookie prize per race, trophie

R on windshield and back to designate rookie team

Can have them as a separate class for the Championship

PROVIDE A LIST OF THE POSITIVE CHANGES AND/OR RATIONALE FOR IMPLEMENTING THE PROPOSED SOLUTION OR REVISED RULE:

Celebrate and welcome our new teams and members.

ANY ADDITIONAL INFORMATION:

30. FREE LSD LOOPHOLE

CHAMPCAR MEMBER NAME: Troy Truglio

IDENTIFY THE ISSUE, AS YOU PERCEIVE IT:

Free LSD

IDENTIFY, IF POSSIBLE, YOUR UNDERSTANDING OF WHY THE CURRENT RULE OR PROCESS WAS INITIATED AND PUT INTO PLACE:

To give teams the option of a free LSD if any model in that range came with an LSD. Final drive ratio is open to all factory offered ratios for that body style or chassis generation. If that body style or chassis generation was offered from the factory with an LSD, its use is permitted. Specialty high performance models not listed on the VPI table are

PROPOSE A SOLUTION OR REVISED RULE:

Remove rule to give free LSD. If that specific model and designation was on the vehicle then it can have the LSD. If not, the LSD is 25 points like all other competitors pay. No more free LSD's and close this loophole.

PROVIDE A LIST OF THE POSITIVE CHANGES AND/OR RATIONALE FOR IMPLEMENTING THE PROPOSED SOLUTION OR REVISED RULE:

Keep is simple and fair for all.

ANY ADDITIONAL INFORMATION:

31. 0 POINT LSD

CHAMPCAR MEMBER NAME: Troy Truglio

IDENTIFY THE ISSUE, AS YOU PERCEIVE IT:

LSD

IDENTIFY, IF POSSIBLE, YOUR UNDERSTANDING OF WHY THE CURRENT RULE OR PROCESS WAS INITIATED AND PUT INTO PLACE:

LSD free for certain models and makes and not for others.

PROPOSE A SOLUTION OR REVISED RULE:

LSD is zero points.

PROVIDE A LIST OF THE POSITIVE CHANGES AND/OR RATIONALE FOR IMPLEMENTING THE PROPOSED SOLUTION OR REVISED RULE:

Keeps it fair for all and gets rid of the free LSD for some models only rule that we have now.

ANY ADDITIONAL INFORMATION:

32. 0 POINT OIL COOLERS #2

CHAMPCAR MEMBER NAME: Troy Truglio

IDENTIFY THE ISSUE, AS YOU PERCEIVE IT:

Oil Cooler points

IDENTIFY, IF POSSIBLE, YOUR UNDERSTANDING OF WHY THE CURRENT RULE OR PROCESS WAS INITIATED AND PUT INTO PLACE:

We pointed for oil coolers to discourage teams to run them as some in the past.

PROPOSE A SOLUTION OR REVISED RULE:

Zero points for oil coolers

PROVIDE A LIST OF THE POSITIVE CHANGES AND/OR RATIONALE FOR IMPLEMENTING THE PROPOSED SOLUTION OR REVISED RULE:

We need to get past our old way of thinking and hoping people will fail and blow up. A team that blows up might not come back. Other series do not penalize for oil coolers that help engines last. We should encourage teams to add items to keep them reliable and finish a race. A team that finishes will come back. It is all not safe to have an engine blow up, car catch on fire, teams crash on oil, EMT people out there on track when it could have been avoided. Why we still have this rule in place still shows how much we are stuck in the past when people wanted others to fail so they could win. We are not lemons anymore and should celebrate wins when it is really earned. This can also be a barrier to enter as other series not not penalize for this and can cause teams to not enter. We should eliminate all the barriers to entry as we can.

ANY ADDITIONAL INFORMATION:

33. 0 POINT ACCUSUMP

CHAMPCAR MEMBER NAME: Troy Truglio

IDENTIFY THE ISSUE, AS YOU PERCEIVE IT:

Accusump points

IDENTIFY, IF POSSIBLE, YOUR UNDERSTANDING OF WHY THE CURRENT RULE OR PROCESS WAS INITIATED AND PUT INTO PLACE:

In the past it was celebrated when teams would blow up? I am not sure why this rule was ever put in place.

PROPOSE A SOLUTION OR REVISED RULE:

Zero points for accusumps.

PROVIDE A LIST OF THE POSITIVE CHANGES AND/OR RATIONALE FOR IMPLEMENTING THE PROPOSED SOLUTION OR REVISED RULE:

An accusump will can save an engine from blowing up. From a safety perspective we should not want engines to blow up, cause fires, cause crashes, cause emt to on track, cause red flags or yellow flags. Teams with a blown up engine have a high probability of not coming back with us. No one else penalizes for acusumps and not really sure why we would. We need to get away from our old thinking, or circle track thinking, of wanting the other competitor to blow up so we can win. We should do what we can to have repeat teams and customers and having teams finish races is a key to this. Let us head to the future and accept we need to have cars that finish to promote future growth in the series.

ANY ADDITIONAL INFORMATION:

34. 0 POINT OIL PAN

CHAMPCAR MEMBER NAME: Troy Truglio

IDENTIFY THE ISSUE, AS YOU PERCEIVE IT:

Oil Pan Points

IDENTIFY, IF POSSIBLE, YOUR UNDERSTANDING OF WHY THE CURRENT RULE OR PROCESS WAS INITIATED AND PUT INTO PLACE:

Non stock oil pans have extra oil to save engines. In the past it was celebrated when engines failed and teams failed.

PROPOSE A SOLUTION OR REVISED RULE:

Zero point oil pans

PROVIDE A LIST OF THE POSITIVE CHANGES AND/OR RATIONALE FOR IMPLEMENTING THE PROPOSED SOLUTION OR REVISED RULE:

Zero point oil pans as it this will promote teams to save engines and have finishing cars. It is much safer to have engines that do not blow up and cause fires on track. We should promote this safety item and want to have teams finish races to come back to us.

ANY ADDITIONAL INFORMATION:

35. VALVE SPRING VALUE

CHAMPCAR MEMBER NAME: Troy Truglio

IDENTIFY THE ISSUE, AS YOU PERCEIVE IT:

Free Valve Springs

IDENTIFY, IF POSSIBLE, YOUR UNDERSTANDING OF WHY THE CURRENT RULE OR PROCESS WAS INITIATED AND PUT INTO PLACE:

I am not sure why it went to zero points for valve springs. I do not remember talk about it going to zero in the past and it just happened.

PROPOSE A SOLUTION OR REVISED RULE:

Valve springs that are not OE are 25 points.

PROVIDE A LIST OF THE POSITIVE CHANGES AND/OR RATIONALE FOR IMPLEMENTING THE PROPOSED SOLUTION OR REVISED RULE:

Free parts like this only benefit a few teams and is a loophole rule. I can think of GBU that gets free valve springs and uses those points elsewhere. We should not be giving them free valve springs as these are hp related and should be points. We should try to real in the GBU speed where we can and this rule can help.

ANY ADDITIONAL INFORMATION:

36. MAXIMUM FUEL TANK SIZE

CHAMPCAR MEMBER NAME: Troy Truglio

IDENTIFY THE ISSUE, AS YOU PERCEIVE IT:

Fuel tank max size

IDENTIFY, IF POSSIBLE, YOUR UNDERSTANDING OF WHY THE CURRENT RULE OR PROCESS WAS INITIATED AND PUT INTO PLACE:

there is not rule for max fuel tank size

PROPOSE A SOLUTION OR REVISED RULE:

Max fuel tank size is 20 gallons fuel cell or up to 22 gallons stock tank pump out.

PROVIDE A LIST OF THE POSITIVE CHANGES AND/OR RATIONALE FOR IMPLEMENTING THE PROPOSED SOLUTION OR REVISED RULE:

There really is no need to go over 22 gallons when you consider the hp max that we want in the series. This will help with the massive tank cars that can have huge hp and use all that fuel. This will limit their stint lengths or limit the hp to get to a desired stint length and their speed.

ANY ADDITIONAL INFORMATION:

Example is GBU, who have like 26 or 27 gallons and make 400hp. This would cause them to have shorter stints or less hp. This will help keep speed in check and keep speed creep from going out of control.

37. POINTS BASED CLASSING

CHAMPCAR MEMBER NAME: Troy Truglio

IDENTIFY THE ISSUE, AS YOU PERCEIVE IT:

Classes based on engine size

IDENTIFY, IF POSSIBLE, YOUR UNDERSTANDING OF WHY THE CURRENT RULE OR PROCESS WAS INITIATED AND PUT INTO PLACE:

This does not make any sense. We did it to throw a bone to the the domestic and small displacement cars in the past and it stuck.

PROPOSE A SOLUTION OR REVISED RULE:

Points based classes. 450-500+ C class, 400-450 B class, 300-400 A class, 0-300 F class. EC class also. If car has a swap then C class. If a car is over 600 points then EC class.

PROVIDE A LIST OF THE POSITIVE CHANGES AND/OR RATIONALE FOR IMPLEMENTING THE PROPOSED SOLUTION OR REVISED RULE:

Our rules are based on points for speed and our classes should be also. This will give us tiers to have new teams start out if they pick a vehicle that is slower. It makes more sense. When looking at the data most teams go for the overall win and teams going for the A or D class have less points. The points make sense and give people real reason to race in the lower classes with options to move up as they add or do things to their cars. About 75% of the cars are at 450 or above or have a swap so it helps with the overall win for all the glory.

