



ChumpCar World Series, Inc.

In summary, here are the changes made to Rev. 09-FT6:

- **Rule 1.5 has been updated, increasing ChumpCar's prize money awards.**
- **Rule 2.2 has been clarified to further define a "Novice" driver (those required to take the 2-hour ChumpCar Drivers School).**
- **Rule 3.2.2.1 has been clarified to include triangulated door bar designs and 6" spacing requirement.**
- **Rule 3.2.8.1 has been amended to include roll cage tubing of 1.5" x 0.095" wall thickness for cars under 3,000 pounds (2010 only).**
- **Rule 3.26.1 – Advance 1 January 2011 Rules Change Notification: Addition of required second electrical kill switch in the driver compartment.**

Pricing & Rules

Rev. 09-FT7 (2 Sep 09)

PRICING & FEES

⚡ Entry:

- \$500 per car
- \$100 per driver (minimum 4 drivers per team required for all events)
- Pit Pass: \$25 for each crew member or guest per weekend or \$15 per day (children under 16 free)

⚡ Competition License Fees:

- \$50 – ChumpCar Competition License (required of ALL drivers); valid for 12 months from date of issue.
- \$25 additional fee for first-time road racing competitors; covers mandatory 2-hour ChumpCar Driver's School session
 - Driver's School waived for prior road racing experience; limited to holders of a current, valid FIA, IMSA, GrandAm, Barber, SCCA, NASA or LeMons competition license.
 - Vintage and other competition license holders may be waived from Driver's School based on racing résumé and recent activity (see license application form).
 - Solo, Autocross, Drifting, Club Track-Days or HPDE events do not apply to competitive road racing experience, regardless of what license you may have.
 - Driver's Schools are held the Friday evening prior to the event. Time and location to be announced in the event's supplemental rules.

⚡ Other Event Fees:

- \$50 – Timing and Scoring Transponder Rental (or you may purchase your own AMB TransX 260 unit from AMB Transponders). All vehicles must have an AMB TransX 260 transponder or your car will not be scored and no laps counted.



RULES

1. BASIC COMPETITION RULES

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

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

1.2. ChumpCar Reservation Of Rights

1.2.1. ChumpCar is a private motorsports organization. ChumpCar reserves the right to deny the issuance of any license, or to revoke any license previously issued, for any reason or no reason, except that it will not deny or revoke a license solely on the basis of race, creed, color, sex, sexual preference, religion or national origin.

1.3. ChumpCar General Rules and Understandings:

- 1.3.1. **Release and Acknowledgement Forms:** All drivers and crew members must sign a ChumpCar release, waiver and acknowledgement agreement.
- 1.3.2. **Organizer Decisions:** ChumpCar decisions are final and are not up for discussion, negotiation, definition or argument.
- 1.3.3. **Unsafe Vehicles:** At ChumpCar’s sole discretion, any car may be determined unsafe for competition and may be removed from the event at any time.
- 1.3.4. **Unsafe Drivers:** At ChumpCar’s sole discretion, any driver may be determined unsafe for competition and may be removed from the event at any time.
- 1.3.5. **Refunds and Compensation for Loss:** ChumpCar is not required, nor will it probably ever issue a refund, for any reason. ChumpCar will never compensate any person, team or organization for any loss, for any reason.
- 1.3.6. **Claiming Race: (IMPORTANT – READ THIS SECTION CAREFULLY)** At the end of any event, ChumpCar may elect to “claim” ANY vehicle from its owner(s) that the organizers feel has flagrantly violated or failed to meet the spirit and/or intent of the ChumpCar rules, or has seriously and repeatedly violated the event’s driving safety rules. **The claiming price is a total of \$1,500.** This purchase price includes all safety, theme and/or mechanical items fixed and installed in or on the vehicle. The claiming price is as-raced.
 - 1.3.6.1. The act of “claiming” any car shall occur within 15 minutes from the final checkered flag of the weekend’s event. Notification shall be issued in writing by a ChumpCar official to the Team Manager (or other representative) of the claimed vehicle. Payment of the \$1,500 claiming fee by ChumpCar for the claimed vehicle shall be issued with service of the written claim notice.
 - 1.3.6.2. Any claimed car will then be immediately impounded by ChumpCar and sold at auction to the highest bidder, with all auction bids starting at \$1,750. Claiming auctions shall occur immediately after the awards ceremony.
 - 1.3.6.3. All proceeds from the auction (less ChumpCar’s claiming fee of \$1,500) will be donated to an identified charity.



- 1.3.6.4. The previous owners of any claimed vehicle may bid in the auction. The auction is open to the public.
- 1.3.6.5. If the claimed vehicle does not sell at auction at the event, the car will be offered on the ChumpCar website for 10 days (highest bidder wins). If there are no bids, the car may be placed on eBay or CraigsList and sold outright, or parted-out, or used in any fashion deemed appropriate to ChumpCar, with all net proceeds from any sale, part-out or use of vehicle going to charity.

1.4. Race Events: Two (2) formats of events shall be utilized by ChumpCar, based on the track configuration, estimated top speed of the track, pit/paddock configuration and the track’s local operating permits. ChumpCar may present: (a) a 24-hour endurance event; or, (B) two 7-hour enduros. When utilizing the double 7-hour enduro format, ChumpCar entry fees cover BOTH 7-hour races.

1.4.1. For 24-hour events:

- 1.4.1.1. The weekend event shall consist of one (1) race – beginning on Saturday and ending on Sunday. The race shall be twenty-four (24) hours long.
- 1.4.1.2. Bonus laps awarded at Tech Inspection shall be applied to the vehicle’s overall race standing.
- 1.4.1.3. Penalty laps issued at Tech Inspection shall be applied to the vehicle’s overall race standing.
- 1.4.1.4. Event Schedule: Unless otherwise specified in an event’s Supplementary Regulations, the schedule for a ChumpCar 24-hour endurance event shall be:

Friday:	3:00pm – 8:00pm	Safety, Tech & Theme Inspection
	3:00pm – 8:00pm	Driver’s Gear Inspection
	5:00pm – 7:00pm	Driver’s School (if applicable)
	5:00pm – 7:00pm	Walk-the-Track (if available)
Saturday:	8:00am	Gates Open
	9:00am – 11:00am	Driver’s Gear Inspection
	11:00am – 11:30am	Drivers Meeting
	12:00pm	Parade Laps and Start Race
Sunday:	12:00pm	Checker Flag
	12:45pm – 1:30pm	Awards Ceremony

1.4.2. For double 7-hour Enduros:

- 1.4.2.1. Each 2-day weekend event shall consist of two (2) races – one race on Saturday and one race on Sunday. Each race shall be seven (7) hours long.
- 1.4.2.2. Each race shall be timed and scored independent of the other. There is no carry-over of laps from Saturday to Sunday. Each race shall have its own winners and awards.
- 1.4.2.3. Bonus laps awarded at Tech Inspection shall be applied to each race.
- 1.4.2.4. Penalty laps awarded at Tech Inspection shall be applied to each race.
- 1.4.2.5. Cars gridding for the start of Sunday’s race shall be set in the reverse order of the finish of Saturday’s race (inverted start).
 - 1.4.2.5.1. Any entry that did not start Saturday’s event shall be gridded at the rear.
 - 1.4.2.5.2. Any entry deemed by ChumpCar as to possibly be a hazard to other cars starting Sunday’s race, based on speed differential and/or mechanical condition, shall be gridded at the rear, regardless of their finishing position on Saturday.



