



The Optima Batteries ChumpCar World Series **2016** Basic Club & Competition Rules (BCCR)

Rev 16-1.1

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ChumpCar Endurance Racing
ChumpCar Sprint Racing
ChumpCar V8 Series



Optima Batteries ChumpCar World Series ® – 2016 Rules

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Rules

Rev. 16-1.1

1. BASIC COMPETITION RULES

1.1. ChumpCar International Inc. / dba ChumpCar World Series

- 1.1.1. ChumpCar International Inc. is a membership organization (“Social Club”) doing business as (dba) the ‘ChumpCar World Series.’ ChumpCar International Inc. is the sole owner and administrator of the Optima Batteries ChumpCar World Series.
- 1.1.2. The terms ‘Optima Batteries ChumpCar World Series’ and ‘ChumpCar’ may be used interchangeably to refer to the same operating organization.
- 1.1.3. The terms “ChumpCar World Series” and “ChumpCar” and “Chump” and “Championship” are United States Registered Trademarks (®) licensed to ChumpCar International Inc.
- 1.1.4. The ChumpCar logo is copyrighted and a United States Registered Servicemark (SM) licensed to ChumpCar International Inc.
- 1.1.5. The Optima Batteries logo is a Trademark of Optima Batteries, Inc. Optima Batteries is a division of Johnson Controls Inc. and maintains trademarks and copyrights of its own.
- 1.1.6. “Real Racing, Real Tracks, Real Cheap Cars” is a United States Registered Trademarks (®) licensed to ChumpCar International LLC.
- 1.1.7. The ChumpCar World Series is a 501(c)(7) organization registered with the IRS and the State of California. ChumpCar reserves the right to refuse any membership application or deny the issuance of a competition license or to revoke any license previously issued, for any reason or no reason, except that it will not refuse membership, entry or deny or revoke a license solely on the basis of race, creed, color, sex, sexual preference, religion or national origin.

1.2. Sanctioning Body Operations: ChumpCar shall adhere to the Basic Club & Competition Rules (BCCR):

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

1.3. ChumpCar General Rules and Understandings:

- 1.3.1. **Release and Acknowledgement Forms:** All drivers and crew members must sign either a track-supplied or ChumpCar release, waiver and acknowledgement agreement.
- 1.3.2. **Event Credential:** All drivers and crew (“crew” includes all non-driving attendees, including but not limited to, family, friends, invited guests and general spectators) are required to purchase (from



ChumpCar) a color-coded wrist-band, or other ChumpCar-approved, event-access credential. Often referred to as a “Pit Pass,” this credential may or may not allow access to pit lane. Track restrictions shall take precedence over ChumpCar general access allowances.