ANY ADDITIONAL INFORMATION:

This was approved in the past, but a team complained and it was pulled back to be reviewed and then got tabled as life happens. This is more valid today then in the past and we should revisit this. Like everything in life, change can be hard to accept at first and I predict after a race or two we will wonder why we did not do this a long time ago.

38. TIRE CHANGE BLACK FLAG

CHAMPCAR MEMBER NAME: Troy Truglio

IDENTIFY THE ISSUE, AS YOU PERCEIVE IT:

Tire Changes

IDENTIFY, IF POSSIBLE, YOUR UNDERSTANDING OF WHY THE CURRENT RULE OR PROCESS WAS INITIATED AND PUT INTO PLACE:

Teams changing tires mid race

PROPOSE A SOLUTION OR REVISED RULE:

If a team changes tires mid race they need to come into black flag and sit for one minute.

PROVIDE A LIST OF THE POSITIVE CHANGES AND/OR RATIONALE FOR IMPLEMENTING THE PROPOSED SOLUTION OR REVISED RULE:

This will discourage teams from changing tires during a race. This will discourage teams like Sahlens and GBU from changing tires mid race and be on the ultra stick ultra expensive tires to give budget teams a chance.

ANY ADDITIONAL INFORMATION:

Note= if a team gets a flat tire then there is not penalty. It is only when teams choose to change tires mid race. If it is because that tire is badly warn and they do not want to get a flat, then a one minute penalty shall happen.

39. M20B27 VALUE

CHAMPCAR MEMBER NAME: Troy Truglio

IDENTIFY THE ISSUE, AS YOU PERCEIVE IT:

M20b27 Loophole VPI

IDENTIFY, IF POSSIBLE, YOUR UNDERSTANDING OF WHY THE CURRENT RULE OR PROCESS WAS INITIATED AND PUT INTO PLACE:

The VPI value is too low for this combination

PROPOSE A SOLUTION OR REVISED RULE:

Raise the VPI on the M20b27 to 450-470 points.

PROVIDE A LIST OF THE POSITIVE CHANGES AND/OR RATIONALE FOR IMPLEMENTING THE PROPOSED SOLUTION OR REVISED RULE:

The M20b27 BMW model is also known as the Super ETA BMW E30 and most desirable E30 for modifications. This model was produced to be a fuel efficient, ultra low revving engine that made 121hp. When in reality it is a stroked to 2.7 liter engine with high flow heads and having a very mild, fuel efficient valve train setup. This engine was designed to be run with very tall gearing to be efficient. The differences where in the valve train with single low rpm valve springs, smaller valves, low duration and lift camshaft, different intake, different throttle body, though there is a loophole car, that is the super eta. The 1988 model 2.7 was fitting with the 325i head and had lower compression pistons, prior was higher compression pistons and a different head. If you take the Super ETA engine and put cams and valve train upgrades you get the most powerful bmw e30 engine. When comparing the values the M20b25 engine makes 169hp (google search) and the M20b27 makes 121 to 126hp stock, but with cams will make much much more hp than the M20b25. One dyno result showed 225hp at the crank and another at 227hp at the crank and 192hp at the wheels for the M20b27. The M20b25 showed 165-169rwhp. Yet the base vpi of the M20b27 is 375, plus cams, at 425. The M20b25 is 450 vpi base points. What people do is take the M20b25 and swap in the larger m50 engine making 189 crank hp, has a point value of 500 points and similar hp to the M20b27 with cams. The same basic setup is 425 points with the M20b27 model. This shows the loophole version of the car is out there and this loophole needs to be closed and fixed ASAP. 2.5 with ecu hp- https://www.e30zone.net/e30wiki/index.php?title=File:Billgatase30_sport.jpg 2.7 with cams hp- https://www.e30zone.net/e30wiki/index.php?title=File:Oguz327_M20B27.jpg The results have also shown how utterly dominate this combination can be and the vpi value needs to be raised. With the precedent set by raising the Miata NC value when it set some FTD, or close to FTD times and did well, we need to also raise the M20b27 bmw model. The Miata NC was raised based on the speed and potential one single team did and this same example has to be used for this model. We can not simple pick and choose which models we want to raise as it needs to be fair to all no matter who the team is. The E30 has a proven chassis that is well sorted and known, can be made light and has a massive, one of the largest, fuel tanks in Champcar. With the engine of the M20b27 has shown how it can be utterly dominate on track with the right team that potential is what the VPI should be based on. As a note, the results are also not with the ultra fast and grippy tires as the team usually runs RS4 tires. We all know that if they had the ultra grippy tires they would be much much faster. We can argue, by how many more seconds a lap faster, but we can all agree that they would be much faster with grippy tires. The fact that they are consistently setting FTD or very very close to FTD times in their races shows the potential of this setup and it needs to be controlled. This vehicle needs laps to keep the entire champcar field fair. I would suggest this base combination should be at least 460 or 470 points, then add in the 50 points for camshaft and comes in at 510 or 520 points and gives the field a chance. Considering the lower hp M20b25 combination is at 450vpi compared to 375vpi, it just does not make sense. They should not be able to have a

more powerful engine and then have a lot of points to play with to add aero, such as wings and splitters. Here are the results from the last 3 years that I have found with a team example with this combination. Pinkies out aero results

Year	Track	Result	20	vir s	1	20	vir 24	1	20	vir n	1
20	vir n	3	lost to his other car and MK mustang	20	vir n	2	nemesis beat him	21	24	1	1
wgi	7	rain? Maybe TPS sensor	21	wgi	1	21	CMP	1	21	VIR	1
24	1	22	CMP	1	22	VIR 24	1	22	VIR N	1	22
Pinkies Aero 2020-2022 number of races			13	number of top 1	10	number of top 2	11	number of top 3	12	number of top 10	13
Outside of top 10			0	Top 1%	77%	Top 2%	85%	Top 3 %	92%	Top 10%	100%
Outside of top 10%			0%								

ANY ADDITIONAL INFORMATION:

I think review of VPI on this specific model should be open to all members to see what the loophole shows in this case. Since the Miata NC was raised for an almost identical results this vehicle should be reviewed and given the same treatment.

40. 0 POINT OFFSET BUSHINGS

CHAMPCAR MEMBER NAME: Troy Truglio

IDENTIFY THE ISSUE, AS YOU PERCEIVE IT:

Offset bushing points 5

IDENTIFY, IF POSSIBLE, YOUR UNDERSTANDING OF WHY THE CURRENT RULE OR PROCESS WAS INITIATED AND PUT INTO PLACE:

not sure why we add points for this

PROPOSE A SOLUTION OR REVISED RULE:

zero points for offset bushings

PROVIDE A LIST OF THE POSITIVE CHANGES AND/OR RATIONALE FOR IMPLEMENTING THE PROPOSED SOLUTION OR REVISED RULE:

Offset bushings let you adjust the suspension, slightly, to get more even tire wear. It does not really make you any faster, it just saves life on the tire. This is a simple solution all teams can use and should be zero points. It keeps things simple and helps teams with tire wear and saves them money. Let us all save money please. Note- I do not need them, just see this as a dumb rule from the past that needs to go away.

ANY ADDITIONAL INFORMATION:

41. 0 POINT SPRINGS

CHAMPCAR MEMBER NAME: Troy Truglio

IDENTIFY THE ISSUE, AS YOU PERCEIVE IT:

points for suspension springs

IDENTIFY, IF POSSIBLE, YOUR UNDERSTANDING OF WHY THE CURRENT RULE OR PROCESS WAS INITIATED AND PUT INTO PLACE:

complicated rule for springs that we do not need

PROPOSE A SOLUTION OR REVISED RULE:

zero points for springs

PROVIDE A LIST OF THE POSITIVE CHANGES AND/OR RATIONALE FOR IMPLEMENTING THE PROPOSED SOLUTION OR REVISED RULE:

almost all teams have a non stock spring or shady cut spring combo. Let us keep things simple and just say zero points for all springs. Levels the playing field and keeps things simple. Gets rid of custom springs or similar to stock rule and allows teams to have races cars that race.

ANY ADDITIONAL INFORMATION:

42. HEADLIGHTS

CHAMPCAR MEMBER NAME: Justin Lipson

IDENTIFY THE ISSUE, AS YOU PERCEIVE IT:

Rules 9.9.1.5 and 9.9.1.6 are not being enforced - This lack of enforcement creates issue during night races. Additionally, the rule (9.9.1.5) is extremely vague and leaves much room for improvement.

There are 2 issues that most racers would agree on:

- Poorly aimed headlights used by an approaching car can cause visibility issues for the driver in the lead car
- Cars running a single, center mounted light bar can create depth perception issues for the lead car impairing their ability to judge how far behind the approaching car is to the lead car.

IDENTIFY, IF POSSIBLE, YOUR UNDERSTANDING OF WHY THE CURRENT RULE OR PROCESS WAS INITIATED AND PUT INTO PLACE:

Because racecars need headlights to race at night

PROPOSE A SOLUTION OR REVISED RULE:

To solve the headlight aim issues (9.9.1.5) CCES should check aim at pit out after a certain time. Same as "all headlights on by 5pm", this should happen for aim as well. I propose a board with a horizontal line on it. If the car's headlights shine above the line on the board at a certain distance (10ft for example), then the car is not permitted to enter the track.