1.4.2.6. Event Schedule: Unless otherwise specified in an event's Supplementary Regulations, the schedule for ChumpCar 7-hour Enduro events shall be:

Friday:	3:00pm – 8:00pm	Safety, Tech & Theme Inspection
	3:00pm – 8:00pm	Driver's Gear Inspection
	5:00pm – 7:00pm	Driver's School (if applicable)
	5:00pm – 7:00pm	Walk-the-Track (if available)
Saturday:	7:00am	Gates Open
	8:00am – 9:00am	Driver's Gear Inspection
	9:00am – 9:30am	Drivers Meeting
	10:00am	Parade Laps and Start Race #1
	5:00pm	Checker Flag Race #1
Sunday:	7:00am	Gates Open
	8:00am – 8:30am	Drivers Meeting
	8:30am – 9:00am	Pre-grid All Cars
	9:00am	Parade Laps and Start Race #2
	4:00pm	Checker Flag Race #2
	4:30pm – 5:15pm	Awards Ceremony

1.4.3. Friday open-track test sessions shall NOT be a part of a ChumpCar event unless specified in an event's Supplementary Regulations. If made available and conducted by the track, teams will be notified.

1.5. Winners and Awards:

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

1.5.2. The overall Winner shall receive:

1.5.2.1. For a 24-hour race, the race winner receives \$2,000. Second place receives \$750, and third place receives \$500. Total cash awards -- \$3,250.

1.5.2.2. For each Saturday-Sunday Enduro, the race winner receives \$1,000. Second place receives \$350, and third place receives \$250. Total cash awards -- \$3,200.

1.5.2.2.1. Any car which wins on distance in both races (Saturday and Sunday) over any one weekend shall receive a \$500 bonus.

1.5.2.2.2. In order to qualify for the \$500 bonus award, the winning car will have its Safety and Tech sheets reviewed and, based solely on the opinion of ChumpCar, must not have been found to have seriously abused or broken any ChumpCar rule. Minor infractions may be overlooked.

1.5.3. The vehicle chosen by ChumpCar staff as "Best in Show" for use of theme will be awarded \$250.

1.5.4. The vehicle chosen by ChumpCar staff as "Best in Show" for use of engineering will be awarded \$250.

1.5.5. Other non-cash paying awards shall be awarded to various category winners, chosen by ChumpCar staff. This may or may not include trophies and/or contingency, product-based awards.

1.6. **This is racing. Your Car May Be Damaged or Destroyed at Any Time:** Okay, that says it all.



1.7. Right of Publicity: All participating cars, drivers, crew members and guests may be photographed, videotaped, recorded, or quoted and the use of such images, recordings or quotes may be used without permission, license or payment (including but not limited to use on the television, Internet, within various publications and/or other analog-digital broadcast media).

2. ELIGIBILITY

2.1. Vehicle Eligibility:

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

2.2. Driver and Crew Eligibility and Licensing:

- 2.2.1. All drivers must have a valid State-issued or International driver's license
- 2.2.2. All drivers must hold a valid ChumpCar Competition License.
 - 2.2.2.1. ChumpCar Competition License applications can be found on the ChumpCar website.
 - 2.2.2.1.1. A passport-type photo is required for upload as part of the application. Don't try to fill out a team entry application without having a head-shot ready to upload.
 - 2.2.2.2. A ChumpCar Competition License is valid for one (1) year from date of issuance
 - 2.2.2.3. A ChumpCar Competition License may be purchased by any qualified driver for \$50.
 - 2.2.2.3.1. Novice, first-time road race competitors are required to attend a mandatory 2-hour ChumpCar Driver's School session. The cost for the Driver's School is \$25. (\$75 for both the school and license.) **Definition of "NOVICE":** A novice, first-time road race driver is someone who has not previously competed in an FIA, IMSA, GrandAm, Barber, SCCA (Regional-National-Pro), NASA (Regional-National-Pro) or LeMons competition event and/or does not hold a valid competition license from any of the aforementioned organizations. Solo, Autocross, Drifting, Club Track-Days or HPDE events do not apply to competitive road racing experience, regardless of what license you may have.
 - 2.2.2.3.2. Driver's School waived for prior road racing experience; limited to holders of a current and valid FIA, IMSA, GrandAm, Barber, SCCA, NASA or LeMons competition license.
 - 2.2.2.3.3. Vintage and other competition license holders may be waived from Driver's School based on racing résumé and recent activity (3 vintage races in the last 12 months).
 - 2.2.2.3.4. Driver's Schools are held the Friday evening prior to the event. Time and location to be announced in the event's supplemental rules.
 - 2.2.2.4. Drivers Under 18: Drivers over 16 and under 18 years of age with a valid State-issued or International Drivers License must present a legally notarized letter of permission from their parent(s) or legal guardian in order to compete. A legal guardian must be present at all times when minor is on the track.
- 2.2.3. Novice Driver Restrictions of the Competition License: Novices – defined as those engaged in their first ChumpCar event – shall NOT be allowed to engage in any **continuous 24-hour event** where the top speeds of that event may exceed 120 miles per hour. This restriction does not apply to Double-7



Enduros and this restriction does not apply to all tracks. Check the Supplemental Rules to see if the event has been classified as a “Novice Restricted Race.”

- 2.2.4. Any individual 16 years of age or older may be a crew member; however, “Hot Pit” access may be restricted to those under 18 at certain events.
- 2.2.5. Any known medical condition (including pregnancy) which could affect medical fitness to compete shall be reported and identified on the event entry application. Any significant change in medical status from the date the entry has been submitted until and up to the start of the event, including cardiac or neurological problems, such as heart attack, heart surgery, strokes, seizures, any major surgery or diagnosis of cancer must be reported to the Chief Steward prior to that driver entering the track.
 - 2.2.5.1. Each competitor and crew member is encouraged to have someone in their team maintain medical information about them in the event it may be needed by a medical treatment team.
 - 2.2.5.2. A driver who is involved in an accident in which his or her car rolls over, collides with a stationary object hard enough to cause structural damage to his or her car, who is aware of possible injury from an accident, or who is directed to obtain medical attention by an official shall report to the Chief Steward of the event as soon as possible.
 - 2.2.5.3. A driver, crew member, official or staff worker/volunteer at an event that is transported off-site to a medical facility shall not subsequently compete in or engage in any further activity at that event and may not enter any other ChumpCar event without presenting a medical release signed by their personal physician.
 - 2.2.5.4. A driver, crew member, official or staff worker/volunteer who suffers loss of consciousness shall not subsequently compete in or engage in any further activity at that event and may not enter any other ChumpCar event without presenting a medical release signed by their personal physician.

3. SAFETY

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

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

- 3.2.1. Full rear, main-hoop with either: (a) front-hoop appropriately braced to each other along the roofline; or, (b) halo-hoop appropriately attached to two front vertical legs; or (c) front vertical bars bent rearwards at the roofline, connecting to the rear main hoop and cross-braced horizontally along the upper windscreen line;
 - 3.2.1.1. On all closed cars, the main hoop must be as close as possible to the roof and “B” pillars.
 - 3.2.1.2. The main hoop (behind the driver) must be the full width of the cockpit for all cars. It must be one continuous length of tubing with smooth bends and no evidence of mandrel crimping or wall failure.
- 3.2.2. Two driver-side door bars that will prevent cockpit intrusion (X-design is acceptable).