To further improve our headlight rules I would propose the following rules related to POSITION on installed headlights:

- No car is permitted to run a center mounted light bar
- All left and right side light sources must be separated by a minimum distance (30in for example)
- Light sources may NOT be mounted higher than the OEM headlight position

PROVIDE A LIST OF THE POSITIVE CHANGES AND/OR RATIONALE FOR IMPLEMENTING THE PROPOSED SOLUTION OR REVISED RULE:

Drivers won't be blinded by approaching cars with poorly aimed headlights, and they will be able to tell how far away the approaching car is from them.

ANY ADDITIONAL INFORMATION:

43. HARNESS COLLARS

CHAMPCAR MEMBER NAME: Justin Lipson

IDENTIFY THE ISSUE, AS YOU PERCEIVE IT:

Harness collar rule is enforced during tech inspection but not part of the rulebook

IDENTIFY, IF POSSIBLE, YOUR UNDERSTANDING OF WHY THE CURRENT RULE OR PROCESS WAS INITIATED AND PUT INTO PLACE:

It is a safety item, but it is not a real rule

PROPOSE A SOLUTION OR REVISED RULE:

Add this rule to the rule book

PROVIDE A LIST OF THE POSITIVE CHANGES AND/OR RATIONALE FOR IMPLEMENTING THE PROPOSED SOLUTION OR REVISED RULE:

Teams will not be caught off-guard when submitting their car to tech

ANY ADDITIONAL INFORMATION:

44. WINDOW NET

CHAMPCAR MEMBER NAME: Justin Lipson

IDENTIFY THE ISSUE, AS YOU PERCEIVE IT:

The window net rule is not part of the rulebook

IDENTIFY, IF POSSIBLE, YOUR UNDERSTANDING OF WHY THE CURRENT RULE OR PROCESS WAS INITIATED AND PUT INTO PLACE:

Currently, tech has a desire that the front, leading edge of the window net be on the same plane that is created by the steering wheel

PROPOSE A SOLUTION OR REVISED RULE:

Add this rule to the rulebook

PROVIDE A LIST OF THE POSITIVE CHANGES AND/OR RATIONALE FOR IMPLEMENTING THE PROPOSED SOLUTION OR REVISED RULE:

This will prevent teams from being caught off-guard from enforcement of unpublished rules

ANY ADDITIONAL INFORMATION:

45. COTTER PINS

CHAMPCAR MEMBER NAME: Justin Lipson

IDENTIFY THE ISSUE, AS YOU PERCEIVE IT:

Tech enforces the need for cotter pins to be installed in harness clips, but this rule is unpublished

IDENTIFY, IF POSSIBLE, YOUR UNDERSTANDING OF WHY THE CURRENT RULE OR PROCESS WAS INITIATED AND PUT INTO PLACE:

It is a safety requirement

PROPOSE A SOLUTION OR REVISED RULE:

Add the rule to the rulebook

PROVIDE A LIST OF THE POSITIVE CHANGES AND/OR RATIONALE FOR IMPLEMENTING THE PROPOSED SOLUTION OR REVISED RULE:

Teams will not be caught off-guard when presenting their car to tech

ANY ADDITIONAL INFORMATION:

46. TWO DAY HANDICAP

CHAMPCAR MEMBER NAME: mmiskoe

IDENTIFY THE ISSUE, AS YOU PERCEIVE IT:

Rule 5.6 Two Day Handicap is not within the spirit of Champcar

IDENTIFY, IF POSSIBLE, YOUR UNDERSTANDING OF WHY THE CURRENT RULE OR PROCESS WAS INITIATED AND PUT INTO PLACE:

Take the F out of "idea" and you'll get a sense of my understanding of it.

PROPOSE A SOLUTION OR REVISED RULE:

Eliminate 5.6 in its entirety

PROVIDE A LIST OF THE POSITIVE CHANGES AND/OR RATIONALE FOR IMPLEMENTING THE PROPOSED SOLUTION OR REVISED RULE:

Champcar exists to give people a simple path to start road racing. Penalizing someone because they are successful is counterintuitive.

The rule exists only from one day to the second on events that are considered two day events, however each of the two days is treated as a separate race. It is the only current rule that allows the success of one race to impact another.

Rarely are two day events the same length from day one to day two which in itself changes the nature of the race, never mind weather, starting order or any other collection of items that make the second day of racing entirely different from the first.

The rule reads of "sour grapes" where someone feels slighted because they didn't get the trophy. I think Champcar is better than that.

ANY ADDITIONAL INFORMATION:

47. S13 SWAP PERFORMANCE VALUE

CHAMPCAR MEMBER NAME: scott kastelic

IDENTIFY THE ISSUE, AS YOU PERCEIVE IT:

1989 - 94 Nissan 240SX Swap Weight Incorrect

IDENTIFY, IF POSSIBLE, YOUR UNDERSTANDING OF WHY THE CURRENT RULE OR PROCESS WAS INITIATED AND PUT INTO PLACE:

Swap Weight incorrect on Nissan 240SX Platform. The 1989-94 Nissan 240SX has a published curb weight of 2600+ lbs. Champcars published swap weight is 2500, which is far to high for the -20% rule given to all other platforms when in race trim.

PROPOSE A SOLUTION OR REVISED RULE:

Swap weight of 240sx be adjusted to reflect actual weight of car in race trim

PROVIDE A LIST OF THE POSITIVE CHANGES AND/OR RATIONALE FOR IMPLEMENTING THE PROPOSED SOLUTION OR REVISED RULE:

consistent application of the swap calculator

ANY ADDITIONAL INFORMATION:

48. REQUIRE CAMERAS

CHAMPCAR MEMBER NAME: Garrett Miskoe

IDENTIFY THE ISSUE, AS YOU PERCEIVE IT:

Lack of driver accountability and penalty assignment. If an incident occurs on track between cars (contact, pass under yellow, etc.), it is not always seen correctly or at all by corner workers.

IDENTIFY, IF POSSIBLE, YOUR UNDERSTANDING OF WHY THE CURRENT RULE OR PROCESS WAS INITIATED AND PUT INTO PLACE:

There is currently no system to either track/record which drivers were driving at what time during a race.

PROPOSE A SOLUTION OR REVISED RULE:

Require all cars to have a forward-facing camera looking out of the windshield, recording at a resolution of at least 720p and framerate of at least 30fps whenever the car is on track. The camera must have a wide enough FOV and/or be positioned such that it can see the entire windshield, preferably also able to see portions of the driver. At any time during a race, the race director can ask a team to provide the video from their car, which can be accessed at the next pit stop.

The intent is not to require a car to stop to access the video, but just have the team get it at the next pitstop.

PROVIDE A LIST OF THE POSITIVE CHANGES AND/OR RATIONALE FOR IMPLEMENTING THE PROPOSED SOLUTION OR REVISED RULE:

Protests and driving related penalties can be backed up with video evidence from all parties/cars involved in an on-track incident.

Drivers will know that they are being recorded when they drive and will be held accountable for their actions on track.

Drivers can improve faster with the help of video/video comparison.

Possible increased media outreach for CC via posting of race videos online.

ANY ADDITIONAL INFORMATION:

Although this rule adds another cost for teams, it is one-time and relatively cheap. On Amazon one can find an action camera (mounts included) with the required resolution and a micro SD card for less than \$75. Action cameras are fairly reliable and have the ability to record for over 24 hours nonstop, when plugged in. A 32GB SD card has enough space for over 24 hours of the required video resolution in a typical .mp4 format.

49. RED FLAG RULES

CHAMPCAR MEMBER NAME: mmiskoe

IDENTIFY THE ISSUE, AS YOU PERCEIVE IT:

Red flag rules are not well defined and not necessarily fair

IDENTIFY, IF POSSIBLE, YOUR UNDERSTANDING OF WHY THE CURRENT RULE OR PROCESS WAS INITIATED AND PUT INTO PLACE:

During some red flag situations people in the paddock are told to stop working on cars, however I can find no reference to this in either the BCCR or in any event sup's, so I have no idea what prompted it happening. Not sure under what guise it is even enforced.

PROPOSE A SOLUTION OR REVISED RULE:

Clarify the intent to stop work on cars that are in the pitlane. Allow cars that were already in the paddock to continue working during a red flag, but not allow them to re-enter the pitlane until the the track has gone green. Include the following text in the BCCR under Section 8:

During a red-flag condition on track, any cars in the pitlane must cease being attended to by crew members until the race is back under green-flag conditions. Drivers may stay in the car at their discretion, but if they get out, they may not get back in until the race is back under green. No cars may leave the pitlane to the track or to the paddock under red-fag conditions. If the car was in the paddock prior to the red-flag condition, teams are free to continue working. No car may return from the paddock to the pitlane until the race back under green.

PROVIDE A LIST OF THE POSITIVE CHANGES AND/OR RATIONALE FOR IMPLEMENTING THE PROPOSED SOLUTION OR REVISED RULE:

If you are unfortunate enough to need a trip back to the paddock during a race, it is unlikely you are going to be contesting anyone for a podium finish. If the team is actively working on the car, it means they intend to go back to racing. Forcing the team in this position to stop working is just another kick in the teeth by further taking away track time.

In 25 years of this sport, I have only once seen a car go from the track to the paddock during a red-flag (Thompson 2022). All the other times, the car was already "behind the wall".

Enforcing the current rule is difficult. Someone from CC has to know to go looking, then find the car, then hang out to monitor. Secondly, where does it stop? For example, if I have someone off site returning with parts, are they required to stop? If the the car is being worked on in a remote camping spot, does it still fall under this? With no rule written, enforcing this leads to questions about its intents.

ANY ADDITIONAL INFORMATION:

We all just want to go racing.

50. ENGINE INTERNAL MODIFICATIONS

CHAMPCAR MEMBER NAME: Mark Doubet

IDENTIFY THE ISSUE, AS YOU PERCEIVE IT:

Motor internal modifications

IDENTIFY, IF POSSIBLE, YOUR UNDERSTANDING OF WHY THE CURRENT RULE OR PROCESS WAS INITIATED AND PUT INTO PLACE:

There is no rule specific to motor rebuild of lower internals or part size allowance.

PROPOSE A SOLUTION OR REVISED RULE:

Engine rebuild will be limited to all OE specifications for the model and year of the engine being rebuilt. All parts shall match and not exceed the OE manufactured sizes which are or were available. This will apply but not limited to crankshaft, rods, pistons, block, and head assembly. Camshafts are defined elsewhere and maybe upgraded as shown with a points value.

PROVIDE A LIST OF THE POSITIVE CHANGES AND/OR RATIONALE FOR IMPLEMENTING THE PROPOSED SOLUTION OR REVISED RULE:

Removes the gray area of engine rebuilds as shown by the recent National Championship race and an earlier race at Gingerman.

ANY ADDITIONAL INFORMATION:

This rule could be shortened to just the first sentence if you wish but I feel the added detail is the best approach for a complete definition.

51. TECH DESK INTERPRETATIONS

CHAMPCAR MEMBER NAME: MMiskoe

IDENTIFY THE ISSUE, AS YOU PERCEIVE IT:

The current BCCR does not acknowledge Tech Desk interpretations. If the tech desk provides an interpretation that is different than the BCCR, it is unclear which takes precedence. If someone were to lodge a protest based on the BCCR, there is no recourse to utilize the information that has been provided in the TD.

IDENTIFY, IF POSSIBLE, YOUR UNDERSTANDING OF WHY THE CURRENT RULE OR PROCESS WAS INITIATED AND PUT INTO PLACE:

The Tech Desk was put in place to help provide interpretations of BCCR rules. The BCCR has never been updated to acknowledge these items even though they are treated as rules changes/updates.

PROPOSE A SOLUTION OR REVISED RULE:

Add language to BCCR that references the TD and provides a plan to have TD interpretations get adopted into the next update of the BCCR.

PROVIDE A LIST OF THE POSITIVE CHANGES AND/OR RATIONALE FOR IMPLEMENTING THE PROPOSED SOLUTION OR REVISED RULE:

Currently there are questions raised and answered in TD submissions that are either in addition to BCCR language, or supersede it. Not all of these appear to be getting enforced. See TD submission 2023-12-12.

ANY ADDITIONAL INFORMATION:

1.3.5 BCCR will be amended annually to reflect interpretations provided by the Tech Desk for questions raised during the previous year. Tech Desk interpretations will be considered addendums to the BCCR in the time between when they are published and the and the next updated BCCR.

52. FPV ITEMS CANNOT BE REPURPOSED #2

CHAMPCAR MEMBER NAME: mmiskoe

IDENTIFY THE ISSUE, AS YOU PERCEIVE IT:

The current BCCR is silent on what take precedence when there is a contradiction. Currently we have a list of modifications that cane preformance with a fixed point value, see section 4.3.2. Separately there is a list of modifications with no points, see section 4.7.2. When a modification that is listed in section 4.3.2 is done through means listed in 4.7.2 does this count for the points listed or is it free?

IDENTIFY, IF POSSIBLE, YOUR UNDERSTANDING OF WHY THE CURRENT RULE OR PROCESS WAS INITIATED AND PUT INTO PLACE:

I believe it is just an oversight that has not been fully contained.

PROPOSE A SOLUTION OR REVISED RULE:

If a modification is listed in section 4.3.2 the point value listed shall be assessed to the car regardless of how the modification was achieved. No modifications via methods listed in section 4.7.2 shall provide a modification that is specifically noted as being not-allowed.

PROVIDE A LIST OF THE POSITIVE CHANGES AND/OR RATIONALE FOR IMPLEMENTING THE PROPOSED SOLUTION OR REVISED RULE:

There is too much ambiguity of what you can achieve through things like repurposed material, tape and bailing wire. For example, Tape, welding and repurposed material are free. Front wings are not allowed, other aero is 10 points per item. Can I build a front wing and air dam from tape and OE seats for zero points?

ANY ADDITIONAL INFORMATION:

4.7.1.2 will need some additional clarification, specifically to engine internals. Compression ratio and porting, among others, are certainly competitive advantages that can be done simply by the guise of "removing material".

53. REPURPOSE OF REQUIRED MATERIAL

CHAMPCAR MEMBER NAME: mmiskoe

IDENTIFY THE ISSUE, AS YOU PERCEIVE IT:

Section 4.7.2 allows removed materials to be repurposed however it does not address removing an item, repurposing that material then rebuilding the original part for free if the original part is a required item.

IDENTIFY, IF POSSIBLE, YOUR UNDERSTANDING OF WHY THE CURRENT RULE OR PROCESS WAS INITIATED AND PUT INTO PLACE:

Current rule was to allow creativity but did not expect the degree of rule bending that takes place.

PROPOSE A SOLUTION OR REVISED RULE:

Include the following update to 4.7.2 - items that are required to be retained (fire walls, bulkheads, crash structure, bodywork etc) may only be repurposed if the materials used to restore the OE component is declared for point value.

Items that are modified or added for a fixed point value in section 4.3.2 may not be repurposed.

PROVIDE A LIST OF THE POSITIVE CHANGES AND/OR RATIONALE FOR IMPLEMENTING THE PROPOSED SOLUTION OR REVISED RULE:

Currently you can remove bulkheads and use the material for something else, then rebuild the bulkhead for free claiming that it doesn't require a points assessment because it is a required item. Also, an item that is claimed for points can be repurposed into a different use that would normally be more points, or something that is otherwise dis-allowed - for example I can claim 10 points for a under-floor (32 square feet of aluminum) , then re-use that material for a fast back as 10 points, not the 64 points it would be if I just claimed the sheet aluminum.

ANY ADDITIONAL INFORMATION:

54. POINTS FOR TIRES #2

CHAMPCAR MEMBER NAME: Andrew Johnson

IDENTIFY THE ISSUE, AS YOU PERCEIVE IT:

Two tire compounds offer performance gains well above all other ChampCar legal tires. These tires offer performance gains that are not accounted for in the ChampCar rules system and add additional cost to teams that run these compounds. To compete with these two tire compounds, most teams will need to move away from endurance-based tire compounds.

IDENTIFY, IF POSSIBLE, YOUR UNDERSTANDING OF WHY THE CURRENT RULE OR PROCESS WAS INITIATED AND PUT INTO PLACE:

In 2010 Champcar tire rules limited teams to a 200 or higher treadwear. The Dunlop Direzza Star Spec was the highest performance tire at the time and provided good performance, and long life at an affordable price. Several year later the tire rule was amended to limit treadwear to 180 or higher to allow several new tires. Going on 10 years later, many aggressive tire compounds have been developed for autocross and sprint racing that are 180 tread wear or above.

PROPOSE A SOLUTION OR REVISED RULE:

Cars that run Yokohama Advan A052, or Bridgestone Potenza RE-71RS at any time during a race will be assessed a fixed point value of 50 points.

PROVIDE A LIST OF THE POSITIVE CHANGES AND/OR RATIONALE FOR IMPLEMENTING THE PROPOSED SOLUTION OR REVISED RULE:

Assessing the top tier autocross tires points will limit large budget teams from running multiple sets of soft compound tires in a weekend without being assessed any points for the large performance gain.

ANY ADDITIONAL INFORMATION:

Enforcement: ChampCar currently checks cars at the start of an event for pins being removed from a cars onboard fire system. This would be when the tires can first be checked without needed additional recourses or time. The tires can also be checked in im pound as part of the post-race inspection. During a race, tech can spot check teams changing tires during pitstops as their time allows. Sponsorship: While drafting the proposal, it was specifically written in a way to not conflict with the current title sponsor of ChampCar endurance series.