- 3.2.2.1. The spacing between all door bars (including X-design) must include a separation of no less than six inches of open spacing in the design, preferably at both terminal ends. (Clarification – double door bars that lay parallel to each other are not allowed. They must be spaced apart to provide driver protection from intrusion. Triangulated bars where the spacing of the upper bar at the main hoop is a minimum of six inches from the lower bar is acceptable.)
- 3.2.2.2. The upper door bar shall not be placed higher than the top of the door or window sill.
- 3.2.3. Appropriate main-hoop rear-supports (backstays) with no bends, located as close to 45 degrees from horizontal as practical;
- 3.2.4. One main-hoop diagonal;
- 3.2.5. Complete 360-degree welds at all welded joints. All welds to be sufficient in heat, penetration, bead and consistency.
- 3.2.6. Each major load-bearing member must be formed from its own single, continuous tube.
- 3.2.7. Shoulder-harness bars strongly encouraged (over floor-mounted harnesses), and virtually necessary for proper shoulder-harness mounting in some applications; dash bars very strongly encouraged.
- 3.2.8. Roll-cage Steel Tubing and Hardware:

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



- 3.2.8.1. Minimum tubing size for cars weighing under 3,000 pounds, as raced, is 1.50" x .120" or 1.75" x .095". (Cars under 3,000 pounds with existing or older cages that legally conformed to previous SCCA/NASA rules of 1.5" x 0.095" wall tubing will be allowed to compete in 2009-2010; however, all cars under 3,000 pounds will be required to have 1.5" x 0.120" or 1.75" x .095" cages effective 1 January 2011.)
- 3.2.8.2. Minimum tubing size for cars weighing over 3,000 pounds, as raced, must use a minimum tubing size of 1.75" x .120".
- 3.2.8.3. For purposes of determining tubing sizes, the vehicle weight is as raced without fuel and driver.
- 3.2.8.4. Properly-bent, racecar-grade and -quality tubing is mandatory: no stretched or crushed bends allowed. DOM mild steel is very strongly recommended over ERW (seamed) tubing.



- 3.2.8.5. The radius of all bends in the roll cage (measured at centerline of tubing) must not be less than three times the diameter of the tubing.
- 3.2.8.6. All attachment points on the vehicle must be selected and reinforced as necessary so that, in an accident, the roll-cage will not punch through, tear, or grossly distort any roll-cage attachment point. Heavily rusted floor pans must be replaced or reinforced with sheet steel plate. **HEAVILY RUSTED FLOOR PANS LEFT IN PLACE WILL NOT PASS TECH INSPECTION.** Spreader plates, gussets, and/or other reinforcing hardware are generally required to meet this goal. Minimum 1/8" (0.125") thick steel backing plates – not washers – must be present on the reverse or underside of any bolt-in cage location.
- 3.2.8.7. All mounting hardware is to be Grade 5 hardware or better (no Grade 3 hardware will be allowed). Grade 8 and MS hardware highly encouraged.
 - 3.2.8.7.1. Minimum bolt size is 3/8". Fine or coarse thread is open.
 - 3.2.8.7.2. All nuts should be self-locking (nylok / ovalated) or cotter-pinned or drilled and safety-wired.
- 3.2.9. No waivers or “repair by next event” allowances will be granted on any roll-cage issue. Make sure it’s 100% right the first time.
- 3.2.10. All roll-cages / seats / drivers must be fit such that when the driver is securely belted in-place, the top of the driver’s helmet does not extend above the centerline of the main hoop. This applies to ALL drivers on the team. Any driver found in violation of this rule will be black-flagged and the car withdrawn from competition until repairs or modifications have been made and the car completes a re-tech inspection.
- 3.2.11. All roll cage tubing must be padded with high density roll bar padding wherever a driver’s extremity may contact the tube.
- 3.2.12. Cars may compete with bolt-in cages. Roll-cage design and construction must maintain typical SCCA/NASA standards. Autopower and similar design bolt-in cages are approved for ChumpCar competition.
 - 3.2.12.1. **Bolt-in cages MUST use Grade 8 hardware throughout the roll-cage. No exceptions.**

3.3. Driver's Seat:

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

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

- 3.4.1. All drivers in ChumpCar sanctioned events shall utilize a five, six or seven point restraint harness system. A five-point harness is considered a minimum restraint system. Six or seven-point systems are highly recommended. .



- 3.4.2. All driver restraint systems shall meet SFI specification. The certification indicated by an SFI label must be present, including a clear Date of Manufacture label.
- 3.4.3. All driver restraint systems shall have a single point of locking closure and release and the driver shall be able to fully release the harness with one hand.
- 3.4.4. Harness Threading: Assemble in accordance with manufacturers instructions.
- 3.4.5. Five-, six- or seven-point harnesses mandatory, including fifth or fifth/sixth or fifth/sixth/seventh "anti-submarine" belt.
- 3.4.6. A five point system, for use in automobiles where the driver is seated in an upright position, consists of:
 - 3.4.6.1. A three-inch seat belt.
 - 3.4.6.2. A three-inch shoulder harness (or optional 2" with HANS device)
 - 3.4.6.2.1. No "Y" belts are allowed; two separate shoulder belts required.
 - 3.4.6.3. A two-inch anti submarine strap
- 3.4.7. All harnesses must be SFI or FIA approved; dated within four (4) years of the race event.
- 3.4.8. Seat belts must be properly mounted.
 - 3.4.8.1. Care must be taken to ensure that all seat belt webbing material does not chafe against any vehicle body part or the roll cage; use of proper spacers should be applied.
 - 3.4.8.2. Soiled, oil-stained, sun-bleached or frayed seat belts will NOT pass tech inspection. If in doubt, replace them.
 - 3.4.8.3. Harness Mounting: Grade 8 or better hardware and minimum 2-inch or larger load washers are required when mounting to sheet metal. Shoulder harnesses should be within 15 degrees of horizontal from load point to seat entry.
 - 3.4.8.4. Anti-submarine belt(s) should be mounted as close to vertical as possible. If vertical mounting is impractical, the mounting point should be located behind, not ahead of, the main belt release buckle.

3.5. Window Nets: SFI-approved window nets are mandatory in all sedans. SFI-approved window nets are not mandatory for open (convertible) vehicles; however, a window net can provide hand and arm protection in a rollover and are recommended.

- 3.5.1. Window nets may also hinder driver egress in case of a fire or accident. It is critical that all team drivers are well practiced at removing the net.