4.8. TIRE SPECIFICATIONS FOR ALL CLASSES 4.8.1. Tires: Tire must be DOT legal and the UTQG treadwear rated at 180 or higher. Cars that run Yokohama Advan A052, or Bridgestone Potenza RE-71RS at any time during a race will be assessed a fixed point value of 50 points. 4.8.1.1. While tire size is open, tires may not extend beyond the cover of the fenders from the 10 to 2 o'clock positions. Fenders can be stretched/rolled to cover wider tires and flares can even be made, however any added materials used to enlarge the fenders will be charged at the material rate in 4.3.2. 4.3.2. Fixed Point Value List: Yokohama Advan A052, or Bridgestone Potenza RE-71RS: 50 points

55. E36 M3

CHAMPCAR MEMBER NAME: Andrew Sides

IDENTIFY THE ISSUE, AS YOU PERCEIVE IT:

Exclusion of the E36 M3 from the VPI list

IDENTIFY, IF POSSIBLE, YOUR UNDERSTANDING OF WHY THE CURRENT RULE OR PROCESS WAS INITIATED AND PUT INTO PLACE:

E36 M3 has been excluded due to an apparent speed differential concern.

PROPOSE A SOLUTION OR REVISED RULE:

I would like to see the E36 M3 added because I feel the series is missing out on an abundance of these cars that are already caged and could be converted to Champ Cars. We see them in EC at over 50% of the races. They should have an opportunity to be classed.

PROVIDE A LIST OF THE POSITIVE CHANGES AND/OR RATIONALE FOR IMPLEMENTING THE PROPOSED SOLUTION OR REVISED RULE:

Based on 2022 data, not one EC E36 M3 bested a class car in FTD. Cars such as Rockwell Boxster (Road Atlanta 2023, Thompson 2022, VIR24 2022), Rotary Rocketeers (Sebring 2022), Visceral 944 (PITT 2022), Pinkies Out Swap (CMP 2022), Danger Racing (Daytona 2022) and of course the GBU car at any track it went to in 2022. While these cars may not be fully optimized, plenty of them have had aero and most likely were adding parts to make them faster. I would like to see the M3 added at a VPI of 550 points which is in line with the E46 330 that is rated with 10 less HP and weighs more. To further minimize concerns, I would propose that it is added to a separate VPI list that excludes its engine and parts from being used in swaps or other free/points items, although the cost of them (as of 2/23) pretty much excludes them from being obtained for the \$2500 cost cap anyways.

Also, many of them have been pushed out of competitive finishes in other series based on new technology, better chassis, better cars overall. ChampCar could become a home for them to keep racing.

ANY ADDITIONAL INFORMATION:

I can provide the data I pulled from the results page and put on an Excel document.

56. 0 POINT ENGINE/TRANS MOUNTS

CHAMPCAR MEMBER NAME: Andrew Sides

IDENTIFY THE ISSUE, AS YOU PERCEIVE IT:

Swap cars get free engine and transmission mounts. This allows a point advantage over any non-swap car

IDENTIFY, IF POSSIBLE, YOUR UNDERSTANDING OF WHY THE CURRENT RULE OR PROCESS WAS INITIATED AND PUT INTO PLACE:

ChampCar rules that said everything has a point value. Clearly with swap cars this is not the case. They have the ability to include in their swap for free

PROPOSE A SOLUTION OR REVISED RULE:

I would propose that any mount that does not change the vertical or horizontal position of the engine or trans more than 1/4" in any direction be allowed for free. I would put in a recommendation to state that polyurethane or plastic are highly advised to maintain crash structure and minimize damage in an incident. Solid metal mounts tend to do more damage as they do not "give".

PROVIDE A LIST OF THE POSITIVE CHANGES AND/OR RATIONALE FOR IMPLEMENTING THE PROPOSED SOLUTION OR REVISED RULE:

This would allow teams to save money as they would not have to change motor or trans mounts as often. This would also allow the free use of more chassis mounted shifters which are in most cases known to minimize "money shifts", thereby possibly saving teams \$\$ in the long run, especially when a lot of the parts of these cars in the series are becoming harder to find.

ANY ADDITIONAL INFORMATION:

57. MAX STINT LENGTH

CHAMPCAR MEMBER NAME: mmiskoe

IDENTIFY THE ISSUE, AS YOU PERCEIVE IT:

The fuel capacity of cars creates a lot of angst on line and advantages/disadvantages on track. The two hour stint length is involved in this.

IDENTIFY, IF POSSIBLE, YOUR UNDERSTANDING OF WHY THE CURRENT RULE OR PROCESS WAS INITIATED AND PUT INTO PLACE:

Limiting stint length helps keep drivers from being more of a hero than they really can do, thus it is a safety thing.

PROPOSE A SOLUTION OR REVISED RULE:

If max stint length was reduced, or if a minimum number of 5-minute stops was mandated (based on race length), the need to go the full two hours would be changed.

In a 8, 12, 14, 24 hour race doing 1:55 stints is important to minimize the number of stops. Adding one more stop would reduce the need to hit that magic window. If the max stint time was reduced to 1:55 or a minimum number (that forces one extra stop) then cars would need to be more strategy conscious rather than just trying to stretch to 2 hours on every stint.

PROVIDE A LIST OF THE POSITIVE CHANGES AND/OR RATIONALE FOR IMPLEMENTING THE PROPOSED SOLUTION OR REVISED RULE:

It would not impose VPI changes or the need to rebuild fuel systems to implement. If it was a complete failure it could get reversed with less impact to the cars. It would reduce the concern of how much fuel cars are carrying. It would shift the advantage from fuel-heavy cars to teams with good strategy.

ANY ADDITIONAL INFORMATION:

It is pretty obvious that fuel capacity is a limiting factor in CC. This would reduce that impact.

58. LOWER COOLER POINTS

CHAMPCAR MEMBER NAME: Eric Rockwell

IDENTIFY THE ISSUE, AS YOU PERCEIVE IT:

Coolers should be Reduced Points wise

IDENTIFY, IF POSSIBLE, YOUR UNDERSTANDING OF WHY THE CURRENT RULE OR PROCESS WAS INITIATED AND PUT INTO PLACE:

Carry over from Previous Rule book

PROPOSE A SOLUTION OR REVISED RULE:

Reduce coolers 10 points per cooler

PROVIDE A LIST OF THE POSITIVE CHANGES AND/OR RATIONALE FOR IMPLEMENTING THE PROPOSED SOLUTION OR REVISED RULE:

Less \$\$ spent on engines and other parts

ANY ADDITIONAL INFORMATION:

59. 0 POINT OIL BAFFLE

CHAMPCAR MEMBER NAME: Ben Schaut

IDENTIFY THE ISSUE, AS YOU PERCEIVE IT:

Oil pan baffles are technically added parts and per letter of the BCCR require points (for material used if adding baffling to stock oil pan), but only purpose they serve is to help maintain adequate oil at the oil pick-up. Oil pan baffles do not add performance or increase normal reliability; they only help to prevent accelerated engine bearing wear and catastrophic failures of an engine due to oil starvation from oil slosh during higher G-force cornering/braking that the current allowed tires are capable of achieving. Oil Pan baffles are both very difficult to tell if installed by competitors, and very difficult for tech to confirm in installed in impound, essentially making oil pan baffles added to stock oil pans 'impossible' to scrutinize. There is potential for many teams to be running oil pan baffles and not claiming them due to the 'impossible to check' item, while some teams may be claiming them as they should per the letter of the rule and thus 'losing' points compared to competitors with no actual benefit in performance.

IDENTIFY, IF POSSIBLE, YOUR UNDERSTANDING OF WHY THE CURRENT RULE OR PROCESS WAS INITIATED AND PUT INTO PLACE:

Rules clearly state any non-stock part or material that is added (not re-used material) and not on the FPV or 0-point list must have points. Adding material for a baffle is adding non-stock parts/material and therefore should be points per current rules.

PROPOSE A SOLUTION OR REVISED RULE:

Oil pan baffles (purchased aftermarket or homemade with material) may be added to oil pan (STOCK for the installed engine) for 0 points. Oil Pan baffles must only help to control oil flow, keeping oil at the oil pick-up. Aftermarket pans that include or are advertised as only having improved oil control/baffling must take points per FPV list for non-OE oil pans.

PROVIDE A LIST OF THE POSITIVE CHANGES AND/OR RATIONALE FOR IMPLEMENTING THE PROPOSED SOLUTION OR REVISED RULE:

Oil pan baffles (with sole purpose of controlling oil flow to/around oil pick-up) added to a stock oil pan are generally easy to install, and an inexpensive solution to reduce likelihood of oil-related engine failures, reduce bearing wear. Overall racing costs can be kept lower for teams opting to install oil pan baffling. Reduced chance of catastrophic engine failures that would lead to long track clean-up for oil. No performance improvement. Improves fairness by eliminating potential for a team to claim baffle, while a competitor does not.

ANY ADDITIONAL INFORMATION:

60. REPURPOSED MATERIAL RULE

CHAMPCAR MEMBER NAME: Hillar Kalda

IDENTIFY THE ISSUE, AS YOU PERCEIVE IT:

Items defined in 4.3.2 as fixed point value items, are being allowed as 0 points if made from repurposed materials. The rulebook says that repurposed materials can be used for OTHER items. the keyword is OTHER. It Does not say that defined points items will be 0 points if you use repurposed materials. It repurposed material can be used for any points items, then list that. Also this would mean that new materials could also be used, and then if the value of the material is less than the fixed points listed, the lesser amount of points would be used.

IDENTIFY, IF POSSIBLE, YOUR UNDERSTANDING OF WHY THE CURRENT RULE OR PROCESS WAS INITIATED AND PUT INTO PLACE:

The current rule is not being followed. It is a throwback to years ago when repurposed material could be used for anything.