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

3.7. Steering Wheel Locks: Steering wheel lock devices shall be removed or disabled.

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





- 3.9. Driver's Helmet:** Undamaged, full-face, Type SA helmet, Snell SA2000 or better, is mandatory. FIA 8860-2000 certification is acceptable. No open-face helmets allowed. (Note: A closed or full-face helmet is defined as a helmet having an integrated chin or jaw protection piece. Visor use is recommended but optional.) Type M (motorcycle helmets) or other non-SA helmets are not allowed.
- 3.9.1. Sharing of helmets is not allowed due to size irregularities. (An improperly fitted helmet is of very little value in an accident.) Sharing of fire suits, gloves, etc. is allowed but not recommended.
 - 3.9.2. Neck Brace - Helmet Support: A HANS, Hutchens, or other similar, sanctioned race body-approved racing neck brace or foam racing collar is mandatory for all drivers.
 - 3.9.3. Helmets showing any sign of abuse or accident damage shall be cause for immediately failure of tech and safety inspection.
- 3.10. Fire-Retardant Clothing:**
- 3.10.1. Full SFI 3.2/A- or FIA 8856-2000-certified fire-retardant driving suits must be worn by all drivers at all times while on the track. Suits may be one- or two-piece.
 - 3.10.1.1. Mil-spec or firefighter suits are not FIA- or SFI-rated and are not approved for competition.
 - 3.10.2. If using a single-layer SFI 3.2/A1 or 3.2/A3 suit, the driver must also wear fire-retardant SFI- or FIA-certified long-johns and under-shirt. Multilayer suits rated SFI 3.2/A5 or higher are highly recommended and may be worn without long-johns or under-wear.
 - 3.10.2.1. Fire-retardant FIA- or SFI-rated socks, racing gloves and shoes are also required with all single and/or multi-layer suits.
 - 3.10.3. Head socks (balaclava) are strongly encouraged but are not mandatory. Balaclavas of accepted fire resistant material are required for (male) drivers with beards or mustaches, or (male or female) drivers with long-hair that is not fully covered by their helmet. Hair protruding from beneath a driver's helmet shall be completely covered by fire resistant material. As an alternative to balaclavas, a full helmet skirt of accepted fire resistant material may be used. Double-layer balaclavas are recommended. If balaclavas are used voluntarily, they shall be of accepted fire resistant material.
- 3.11. Glass, Headlights, and Taillights:**
- 3.11.1. All glass (other than windshield glass) is to be removed from the vehicle. Windshields may, optionally, be removed.
 - 3.11.2. All headlights are to be removed from the vehicle; however, it is advisable that cars remain wired for headlights and tail lights.
 - 3.11.3. All plastic lenses that may be damaged from vehicle contact are to be taped-over with clear packaging or other strong clear tape. Do not use Scotch tape.
 - 3.11.4. Brake Lights: At all times, each car must have at least one working brake light that is easily seen from the rear.
 - 3.11.4.1. Any and all brake lights must be comparable to DOT/OEM brake light luminosity, utilizing a bulb or LED comparable to or brighter than a 1057 or 1157 brake light bulb.
 - 3.11.4.2. The addition of a third brake light is advisable and should be located where a mild rear-end impact won't break or obscure it.
 - 3.11.5. Headlights and Taillights for Night Racing: In the case of a 24-hour or night race, headlights and taillights shall be required. See the "Supplemental Rules" of the race that you've entered for details.



- 3.12. **Airbags:** All airbags must be disarmed and removed, and all airbag housings must be open for inspection at tech.
- 3.13. **Zero Tolerance for Fuel Leaks:** You will have only one chance to repair any fuel leak. If a ChumpCar staff member detects a second instance of leakage, regardless of cause, your car will be removed from the race. No exceptions.
- 3.14. **Coolant:** Coolant must be water only--no antifreeze, anti-boil, water-wetter, or other additives allowed. A functional 1-Qt. capacity catch tank is mandatory.
- 3.15. **Noise Limit:** ChumpCar's basic noise limit FOR ALL EVENTS is 92dB @ 50 feet from the track. Certain events may impose a tighter noise restriction – check all event supplemental rules. Excessive noise will result in a black-flag and required repairs prior to being re-admitted to the race. A second offense will result in disqualification and removal from the event.
- 3.16. **Nerf Bars or Exo-skeleton:** Added structural elements that extend beyond the outline of the original body line are not allowed.
- 3.17. **Battery:** All batteries must be fully secured via proper, purpose-built battery brackets, battery frames, or sealed battery boxes. Positive ("hot") terminals must be in a sealed battery box or covered with insulating material.
- 3.18. **Mirrors:** All cars must have at least one interior mirror. Cars with OE-type interior mirrors must also have a driver's-side exterior mirror. Passenger's-side exterior mirrors are optional. Cars with panoramic or "Wink"-type interior mirrors do not require exterior mirrors; however, they are optional. All glass on exterior mirrors must be covered with clear packaging tape.
- 3.19. **Car Numbers:** (Note – car numbers are issued to competitors based on the team's 1st and 2nd choice on their entry application and the priority of that application. The later you wait on your entry, the lower the chance you'll get the number you request.)
 - 3.19.1. Numbers must be shown on both doors and the roof.
 - 3.19.2. Open cars (convertibles) must have a car number on the hood.
 - 3.19.2.1. Really open cars (cars without a roof or hood) better figure out how to mount a number plate somewhere where the hood used to be.
 - 3.19.3. Numbers shall be at least twelve (12") inches high, with a 1.5 inch stroke. The distance between two (2) numbers shall be at least as wide as the stroke of the numbers.
 - 3.19.4. No fancy type fonts. Metallic (reflective) numbers are prohibited.
 - 3.19.5. Numbers must be white on black background or black on white background--any other combination must be approved in advance by ChumpCar. Cars that show up with incorrect, improperly formatted, or unreadable numbers or missing official decals will not pass tech inspection.
 - 3.19.6. Three (3) digit numbers may be used when approved in advance by ChumpCar.
- 3.20. **ChumpCar Logo:** Each car competing in an event shall display the official ChumpCar field logo, unobstructed and prominently displayed on both sides of the car, adjacent to the side numbers. A third logo decal shall be unobstructed and prominently displayed on the front of the car. (Decals available at ChumpCar Tech Inspection.)
 - 3.20.1. Other event sponsorship decals may be required. Check all supplemental rules. Required decals will be provided by ChumpCar.



- 3.21. Fuel Bulkhead:** The fuel-tank area must be totally separated from the driving compartment. For example, if the fuel tank is in the trunk area, any openings between the trunk and the cockpit must be securely sealed with bolted, riveted, or welded metal panels. OE fuel tanks that are separate from, and located completely below, the trunk floor or rear-cabin floor are acceptable. If the fuel tank can't be completely separated from the cockpit by metal panels, a metal-encased, FIA- certified fuel cell with all related compliant fittings must be used.
- 3.22. Fuel, Oil, and Coolant Lines in the Cockpit:** Any fuel, oil, or coolant lines that pass through the driving compartment must be encased by steel conduit or aluminum tube. OE metal lines in good condition, in their original location, are exempt from this rule, but encasement is still recommended.
- 3.23. Sunroofs, T-Tops, Convertibles:**
- 3.23.1. All sunroof, t-top and/or convertible openings must be covered by either a firmly attached removable hardtop; the original sunroof panel; a fabricated panel secured and fixed in place; or a securely fixed window/roof net with openings no larger than 1.75" square.
 - 3.23.2. Fabricated "panels" may include metal cloth, so long as the strength of the cloth and its mounting are sufficient to meet a violent roll-over (no "chicken-wire" or screen-door mesh).
 - 3.23.3. All glass must be removed.
 - 3.23.4. Arm restraints, or combined window and roof nets/panels, are required when driving any vehicle with a sunroof, T-Top or convertible.
- 3.24. Window and Roof Net Construction:** Window and/or roof nets must be constructed of mesh or sewn ribbon webbing, with openings no larger than 1.75" square, and properly secured to withstand a violent roll-over. All window and/or roof nets must be comparable in construction to meet or exceed SFI 27.1 specifications.
- 3.24.1. Roof nets must cover the majority of the opening above the driver and any area where the driver's arms may extend in a roll-over.
 - 3.24.2. Roof nets may be attached to the roll-cage.
- 3.25. Engine Firewall:** Openings or holes in the engine firewall under 2" diameter must be closed and sealed with metal plate, adhesive metal tape or OE-type grommets. Openings larger than 2" diameter must be closed and sealed with metal plate that is bolted, welded or riveted in place.
- 3.26. Master Electrical Kill Switch:** All cars must have a racing-type master electrical kill switch. The control or key for this switch should be red; the OFF position should be clearly indicated. The switch should be easily accessible from outside the car. Both the main battery circuit and the ignition circuit must be interrupted by the kill switch. The switch should be located on the cowl; or on the outside edge of the dash near the driver's-side window opening; or on the deck at the base of the rear windshield. Do not put the switch where it's likely to be hit by another car in traffic or crushed in an accident. All electrical cut-off switches shall be identified by the international lightning bolt symbol. (Decals available at ChumpCar Tech Inspection.)
- 3.26.1. Effective 1 January 2011** – All cars shall have two (2) electrical kill switches wired in series, so that the interruption of either switch kills all power and vehicle operations. The second switch shall be mounted in the center of the dash area of the car or center console area of the cockpit, accessible to and by the driver while he/she is secured in the driving seat by all seat belts and harnesses. Decal identification is also required.