PROPOSE A SOLUTION OR REVISED RULE:

Repurposed material , or new material can be used to make any fixed points items. IF repurposed material is used the item made will be 0 points.

If new material is used, and the points value for new material is less than the fixed point value listed, then the lesser point value for the item will be used.

PROVIDE A LIST OF THE POSITIVE CHANGES AND/OR RATIONALE FOR IMPLEMENTING THE PROPOSED SOLUTION OR REVISED RULE:

I don't believe repurposed material should be allowed for 0 points to make fixed points items (air dams, side skirts, etc) but it if is allowed, it should be listed in the rules. This way we could make any items (aero, suspension for much less points)

Make a rule one way or the other. Right now it's a subjective call.

ANY ADDITIONAL INFORMATION:

61. FIBERGLASS SUNROOF

CHAMPCAR MEMBER NAME: Andrew Sides

IDENTIFY THE ISSUE, AS YOU PERCEIVE IT:

9.6.1 States

"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."

IDENTIFY, IF POSSIBLE, YOUR UNDERSTANDING OF WHY THE CURRENT RULE OR PROCESS WAS INITIATED AND PUT INTO PLACE:

The original sunroof panel or fabricated metal panel statement is outdated. There are many cars that have the ability to acquire an affordable fiberglass option or have one made.

PROPOSE A SOLUTION OR REVISED RULE:

I would propose that the rule state

"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 or fiberglass panel secured and fixed in place."

PROVIDE A LIST OF THE POSITIVE CHANGES AND/OR RATIONALE FOR IMPLEMENTING THE PROPOSED SOLUTION OR REVISED RULE:

Allows teams another affordable option without allowing carbon fiber.

ANY ADDITIONAL INFORMATION:

Example is the e46 (fiberglass is \$275 and the metal is \$125).

https://www.bimmerworld.com/SpecE46/Carbon-Fiber-Sunroof-Fill-Panel_4.html

https://turtlelaboratories.com/products/bmw-e46-sunroof-delete-panel?variant=39379552895062¤cy=USD&utm_medium=product_sync&utm_source=google&utm_content=sag_organic&utm_campaign=sag_organic&gclid=Cj0KCQiAutyfBhCMARIsAMgcRJTLU7tF-5Np9MASZF0X66_1JJHqGwuFoNgfc0bEJbjV8DgkDxGqxmYaAh4XEALw_wcB

62. CARS PER MILE LIMIT

CHAMPCAR MEMBER NAME: Jeff DeJong

IDENTIFY THE ISSUE, AS YOU PERCEIVE IT:

Too many cars at some races

IDENTIFY, IF POSSIBLE, YOUR UNDERSTANDING OF WHY THE CURRENT RULE OR PROCESS WAS INITIATED AND PUT INTO PLACE:

There is an abundance of caution/P35 laps at every event. When there are 100+ cars at big races, the amount of green flag racing is reduced.

PROPOSE A SOLUTION OR REVISED RULE:

Limit all races to a 25 cars per mile amount.

PROVIDE A LIST OF THE POSITIVE CHANGES AND/OR RATIONALE FOR IMPLEMENTING THE PROPOSED SOLUTION OR REVISED RULE:

More green flag racing and less cruising around under caution.

ANY ADDITIONAL INFORMATION:

63. FIBERGLASS SUNROOF #2

CHAMPCAR MEMBER NAME: Chris Huggins

IDENTIFY THE ISSUE, AS YOU PERCEIVE IT:

9.6.1. Sunroofs may be original, or "metal".

IDENTIFY, IF POSSIBLE, YOUR UNDERSTANDING OF WHY THE CURRENT RULE OR PROCESS WAS INITIATED AND PUT INTO PLACE:

No idea

PROPOSE A SOLUTION OR REVISED RULE:

Allow the common prefabricated fiberglass panels as replacements. (no carbon fiber)

All cars with sunroof and/or T-top openings must be covered by either a firmly attached removable hardtop, the original sunroof panel, a prefabricated direct fit fiberglass 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.

PROVIDE A LIST OF THE POSITIVE CHANGES AND/OR RATIONALE FOR IMPLEMENTING THE PROPOSED SOLUTION OR REVISED RULE:

eliminates a hurdle for cars to cross over from another series, allows teams to use off the shelf parts instead of drilling/riveting to the roof.

ANY ADDITIONAL INFORMATION:

64. FUEL CELL EXPIRATION

CHAMPCAR MEMBER NAME: chris huggins

IDENTIFY THE ISSUE, AS YOU PERCEIVE IT:

Fuel cell rule is unclear regarding expiration date. The rules do not specifically state that fuel cells must be in-date. Fuel cell expiration dates are sometimes not clearly posted or identified on the unit without disassembly work.

Tech is enforcing expiration dates on fuel cells and this is causing surprise in the tech line and costing teams money.

IDENTIFY, IF POSSIBLE, YOUR UNDERSTANDING OF WHY THE CURRENT RULE OR PROCESS WAS INITIATED AND PUT INTO PLACE:

the original intent was not to require fuel cells to be "in date" as long as they were initially purchased with a certification

PROPOSE A SOLUTION OR REVISED RULE:

Option 1. Stop enforcing fuel cell expiration dates. This is a low cost series that still allows cars to race with stock tanks. As long as a fuel cell is in good condition and correctly installed I would bet it is at least as safe as a stock tank.

Option 2. Clearly outline fuel cell expiration dates in the BCCR, including specifying the required documentation teams must present. "Fuel cells expire 5 years after the date of original manufacture, unless recertified, which extends expiration 2 additional years (7 total). Teams must retain and present upon request fuel cell manufacture certificate and recertification documentation (if applicable).

PROVIDE A LIST OF THE POSITIVE CHANGES AND/OR RATIONALE FOR IMPLEMENTING THE PROPOSED SOLUTION OR REVISED RULE:

Less surprise in tech

ANY ADDITIONAL INFORMATION:

65. DRIVER DOOR BARS

CHAMPCAR MEMBER NAME: Chris Huggins

IDENTIFY THE ISSUE, AS YOU PERCEIVE IT:

3.2.3. Two continuous/unbroken driver-side door bars are required (labeled "7" in Figure A) 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 center-line 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.

This wording is very difficult to understand by both members and tech.

IDENTIFY, IF POSSIBLE, YOUR UNDERSTANDING OF WHY THE CURRENT RULE OR PROCESS WAS INITIATED AND PUT INTO PLACE:

Not possible

PROPOSE A SOLUTION OR REVISED RULE:

Propose rewording this rule to make it easier for everyone to understand.

Tech has been failing cars running normal "X" braces, which seems to go against my read of the rule which clearly says "X-design with gussets is acceptable"

I understand the opposite interpretation as well though, since it clearly says "two continuous/unbroken bars" which, in a standard x, are not present.

The second issue is the complex wording of the second part of the rule.

What is the "fore and aft terminal end"?

What is meant by "centerline of each bar"?

What is meant by "meet or join at the front hoop"?

Suggest utilizing TAC to propose a cleanly worded rule similar to the following:

3.2.3. Two continuous/unbroken driver-side door bars are required (labeled "7" in Figure A) that will prevent cockpit intrusion. NASCAR-style or double v or X-design (with gussets) is acceptable. X-design must include additional "sill" bar to satisfy 2 unbroken bar requirement.

3.2.3.1. At the front and rear end of the drivers door bars, the separation between the uppermost and lowermost bars must be at least six inches when measured at the center-line of each bar.

3.2.3.2. Triangulated bars that meet at the front hoop are allowed so long as the spacing of the uppermost and lowermost bars where they attach at the main hoop is at least six inches when measured at the centerline of each bar.

PROVIDE A LIST OF THE POSITIVE CHANGES AND/OR RATIONALE FOR IMPLEMENTING THE PROPOSED SOLUTION OR REVISED RULE:

Clearer understanding by members and tech, which provides a good balance between safety and cost, series crossover, etc.

ANY ADDITIONAL INFORMATION:

66. IDLER PULLEYS

CHAMPCAR MEMBER NAME: Chris Huggins

IDENTIFY THE ISSUE, AS YOU PERCEIVE IT:

Idler pulleys are being charged points. Idler meaning a pulley used to facilitate deleting power steering, AC, smog pumps, etc. which itself does not provide any performance advantage. The "advantage" is gained via removal of the stock part.

IDENTIFY, IF POSSIBLE, YOUR UNDERSTANDING OF WHY THE CURRENT RULE OR PROCESS WAS INITIATED AND PUT INTO PLACE:

Pulleys are called out as 5 points each on the points list

PROPOSE A SOLUTION OR REVISED RULE:

Idler pulleys should not be charged points. This evens the playing field between cars which happen to have a belt routing that permits deleting a pulley vs cars which require an idler to delete. Currently some teams are either taking the points or "gutting" the specific item they want to remove, whereas other teams are just using a shorter belt and getting the same "benefit" for no points.