- 3.27. Cockpit:** All loose items in the cockpit must be removed or secured, including (but not limited to) loose wiring, hoses, cables, carpets, insulation, and unnecessary plastics.
- 3.28. Camera Mounts:** The mounts for video / photographic cameras shall be of a safe and secure design, and confined within the cockpit area of the vehicle. The body of the camera (recording unit) shall be secured using some form of metal screw-in device; none of the attachments may be elastic or plastic. If a tether is used to restrain the camera, the tether length shall be limited so that the camera can not come in contact with driver. These rules of attachment do not apply to the remote lens of “lipstick” cameras, which weighs approximately 2 oz. The remote lens of these cameras may be secured with items such as cable ties and racer’s tape. Helmet mounted cameras are prohibited regardless of size, weight, or location of camera on the helmet.
- 3.29. Cool Suits and Drinking Systems:** Cool suits and drinking systems are allowed in all vehicles. Water tank and/or ice storage container mounts shall be of a safe and secure design. No leakage of any kind is allowed throughout the system. Driver-connections should be quick-disconnect or break-away.
- 3.30. Ballast:** Ballast shall NOT be added to any cars to provide corner weight.
- 3.31. Body Panels:**
- 3.31.1. Body panels shall be securely mounted. Fender skirts and hub caps shall be removed. The hood and engine compartment shall be securely fastened.
 - 3.31.2. Each car entered must have a minimum of 50% of body panels or uni-body/frame on the car. No frame and cage only cars. No skeletons. You can get rid of the hood and trunk lid, or cut-off the roof... but the rest of the car better be there.
- 3.32. Communications:** Every team must have a reliable way to signal and communicate with a team driver while on-track. A pit board is acceptable, as is a helmet-wired radio system. No loose or hand-held radio receivers are allowed in the car.
- 3.33. Fuel Tanks/Fuel Cells:**
- 3.33.1. All fuel systems, including OE fuel tanks, aftermarket fuel cells, fuel pumps, fuel lines and filters must be sound and in good working order.
 - 3.33.2. SFI-rated and approved fuel cells in metal canisters are allowed, but they are NOT mandatory.
 - 3.33.3. Fuel Cell Installation: If you decide to install a fuel cell, it must be securely mounted in a professional manner and must be installed in a safe location. All aftermarket fuel components must use threaded fittings and appropriate hose types, and must include all appropriate racecar-quality vents, valves, and other safety features. Fuel cell installations will be judged on their overall execution and apparent safety. Cars whose fuel cells do not feature internal foam, a puncture-resistant bladder, and/or metal encasement will fail tech inspection.
- 3.34. Oil Catch Tanks, Filters, And Breathers:** Engine breathers, whether directly or indirectly ventilating the crankcase, and all transmission/transaxle breathers shall be equipped with oil catch tanks.
- 3.34.1. Minimum catch tank capacity shall be one U.S. quart for the engine and transmission/transaxle.
 - 3.34.2. Remote oil or fuel filters shall NOT be mounted in the driver/passenger compartment.
 - 3.34.3. Oil catch tanks shall vent into the engine compartment or outside the driver’s compartment.
- 3.35. Exhaust System:** A professional installed, quality exhaust system is required.



- 3.35.1. Exhaust systems must be designed, routed, and maintained to avoid the proximity of fuel tank(s) and/or fuel-system components and/or driver compartments.
- 3.35.2. Exhaust system shall not terminate in front of the main roll-cage hoop.
- 3.35.3. Exhaust system must include at least two professional-quality flexible exhaust hangers (ie, not baling wire or plumber's tape) aft of the collector. All exhaust joints must be properly slip-jointed, properly bolted or welded, and must not leak.
- 3.35.4. All teams must maintain their exhaust in good condition, without leaks, throughout the event.

3.36. Tech Inspection:

- 3.36.1. All teams must bring at least one (1) operational floor jack and two (2) jack-stands (minimum rated 2,000 LB) to tech inspection. Teams shall be responsible for safely raising the car off the ground for review.
- 3.36.2. One (1) registered driver or the vehicle entrant or the identified Team Captain/Crew Chief must accompany the car through tech inspection. The accompanying individual shall act as the representative of the team and shall be authorized to represent and act for all team members.
- 3.36.3. Driver safety gear can be checked on Friday at tech inspection with the car or, as an option, Saturday morning; however, do not wait until the last minute or you may not start the race on time.
- 3.36.4. Any car that rolls or is involved in a shunt (accident) that requires major work to the suspension or bodywork during a race will be removed from the race. The car may be repaired; however, all rolled and/or seriously damaged cars must be re-inspected by ChumpCar Safety and Technical inspectors prior to re-entry into the event.
- 3.36.5. **ChumpCar's safety and technical inspection does not ensure, certify, or warrant that the vehicle or any part thereof is safe or totally and ultimately compliant with all applicable rules. The technical inspection does not in any way change the fact that the driver, the crew members, and the vehicle owner are ultimately responsible for the safety and operation of the vehicle and equipment. By conducting a technical inspection, ChumpCar and each of its directors, officers, employees, and officials, make no representations, warranties, or assurances that a technical inspection, including the review of any written information, will do any or all of the following:**
 - 3.36.5.1. **Detect every or any problem with a vehicle or a driver's personal equipment or clothing; or**
 - 3.36.5.2. **Detect every problem with rule compliance; or**
 - 3.36.5.3. **Prevent bodily injury, death, or personal monetary damage.**
- 3.36.6. The participant agrees that the participant bears the ultimate responsibility at all times to ensure the safety of participant's vehicle and equipment, and compliance with all ChumpCar rules, regulations, and agreements, including but not limited to those contained in the BCR.

4. VEHICLE PRICE

- 4.1. **Total Investment in Vehicle Can Not Exceed \$500:** Except for items described in Rules 4.2 (below), the total amount spent to purchase and prepare any car (including repair, rebuild, replace parts, paid labor and/or any other cost) may not exceed \$500.
 - 4.1.1. Sponsorship money applied to the construction or preparation of the car will count toward the \$500 total. It is recommended that sponsorship money be used for non-vehicle expenses: hotel rooms, gasoline, entry fees, some good food, etc.
 - 4.1.2. Labor costs: if you didn't pay for the labor, it doesn't count toward the \$500 total. If you did pay for it, it does count toward the \$500 total.



4.1.3. Cost reduction: if you sell pieces off of your car, the money realized by the sale of parts can be used to offset the initial purchase price and preparation cost. However, be prepared to convince some exceedingly skeptical technical guys of the validity of all those transactions.

4.2. Safety Equipment DOES NOT Count Toward \$500 Total:

4.2.1. Safety equipment described in Section 3 DOES NOT count toward the \$500 total. In addition to those safety items and processes listed in Section 3, the following are considered safety-related and therefore exempt:

4.2.1.1. Tires, so long as the tire is DOT legal and the treadwear is rated at 190 or higher.

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

4.2.1.2.1. Example A: If a brake rotor on your vehicle would cost you \$100 at the dealer, you can spend up to \$200 (2X that amount) on a rotor.

4.2.1.2.2. Example B: If your vehicle originally came with an option for alloy wheels, and those wheels cost \$400 per set, you can spend \$800 (2X) on wheels.

4.2.1.2.3. Example C: Show up with O.Z. wheels or a Brembo ceramic caliper/rotor package on your car and you can be assured you’ll be hit with a penalty.

4.2.1.2.4. Regarding wheel and/or brake component cost evaluation by ChumpCar inspectors: competitors are advised to bring documentation of the retail pricing of their components... and don’t even think of trying to fake the documentation. ChumpCar inspectors and the Chief Steward will use a “Rule Of Thumb” in evaluating all cost issues. If ChumpCar inspectors or the Chief Steward feel you have exceeded the “2X Rule” or have come so close that you have exceeded the spirit and intent of the rule... you will incur lap penalties.

4.2.1.2.5. NOTE: Section 4.2.1.2 did not mention wheel adapters, hubs, bearings, sway bars, drive shafts, axles, adapters, rack-and-pinion, lowering kits or other parts that will be checked. Keep it all under \$500.

4.2.1.3. Exhaust systems downstream of the header/exhaust manifold. Performance headers are NOT exempt and are NOT included in this ruling, as are turbo-chargers and related performance components.

4.2.1.4. Windshields and wipers. Stock windshields, true Lexan, or circle-track mesh are acceptable; non-Lexan plastic is not acceptable.

4.2.1.4.1. Wipers are allowed.

4.2.1.4.2. Cracked windshields will be carefully scrutinized. Cracks that are deemed a visual hazard to the driver or have the potential of losing their structural integrity upon impact by any object that may normally be encountered during the course of a race (small rock, bolt, etc.) shall not pass Safety & Tech inspection, requiring that the entire windshield be removed prior to passing inspection.

4.2.1.5. Driver comfort & information items (i.e. - steering wheel, removable steering wheel adapter, shifter, gauges, pedals, cool suits, vents, heaters, radio communications, etc.)

4.2.1.6. All fuel hoses, fuel fittings, fuel filters, and related mounts

4.2.1.7. All fuel-system components upstream of the fuel pump, including tanks/cells, mounts, fillers, vents, etc. (NOTE: Fuel pumps, carburetors, injection pumps, computers, and individual injectors are NOT exempt from the \$500 limit.)



- 4.3. Approved Post-Race Parts Replacement and Vehicle Value Determination (Previously Section 5.6):
- 4.3.1. All cars entering Safety & Technical Inspection in any ChumpCar World Series event shall have a full and complete value of \$500 or less. This \$500 value, as detailed and discussed in Sections 4.1 and 4.2 of the ChumpCar World Series Rules, is less whatever cost-reduction sales you can document and/or all approved and specified safety items. **The \$500 value is regardless of past racing use in any other series or event. You either have a \$500 crap-can race car or you don't.**
 - 4.3.2. After any previous ChumpCar World Series (or other) racing event, teams may replace any worn, broken, ventilated, impaled, defective or bent-beyond-all-recognition parts on their car -- anything -- without affecting the value of the car **so long as it's a used or junkyard part and it's OEM and it's 100% stock.** No new parts; no aftermarket crap; no OEM part that's been modified or upgraded in any way... and no swapped parts just because they fit. Everything has to be OEM and 100% stock and well-used to qualify for the no-added-value pass. It would serve all teams to keep their junkyard or Craigslist receipts.
 - 4.3.2.1. For vehicles with non-original powertrain swaps (e.g. – 1988 Yugo with 350c.i. V-8), we don't want to discourage creative engineering... so... used/OEM/stock powertrain parts replacements are allowed provided you can prove that your vehicle did participate in a ChumpCar World Series event prior to the parts replacement with the same or comparable powertrain swap installed. If you can't prove it, we'll have to inspect your car thoroughly... but once that's done, you'll have the proof needed for the next time. It's pretty simple, really!
 - 4.3.3. Other than replacing or repairing necessary and approved safety items listed in Section 4.2 of the ChumpCar World Series Rules (such as brake pads, hoses or other operation-critical parts), **Teams are allowed a maximum allowance of \$50 of non-OEM replacement parts after every race.** Want some Nylon bushings to tighten up that suspension of yours? If you can get them for \$50, fine – if not, re-think your plan. Teams are advised to have solid documentation for parts purchased (with dates on all receipts) and realize that once the \$50 is gone, you've spent your wad. That's all you can do until the next race. If we find any trick racing crap on your car that isn't within the \$50... you're toast.
 - 4.3.4. If you've built a legal car (under \$500 value), and you can keep it legal (under \$500 value), and you'd like to avoid having to go through Technical Inspection at every race... teams that have successfully completed a ChumpCar inspection and an event without any ChumpCheck penalties may request that their vehicle be assigned a fixed "LESS THAN \$500 VALUE" -- that is, if you're going to race that same POS again.
 - 4.3.5. Section 4.3.4 refers ONLY to Technical inspection. All cars must undergo a Safety inspection at every event.
 - 4.3.6. Requests must be filed using the Official ChumpCar "LESS THAN \$500 VALUE" Form (available on-line or at ChumpCar Tech Inspection).
 - 4.3.7. Any entrant, team or vehicle receiving an approved "LESS THAN \$500 VALUE" and is subsequently found to have added components that bring the value of the vehicle in excess of \$500 (otherwise known as cheating-after-the-fact) will be penalized \$50 and the funds donated to charity. Additionally, the car will be issued an immediate 25 lap penalty at whatever event they are entered in and the car will be refused a fixed value approval in the future.
 - 4.3.8. "LESS THAN \$500 VALUE" approvals may be rescinded by ChumpCar at any time.
- 4.4. What Section 4.3 means is this... we're very serious about a \$500 value. Don't screw with us and we won't screw with you.