PROVIDE A LIST OF THE POSITIVE CHANGES AND/OR RATIONALE FOR IMPLEMENTING THE PROPOSED SOLUTION OR REVISED RULE:

Parity across the field, less frustration

ANY ADDITIONAL INFORMATION:

67. DASH BAR

CHAMPCAR MEMBER NAME: Chris Huggins

IDENTIFY THE ISSUE, AS YOU PERCEIVE IT:

The BCCR requires a dash bar. The BCCR is not specific beyond it being a requirement. 3.2.9. A dash bar (labeled "5" in Figure A) is mandatory

The dash bar must be made of the same tubing required for the remainder of the cage, however the question often comes up: "Does the OE dash bar bolted to the a-pillars meet the requirement". The answer to this is NO!, the dash bar must be made from the same tubing as the cage and welded in with the same quality of work as the rest of the cage.

In addition, Tech is enforcing/requiring/refusing to pass cars which have bends in the dash bar. The line has been drawn "our cage expert says any bend more than 20 degrees requires gussets". This is not in the rules and therefore catches teams out as a surprise. In addition, its based off of absolutely no engineering background or real world data.

IDENTIFY, IF POSSIBLE, YOUR UNDERSTANDING OF WHY THE CURRENT RULE OR PROCESS WAS INITIATED AND PUT INTO PLACE:

Unilateral Tech Decision

PROPOSE A SOLUTION OR REVISED RULE:

The rule needs to be clearly spelled out and enforced as such.

First, the bccr needs to add "the factory bolt in dash bar does not meet the requirements"

Proposed wording:

3.2.9. A dash bar welded between the front a-pillar vertical tubes is mandatory. (labeled "5" in Figure A) The factory dash support bar does not satisfy this requirement.

Second, the requirements behind bends should be spelled out clearly. 20 degrees is not a lot of bend, and if designed correctly a dash bar with bends can be plenty strong.

We allow major bends in the harness bar, which is a much more significant bar in the overall safety cell design of a car. We also allow them on the door bars in the form of "S" bends, which are a huge weak point in the design of a node. Therefore, why are they not allowed on the Dash bar, where they are more critical to allow the bar to properly fit with the steering column, dash, and allow for proper ankle and shin clearance? I propose no change to the wording of the rule, but it needs to be spelled out clearly to tech that this requirement is not in the rules and minimizing the amount of bends should be a suggestion at most.

PROVIDE A LIST OF THE POSITIVE CHANGES AND/OR RATIONALE FOR IMPLEMENTING THE PROPOSED SOLUTION OR REVISED RULE:

Enforcement matching the rules and teams not surprised at tech

ANY ADDITIONAL INFORMATION:

68. 944

CHAMPCAR MEMBER NAME: Andrew Sides

IDENTIFY THE ISSUE, AS YOU PERCEIVE IT:

Incorrect swap value for 944S2 engine into 944S, and incorrect use of optional parts on several 944's running in the series.

IDENTIFY, IF POSSIBLE, YOUR UNDERSTANDING OF WHY THE CURRENT RULE OR PROCESS WAS INITIATED AND PUT INTO PLACE:

The 944, 944s, and 944s2 need to be reassessed.

Based on Automobile Catalog:

944 Base 1983-1989:

1983-85 = 2.5L 8v SOHC 143hp 17.5 US Gallons

1986-1987 = 2.5L 8v SOHC 143hp 21.2 US Gallons

1988 = 2.5L 8v SOHC 158hp 21.2 US Gallons

1989 = 2.7L 8v SOHC 162hp 21.2 US Gallons

944 S 1987-1988:

1987-1988 2.7L 16v DOHC 188hp 21.2 US Gallons

944 S2 1989-1991:

1989-1991 3.0L 16v DOHC 208hp 21.2 US Gallons

Curb weights listed between 2700 and 3000 lb

Specifically, there are multiple teams using the 944s2 engine in the earlier 944 chassis. They are claiming an "engine swap" and adding 50 points to the base value, resulting in a 500 point combination. This valuation is lower than the 944s2 base VPI (520), and in violation of the old "Highest platform rule" that no longer exists. This combination was approved under a previous CEO and its time for this mistake to be corrected. These cars have proven to be significantly faster than other platforms while utilizing RS4 Tires. The large fuel capacity allows the car to go 2 hours on fuel with no trouble. During rain races, the combination has proven that double-stinting is possible (I.E. change driver but don't add fuel) and that fuel ranges exceeding 3 hours are possible, even in "damp" conditions instead of full-wet.

In addition, the 944 value was not set with the currently allowed "M030" adjustable height suspension option in mind. To be clear, the 944S and 944S2's used the same suspension unless certain option codes were ordered, M0474 was a code for adjustable dampening but used all the same "base" suspension pieces. There was also the M030 which depending on years could include Koni dampening adjust with lowering springs but did not change suspension components or in later years had the adjustable height adjustable coilovers and different suspension components such as control arms and heavier duty bushings. I am not disputing the viability of the M0474 or M030 non- height adjust option.

The M030 option code for non-Turbo models never had the adjustable height collars before the S2 in 1989. For the S2 it was sometimes denoted as the "Club Sport" option

- <http://www.944s2.com/suspension/suspension.htm> states:

"Factory 944 S2 M030 (Club Sport Package) externally adjustable Koni struts with height adjustable threaded collars, part numbers 951-343-031-32 & 951-343-032-32. Not currently available new from Porsche. Often available in the used market for \$500-800/pair complete."

-<https://rennlist.com/forums/944-turbo-and-turbo-s-forum/365937-m030-question.html> states

"Correct with the M030 adjustable ride height shocks, spindles, etc., all of which were not available in the US until the 88TS." TS denotes Turbo S. Along with this statement "I am 99% sure there was never any such thing as a 2.5 or 2.7 liter NA with the M030 option. Only turbos and S2s. I think on the turbos it is very rare to find on a non S car. It is very very rare to find on an S2 and 968 - like less than 3% of production I would say.

This all pertains to US cars - don't know about the ROW(Rest of World) ones."

-According to <https://www.paragon-products.com/Coil-Over-Kit-Front-p/944arhk-m030-xdo.htm>

“Height adjustable M030 was only available on:

- Porsche 944S2 1989, 1990 and 1991
- Porsche 944 Turbo 1986, 1987, 1988, 1989, 1990 and 1991
- Porsche 968 1992, 1993, 1994 and 1995”

-According to <https://rennlist.com/forums/968-forum/901531-suspension-question.html>

“The M030 [sport chassis] option included springs, dampers, torsions, sways, bushings, and brakes [944S2, 951, 968]. Koni front struts, with different valving, were single adjustable, and had a threaded spring perch. Rear Koni dampers were again single adjustable, with no perch/coilover [for the 944]. The 968 rear M030 damper had a coilover barrel spring, with fixed perch, that was carried over from the M637 option. Front springs [from what I recall] were ~160 lb/in, the 25.5mm torsions were carried over from the M637 option, and front calipers were upgraded to 928S4 medium black Brembos. Sways increased from 25.5mm to 26.8mm in front [968 got the M637 30mm bar], but decreased from 18mm to 16mm out back for the S2 and 951, while the 968 got an adjustable 19mm bar. Strangely enough, a 944 optioned with M030 got a rear 20mm bar. And finally, suspension bushings [front control arms, caster blocks, torsion carriers, transmission carrier, and possibly motor mounts] were all harder durometer.” This says nothing about it coming on anything NA besides the S2.

According to http://www.weissach.net/968_M030-Option.html. Note, this site hasn't been updated according to the log since 2007, before the first mention I've found of Porsche superseding the M030 height adjustable suspension on the 1988 and earlier NA 944's

“The 968 M030 option was a suspension & brake upgrade package available when purchasing a 968 new. It did not include a limited slip differential (LSD), which was option 220. However, most M030 equipped 968 cars also had the (220) LSD fitted as well. The M030 option was not available on the 968 Cabriolet as Porsche thought it lacked sufficient structural rigidity.

The 968 M030 brakes and some of the suspension components were also shared with the following cars:

- 1988 944 Turbo S (one-year only model)
- 1989–1991 944 Turbo (this model was not available in the US after 1989)
- 1989–1991 944 S2 fitted with the M030 option”

Porsche automatically supersedes parts - meaning any part developed later that has similar dimensions or was optional on a newer car (or even platform) is automatically included in the older platform. This means you can look up, via Porsche database, information showing the M030 fits on 1989 or older platforms. Other Porsche teams have used this for suspension parts as well, but the parts have been superseded. The M030 is an option and there are plenty of Porsche equivalent parts that exist including Koni and Bilstein's with non-height adjustability.

Some Porsche teams have used this quirk to its advantage and begun to utilize the M030 suspension for performance advantage, while claiming a base platform car which was not factory offered with this suspension option.

Also, the M030 height adjustable suspension uses different control arms, sway bars and other suspension pieces. If the team is using the M030 height adjustable items then they need to be using every single piece of it to not be under the “pick and choose the best parts” clause that Ray has explained multiple times. It's either all or none.

The ask is that 944S models be required to take 944s2 points if using the 3.0l 944s2 engine, as many other platforms are required to do because as shown the M030 height adjust didnt come on the 944 or 944S and it shares the same base suspension components as the base S2 with the non-height adjust option or the M0474 option codes.

Finally, the M030 suspension components should not be permitted without claiming appropriate points, even on 944s2 models. This package was a “very rare” special factory offering, and thus should fall under 4.2.1.1 and not be included in the VPI unless specifically called out. The number and type of changes significantly increase the performance potential of the platform.

944s2 convertibles should be raced at 944s2 points, as the body in white is significantly different from 944 base and 944s bodies, and these changes equate to performance advantages.