5. Safety, Technical and Theme/Engineering Inspections:

- 5.1. Safety Inspection:** To ensure safety and conformity to all ChumpCar safety rules, all cars will initially be inspected by qualified Safety Inspectors for required safety items and to ensure that all cars meet the basic competition rules.
- 5.2. Technical Inspection:** After Safety Inspection, all cars will be inspected by qualified Technical Inspectors appointed by ChumpCar to enforce all ChumpCar technical rules. At that time, all teams will be given an opportunity to describe the car's purchase price and preparation.
- 5.2.1. If ChumpCar's Technical Inspectors find or suspect the limit set out in Rule 4.1 and allowances provided in Rule 4.2 have been exceeded, the technical panel will penalize the car one (1) CHUMP-CHECK for every \$10 the panel assesses the vehicle above the \$500 limit.
- 5.2.2. Each CHUMP-CHECK will result in one (1) penalty lap. (e.g. - \$100 over the \$500 limit = 10 CHUMP-CHECKS = 10 penalty laps.)
- 5.2.3. For every CHUMP-CHECK issued, offending vehicles will be required to exhibit a CHUMP-CHECK decal on the offending vehicle in a location prescribed by ChumpCar officials. If you cheat, everyone will know.
- 5.2.4. Entrants are strongly encouraged to bring pre-race-prep photographs, verifiable receipts and all other supporting evidence to Tech and the CHUMP-CHECK Inspection.
- 5.3. Appeals:** Appeals of any safety or technical panel decisions: None.
- 5.3.1. Bribing of any safety or technical panel member: None.
- 5.3.2. Attempted bribing of any safety or technical panel member: Punishable by 10 CHUMP-CHECKS.
- 5.4. Theme & Engineering Inspection:** After safety and technical inspection, all cars will proceed to the final inspection station – THEME & ENGINEERING.
- 5.4.1. Theme & Engineering Inspection will review all vehicles for successful, striking, memorable, outlandish and/or creative themes, as well as innovative, creative and technically challenging engineering
- 5.4.1.1. Teams presenting either significant effort in theme and/or engineering will be rewarded with bonus laps.
- 5.4.1.2. Given that not all team members may be present on Friday for vehicle inspection, teams in costume that support their vehicle's theme and are viewed by ChumpCar Theme & Engineering Inspectors may, over the course of a weekend event, be awarded additional bonus laps.
- 5.5. Penalty Laps:** Penalty laps will always be issued in greater quantity than bonus laps. On the ChumpCar balance of pain, cheating will always outweigh theme.

6. ENTRIES AND TEAMS

6.1. Entry Applications and Acceptance:

- 6.1.1. All entry applications must be made in accordance with ChumpCar forms, as posted on the ChumpCar website.
- 6.1.2. The organizers have the right to refuse an entry at their discretion without giving a reason for refusal. If an entry for any competition is refused, notification of such refusal shall be sent to the entrant at the e-mail address given on the Entry Form as soon as possible.
- 6.1.3. An entry which contains a false or incorrect statement may be determined to be null and void by ChumpCar. The entrant may be deemed guilty of a breach of the BCR, the entry fee may be forfeited, and further penalties may be imposed.



6.2. Definition of a Team:

- 6.2.1. For both ChumpCar formats (Double-7 Enduro or a 24-hour endurance event), each team shall consist of one (1) car and a minimum of four (4) drivers.
- 6.2.2. It is highly recommended that each team designate a non-driving Team Manager or Crew Chief who will be the point-of-contact during the race weekend.
- 6.2.3. There is no limit on non-driving crew members, friends or guests.

6.3. Driver Portability:

- 6.3.1. During a Double-7 Enduro, team drivers may change from Saturday's race to Sunday's race PROVIDED: (a) that a separate entry form has been submitted that identifies all driver changes (only one \$500 entry fee is required for both events); (b) all drivers have paid the \$100 drive entry fee to ChumpCar; (c) all drivers have pass gear inspection and have received appropriate approval stickers; and (d) all drivers have appropriate wristbands for on-track access.
- 6.3.2. During a 24-hour endurance race, teams may share drivers, provided that each car entered maintains a MINIMUM of four (4) different drivers per car and Rule 6.4 is strictly adhered to. (Definition: if your team wants 8 drivers for an event and another team wants 8 drivers for an event, both teams can enter 4 separate drivers each and swap drivers; however, each team must enter four (4) drivers who are NOT already entered by another team.)
- 6.3.3. In case of an emergency, any registered driver will be allowed to drive any entered and registered car at any time; however, notification to ChumpCar officials at registration is required prior to driver changes.

6.4. Maximum Driving Time: Unless specified in an event's Supplementary Regulations or a waiver is granted by ChumpCar officials:

- 6.4.1. Each driver on a team must have a minimum (aggregate total time) of 1 hour in the car per race event.
- 6.4.2. No driver shall drive for more than 2 hours consecutively and shall have, at a minimum, thirty (30) minutes between stints.

7. EVENT CONDUCT AND SPORTSMANSHIP

7.1. Conduct:

- 7.1.1. Entrants, drivers, team members, event staff and workers, officials, and all other participants at any ChumpCar event shall conduct themselves according to the highest standards of behavior and sportsmanship, particularly in relationship with other competitors and officials, and in a manner that shall not be prejudicial to the reputation of the ChumpCar or to the sport of automobile racing. Failure to do so may result in an event-specific or longer term penalty, at the sole discretion of ChumpCar.
 - 7.1.1.1. Consumption of alcoholic beverages by any driver, crew member, official or worker/volunteer is expressly prohibited until all on-track and/or racing activities have been completed for the day.
 - 7.1.1.2. The use of any narcotic or dangerous (as defined by Federal law or by the law of the state where the event is being held), or improper drug (including legal prescriptions) that may impair a driver, crew member or official's functions is specifically prohibited.
- 7.1.2. Drivers, Team Managers and Entrants shall at all times during an event be responsible for the conduct of their crew and guests. Any offense during an event against the BCR or the Supplementary Regulations committed by a crew member or guest is directly chargeable to the offending car, driver, Team Manager and the entrant. For purposes of this section, an event begins with the opening of registration and ends when the driver, entrant and all crew members have left the track property.



7.2. Children & Pets:

- 7.2.1. Parents or guardians on any minor (under 18) shall be fully responsible for actions of their children, and for any liability arising there from. Children may be in the paddock, under supervision by an adult. Children are prohibited in the pits, even with an adult. Any person signing an event waiver for a minor shall be held responsible for that minor.
- 7.2.2. Pet owners shall be fully responsible for actions of their pets, and for any liability arising there from. A pet may be in the paddock, provided it is enclosed in a vehicle or on a leash that does not exceed six feet (6'-0") in total length. When a pet is on a leash, it shall be controlled by an adult. Pets are prohibited in the pits.

8. RULES OF THE ROAD

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

8.2. On-Course Driver Conduct

- 8.2.1. It is the responsibility of all drivers to avoid physical contact between cars on the race track... however, this is racing and we know it's going to happen. Therefore, so should you.
 - 8.2.1.1. All competitors have a right to "racing room" on the marked racing surface. "Racing room" shall be generally defined as sufficient space on the marked racing surface so as to allow a competitor to maintain control of his/her car in close quarters, under racing conditions.
 - 8.2.1.2. The responsibility for the decision to pass another car and to accomplish that pass safely rests with the overtaking driver. The driver that is about to be overtaken has the responsibility to be aware that he or she is about to be passed and shall not impede the overtaking car.
 - 8.2.1.2.1. The driver being overtaken should, at all times, remain on the racing line unless the car is impaired and is unable to maintain an adequate racing speed.
 - 8.2.1.2.2. The driver being overtaken shall not block. Any driver who fails to make use of their rear view mirror, or who appears to be blocking another car seeking a pass, may be black flagged and/or penalized.

8.3. Hand Signals:

- 8.3.1. When not at racing speed and/or before entering the pits from the course, the driver should signal those cars behind him/her by raising an arm.
- 8.3.2. A driver who about to be overtaken shall point to the side on which an overtaking driver should pass.

8.4. Stopping on a Course; Accepting Assistance:

- 8.4.1. If a driver is forced to stop his or her car on the course, he or she shall make every effort to place the car in such position that it will not be a danger or obstruction to other competitors, course workers or themselves.
- 8.4.2. Drivers stopping on course shall stay in their car with their seat belts firmly engaged until they are instructed by a corner worker or other race official to either leave their car or await a tow.

9. RULES OF THE PITS

9.1. Pit and/or Paddock Area:

- 9.1.1. The Supplementary Regulations for an event shall designate a paddock area and a hot pit area, which may be the same or may be separate areas.



- 9.1.2. While in the “hot pit” lane (wherever designated), each team must provide and have ready a minimum of one (1) ten (10) pound dry chemical fire extinguisher having a minimum UL 60 BC or ABC rating.
- 9.1.3. All compressed air bottles/gas cylinders, with a pressure in excess of 200 psi, shall have a protective structure around their gauges and valves when in the pit/grid/pre-grid areas.
- 9.1.4. No motorized paddock support vehicles are allowed (3- or 4-wheelers, mini-bikes, motorcycles, etc.). Use your feet – either walk or pedal a bicycle. Golf carts are allowed only upon registering the vehicle with ChumpCar officials. Unsafe driving or use of a golf cart will result in a 10 lap penalty for the team associated with the cart.
- 9.1.5. All cars, used or junk parts too big for a normal trash can, empty fuel drums and anything else you brought with you must be taken out by you.

9.2. Pit Stops and Re-fueling of Vehicles:

(NOTE – In order to establish and maintain a standard in pit stops and fuel procedures that promote fairness and emphasize safety, the ChumpCar World Series has adopted the NASA pit and fuel regulations which we have found to be the best application for our race formats. They are also designed to keep expensive fueling rigs and high-cost, high-flow systems out of the program... which we agree with!)

- 9.2.1. Fueling areas for each event shall be identified within the Supplementary Regulations or by an announcement of the Chief Steward.
- 9.2.2. In addition to the required fire extinguisher (Section 9.1.2), all teams shall have one (1) 10LB bag of kitty litter or other reasonable absorbent for oil leaks and/or fuel spillage in their fuel storage area. Having a broom handy would also be advisable.
- 9.2.3. Each pit stop for fuel shall be a timed pit stop. The minimum time required per stop is five (5) minutes.
 - 9.2.3.1. Vehicles will be timed in and timed out of the pits. Vehicles leaving early will receive an additional 5 minute stop-and-go penalty for the first offense. A second offense will result in a trip to the “Penalty Box” for discussion with ChumpCar officials.
 - 9.2.3.2. Pit stops where fuel is not added to the car shall not be timed stops.
 - 9.2.3.3. There is no minimum or maximum number of pit stops.
- 9.2.4. All refueling must be done using SCCA or NASA or ChumpCar approved standard 5-gallon plastic fuel containers. All gas containers shall remain capped when not in use. The cap may include a hose if the hose is capped when not in use. Shutoff valves are considered to be a legitimate cap. Fuel container vent hoses of less than 3/16th inside diameter need not be capped. Vent lines of larger diameter must be capped or “pinched off” to prevent spillage.
- 9.2.5. The containers may not be refilled during a pit stop and put in the car (i.e. – if a team only has one (1) 5-gallon container filled and ready to go, that is all they can put in during that stop). Note- Six gallon (or other) containers, sold as “5-Gallon” fuel containers are NOT legal.
- 9.2.6. All refueling must be done in the area designated by the Supplemental Rules once the race has started. Any team caught refueling in any location other than the pit lane will suffer a 10-lap penalty, at the discretion of the Chief Steward. All teams must mark their gas cans with their car numbers using legible numbers at least 2 inches high.
- 9.2.7. Fuel spills during refueling is a significant issue during pit stops. Spills will not be tolerated. All cars must place a large catch pan to catch all accidental spills. All catch pan spills must be returned to closed containers. An uncontrolled or uncollected gasoline spill will result in a five-lap penalty. If a ‘mat’ or carpet piece is used to catch fuel, then it must be washed or replaced should a fuel spill occur.



- 9.2.8. Any team member adding fuel to a race car must wear safety equipment equivalent to the driver as per the BCR (Nomex suit, Nomex gloves and helmet) during refueling. There is no limit to the number of refuelers, provided that each is outfitted in proper attire. All crew members in contact with any fueling device or catch pan will be considered a refueler and will be subject to proper attire. All refuelers with open faced helmets must wear a balaclava (head sock) while refueling whether they have any facial hair or not. Visors are not required but are highly recommended.
- 9.2.8.1. Refuelers may utilize an older Snell SA90 or SA95 rated helmet for refueling providing that it is clearly and permanently marked with the word "FUEL" in 2" tall, bright orange letters, so as to make the helmet easily identifiable from both sides and the back. Felt pen on duct tape is NOT considered "permanent" within the scope of these rules.
- 9.2.9. No work may be performed on the car while it is being fueled. The team may change drivers and/or clean windows and lights while refueling. Removing tape from lights is considered to be cleaning them. Taking tire temperatures, measuring tire pressure, opening the hood, etc. is considered to be working on the car. Work may only be performed on the car while refueling at the requested of, or ordered by, a ChumpCar official. Note: The intent of this rule is to ensure that the drivers and crews over the wall at the time of refueling remain alert and vigilant for any flash fires resulting from fuel spills.
- 9.2.10. During refueling, at least one crew member must hold a fire extinguisher and be ready to put out a possible fire while other crew member(s) refuel the car. It is recommended that the person holding the fire extinguisher be wearing the same safety equipment as the refueler, but it is not required. It is recommended that the person manning the fire extinguisher remain at least seven (7) feet away from the refueler(s) so as not to be engulfed in any flash fire that may occur.
- 9.2.11. Overhead or elevated refueling rigs or mechanical assist units to assist in lifting or supporting a fuel container are NOT allowed. The entire weight of any SCCA or NASA or ChumpCar approved standard 5-gallon plastic fuel container must be supported by the refueler(s) during refueling. No device(s) that distributes any of the weight (of the gas containers) to anything but the legal refueler(s) is allowed.
- 9.2.12. All 55-gallon drums (sealed or unsealed), containing any amount of fuel, are prohibited on the "hot" side of the pit wall, unless special circumstances prevail and only with the permission from the Race Director. Under no circumstances shall a 55-gallon drum be used to fuel any car.
- 9.2.12.1. 55-gallon drums may be used on the "cold" side of the pit wall to re-fill approved SCCA or NASA or ChumpCar 5-gallon plastic fuel containers unless specified in the Supplemental Rules.
- 9.2.12.2. NO ELECTRIC PUMPS ARE ALLOWED WITH ANY FUEL SYSTEM OR FUEL TRANSFER. All pumps used to transfer any fuel shall be mechanical pumps.
- 9.2.13. Specialized nozzles (aircraft) or "Dry Breaks" or fuel pumps (of any type) are NOT allowed for refueling any race car. The use of hoses, funnels and most typical fuel delivery items found at a local automotive or hardware store are generally allowed.

10. Penalties:

- 10.1. Driving offenses and resulting penalties have been identified and published by ChumpCar. (see ChumpCar World Series website – go to "[Rules: Penalty Summary](#)") Offenders will receive time in the "Penalty Box" – in various time segments depending on the severity of the infraction, increased significantly for repeat offenders.

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