In addition, one of the teams is using an actual 944s2 chassis, equipped with a 944s2 engine, yet claiming an 944s + swap value on the tech sheet. The 944 base and 944 coupe were never sold as cabriolet models in the US (or anywhere actually). 2401 cabrios were imported into the US market over the 3 year model run.

The team using the 944s2 cabrio should not be permitted to use that chassis without claiming 944s2 points or paying appropriate points for the changes made to the chassis that differentiate it from a 944 base or 944s coupe.

These changes include multiple structural changes, windshield height and angle, and bodywork.

The windshield was lowered by 2.4 inches and raked back 0.6 inches to the rear to reduce the wind noise with the top down. This results in a performance advantage via reduced drag (reduced frontal area) in champcar trim.

Source: <https://www.clarks-garage.com/951faq.htm>

Cabrio Windscreen Part: https://nemigaparts.com/cat_spares/pet/porsche/9442/14/801170/

Coupe Windscreen Part: https://nemigaparts.com/cat_spares/pet/porsche/9442/14/801100/

This, in addition to the rear trunk lid covering the open rear part of the vehicle constitutes a significant change from the non-convertible offering. If this is permitted, it would be a deviation from the previously established standard of not permitting convertible and non-convertible specific parts to be mixed. Specifically, one prominent ChampCar team was given additional points at the national championship race for covering the convertible area with non-stock parts. This is a very similar situation if the team is claiming the platform as a 944S, as the rear trunklid and associated paneling are non-stock parts for non-s2 944 models.

Rear (trunk) Lid Part: https://nemigaparts.com/cat_spares/pet/porsche/9442/14/803100/

Additional info on S2 cabrio changes:

At ASC(American Sunroof Company), reinforcement plates are welded in the front end of the car and floor plate area to give the body the amount of torsional strength and crash safety required for the convertible. After welding in these reinforcement plates, cuts are made in the body at the windshield frame, B pillars, rear side panels and tail panel, in preparation for coupe top removal. New parts to support the convertible top and the new rear deck lid are also welded in place. Then the new Cabriolet body was sent back to Neckarsulm, where it is run through the standard production paint shop and assembly line for drive train install.

Source: <https://www.stuttcars.com/porsche-944-s2-cabriolet/>

The floor section was reinforced significantly, meaning the car is stiffer in torsional flex, and the panels are not available on non-cabrio models.

Source: https://nemigaparts.com/cat_spares/pet/porsche/9442/14/801070/

Tech desk article 22 indicates that subframe connectors will be assessed points, and the cabrio panels are performing a similar task:

<https://champcar.org/tech/knowledgebase.php?article=22>

Again, this would be a non-issue if the 944s was offered in cabrio form, but it was not, so these panels should be points if the car is raced as a 944s (or removed).

PROPOSE A SOLUTION OR REVISED RULE:

If claiming an S2 engine then it needs to run at S2 VPI. If claiming M030 height adjust option then it needs to be claimed as at least 20 points for coilovers. The S2 cabriolet should be run at 944S2 VPI due to the changes not incorporated on the other 944,S, and S2 models.

PROVIDE A LIST OF THE POSITIVE CHANGES AND/OR RATIONALE FOR IMPLEMENTING THE PROPOSED SOLUTION OR REVISED RULE:

Fair rules on option components not already set forth in the rules as legal.

ANY ADDITIONAL INFORMATION:

69. REAR WINDOW STRAPS

CHAMPCAR MEMBER NAME: chris huggins

IDENTIFY THE ISSUE, AS YOU PERCEIVE IT:

Section 9.3 regarding rear windows. This section specifies that "All windows must be attached by screw, rivet or bolt on a maximum 10" centerline around the perimeter of the window covering." It goes on to say that "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."

the language in both quotes is similar, and a reasonable person would assume that if the window may be attached by screw, rivet, or bolt that the window straps may also satisfy the requirement to be securely attached if screws, rivets, or bolts are used.

The issue is that tech is requiring teams to attach rear window straps by bolt/nut, and rejecting installations made with screws or rivets. This does not align with the rule as written.

IDENTIFY, IF POSSIBLE, YOUR UNDERSTANDING OF WHY THE CURRENT RULE OR PROCESS WAS INITIATED AND PUT INTO PLACE:

tech is very safety conscious and has a difficult time correlating best practice against realistic and reasonable requirements.

PROPOSE A SOLUTION OR REVISED RULE:

Option 1: Stop requiring bolt/nut and allow installation with screws or rivets to pass tech inspection, aligning with the rule book as written

Option 2: Require rear window straps to be attached with bolt/nut as currently enforced by tech. Adjust the BCCR to state in section 9.3.3 to align with this requirement

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 using bolts to the chassis or roll cage

PROVIDE A LIST OF THE POSITIVE CHANGES AND/OR RATIONALE FOR IMPLEMENTING THE PROPOSED SOLUTION OR REVISED RULE:

Align written rules with enforcement to eliminate surprises in tech line

ANY ADDITIONAL INFORMATION:

70. RX7

CHAMPCAR MEMBER NAME: Justin Hall

IDENTIFY THE ISSUE, AS YOU PERCEIVE IT:

Please review the swap value calculator for the 2nd gen RX7

IDENTIFY, IF POSSIBLE, YOUR UNDERSTANDING OF WHY THE CURRENT RULE OR PROCESS WAS INITIATED AND PUT INTO PLACE:

Based on a recent forum post, It is concerning to see the potential of this platform when swapped. If the post is accurate, the rx7 appears to be under-valued as a platform compared to comparable vehicles. The starting value is 300 points for the non turbo version, and the swap weight is 2797 pounds according to the website. This would allow a 234 HP engine at zero penalty laps, with a PTW ratio below 12:1, based on the swap weight. Real examples of rotary cars race at 2200-2300 lbs, with an aluminum v6 the weight will be similar, giving a sub 10:1 PTW. The car being built is swapping a 215hp engine with other changes like transmission, coilovers, suspension upgrades, aftermarket ABS, and aero and plan to be under 500 points. This is especially alarming because the fuel volume is 18.5 gallons (21 gallons with cell and surge), meaning even at those power levels it will be able to go full stints..

PROPOSE A SOLUTION OR REVISED RULE:

Reasses the point value for this car

PROVIDE A LIST OF THE POSITIVE CHANGES AND/OR RATIONALE FOR IMPLEMENTING THE PROPOSED SOLUTION OR REVISED RULE:

I am concerned that this car will be an overdog if allowed to compete at its current value.

ANY ADDITIONAL INFORMATION:

71. HEADLIGHTS #2

CHAMPCAR MEMBER NAME: Andrew Sides

IDENTIFY THE ISSUE, AS YOU PERCEIVE IT:

The lighting rule is difficult to monitor, difficult to enforce.

Lighting companies game the lumens ratings such that they are all wanting to have the “most lumens”. This is hard for competitors to be in compliance and a lumens rule is difficult for Tech to enforce with no accurate means to measure. I am of the opinion that I as a racer am more concerned with the lack of depth perception and vehicle boundaries than I am of how bright lights are in my rearview mirror. Too bright is a concern but that is more of an aiming issue.

IDENTIFY, IF POSSIBLE, YOUR UNDERSTANDING OF WHY THE CURRENT RULE OR PROCESS WAS INITIATED AND PUT INTO PLACE:

OEM solutions can be expensive to replace and quite frankly some of the OEM's lighting is just 30-40-50 year old technology. Current rule was put in place to allow teams to use newer cheaper technology, but it's difficult to police.

PROPOSE A SOLUTION OR REVISED RULE:

9.9. HEADLIGHTS, TAILLIGHTS, AND BRAKE LIGHTS All cars must be equipped with a minimum of 2 (two) suitable headlight sources. 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).

9.9.1.1. CONVENTIONAL BULBS:

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

9.9.1.1.2. 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.

9.9.1.2 LED FIXTURES:

9.9.1.2.1 LED sources limited to 32” of total lens length and one source length is limited to 12” for bar style (recommend single row) or 8” lens diagonal length for pod/round style.

9.9.1.3 Sources can not be mounted closer than 10” to fore/aft centerline of vehicle, unless mounted in stock locations.

9.9.1.4 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.

PROVIDE A LIST OF THE POSITIVE CHANGES AND/OR RATIONALE FOR IMPLEMENTING THE PROPOSED SOLUTION OR REVISED RULE:

This rule would allow tech to easily enforce a rule just with a tape measure. While it hasn't been used all that much I would put the onus on the racers to abide by and tech to enforce:

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

9.9.1.6. 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.

ANY ADDITIONAL INFORMATION:

LED source is defined by the electrical source to it. One positive and one negative wire is one source. A housing that has multiple incoming electrical connections is multiple sources.

There should be a recommendation that brighter is not always better. Lighting should be a mixture of driving light (up ahead) and spot light (apex).

I think this rule may get some push back based on those that have larger bars than 12". I think we could do a 1 year grace period of allowing the larger bars but the dimensions over 12" would be taped over.

Also, they must be outside of the 10" centerline requirement as well.

Some teams have 36" light bars. They can tape over the middle 20" to meet the centerline requirement and still have 8" of light on each side. They must still meet the 2 light source requirement by adding an additional light, since it is still defined as one source.