- 1.3.3. **The Unspoken Rule:** This is racing... racing is dangerous. Your car may be damaged or destroyed at any time. You may be injured or killed. Do not participate in a race, in any capacity, if you do not understand this and do not get into a race car without thinking about this. Okay, that pretty much says it all... or, maybe not. See “Insurance” (below).
 - 1.3.3.1. Insurance: ChumpCar carries and provides insurance for facility and event liability; however, ChumpCar is NOT your primary health insurance provider. **ALL COMPETITORS MUST HAVE PERSONAL HEALTH AND/OR MEDICAL INSURANCE TO COVER THEIR MEDICAL NEEDS (ambulance transport, initial medical screening, etc.). YOU SHOULD NOT BE ENGAGED IN DANGEROUS ACTIVITIES SUCH AS AUTO RACING IF YOU DO NOT HAVE ADEQUATE PERSONAL HEALTH INSURANCE PROTECTION. PARTICIPANTS THAT DO NOT HAVE INSURANCE WILL BE PERSONALLY LIABLE FOR FINANCIAL CHARGES AND FEES ASSOCIATED WITH ANY MEDICAL CARE.**
 - 1.3.4. **Organizer Decisions:** ChumpCar decisions are final and are not up for discussion, negotiation, definition or argument.
 - 1.3.5. **Unsafe Vehicles:** At ChumpCar’s sole discretion, any car may be determined unsafe for competition and may be removed from the event at any time.
 - 1.3.6. **Unsafe Drivers:** At ChumpCar’s sole discretion, any driver may be determined unsafe for competition and may be removed from the event at any time.
 - 1.3.7. **Disqualification from Race:** **(IMPORTANT – READ THIS SECTION CAREFULLY IF YOU PLAN TO CHEAT OR ARE CONSIDERED BY MANY PEOPLE TO DRIVE LIKE AN IDIOT)** At the end of any event, if you have hidden or concealed anything on your car that is illegal in any way OR flagrantly violated ChumpCar’s rules OR failed to meet the spirit and/or intent of ChumpCar’s rules (that’s the cheat part)... or you have seriously and repeatedly violated the event’s driving safety rules (that’s the idiot part)... your car may be disqualified from the event and you have no say in the matter. No trophy, no nothing... other than a lot of embarrassment for screwing up.
 - 1.3.7.1. The act of disqualifying any car may occur at any time. Notification shall be issued by a ChumpCar official to the Team Manager (or other representative).
 - 1.3.8. **Track Damage Liability: Teams entered in ANY ChumpCar event shall be liable for any and all damage their car may have caused to the race track, race track safety barriers and/or race track equipment.**
 - 1.3.9. **Event Changes:** ChumpCar reserves the right to cancel and/or alter the location, date(s), format, length, purse and/or schedule of any event based on conditions, circumstances or matters that are beyond the control of ChumpCar, or for any reason whatsoever. This may include, but is not limited to: weather, track safety condition, car-count/entry participation, track surface conditions, or changes issued under track contractual agreements that (in the opinion of ChumpCar) would significantly detract from the overall safety, enjoyment, track-time or services of the event.
 - 1.3.10. **Compensation:** ChumpCar will never compensate any person, team or organization for any loss, of any kind, for any reason... so don’t ask.
- 1.4. Race Events: ChumpCar sanctions two (2) forms of motorsports events and formats. These include endurance racing and sprint racing. These rules are specific to endurance and sprint racing. NOTE – Sprint Racing shall be conducted under the same safety, technical and operational rules as



Endurance racing; however, pit stops and pit lane rules shall be amended to reflect events where pit stops are not required (or desired).

1.4.1. Within endurance and sprint racing, all cars shall be classified within five (5) possible classes of competition, based on engine size, weight, performance and other factors.

1.4.2. Event formats within the Endurance Racing program may include:

- *24-Hour (or longer) Endurance Race*
- *12+6 or 10+6 Endurance Race*
- *12- or 14-Hour Endurance Race*
- *Double-7 Enduro*
- *Single-7 or Single-8 (or other Mini-Enduro)*
- *Sprint Races*

See Supplemental Rules for each event for format and schedule specifics.

1.5. Winners, Awards and Regional Chumpionship:

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

1.5.1.1. Class winners may receive a First Place trophy per class win.

1.5.2. Podium winning cars do NOT need to be running at the checkered flag.

1.5.3. The Non-Purse Purse: Unless otherwise stated in the Supplemental Rules, all Non-Purse Purse awards shall be issued in ChumpChange dollars, issued by ChumpCar. (The legal disclaimer: **CHUMPCCHANGE HAS NO PUBLIC MONETARY VALUE AND IS NOT CONSIDERED LEGAL TENDER.**) ChumpChange dollars are exchangeable for and may be applied to any ChumpCar event entry fee, including car entry fee, driver fee, licenses, transponder rental, and/or driver's school fee. **ChumpChange was developed to keep the IRS off your back, the DOT off your arse, the Border guys from keeping you in or out (whichever is the case), and maintain a high-level of support from ChumpCar to keep racing costs down.**



1.5.3.1. ChumpChange cannot be used to pay for track damage, penalties (on behalf of charity), ChumpCar products, SWAG or other fees. ChumpChange MAY be bartered or traded or transferred, as well as folded, spindled and/or mutilated. ChumpCar is NOT responsible for issued ChumpChange certificates, whether lost, stolen, waged in a card game, or eaten by the family dog. Lose'em and you're screwed.



- 1.5.3.2. ChumpChange shall be issued as an award in the following amounts:
 - 1.5.3.2.1. For events 19-hours or longer: First Place \$1,000; Second Place \$800; Third Place \$500; Fourth Place \$300; and Fifth Place \$200. Total \$2,900.
 - 1.5.3.2.2. For events between 11- and 18-hours: First Place \$800; Second Place \$500; Third Place \$300; and Fourth Place \$200. Total \$1,800.
 - 1.5.3.2.3. For events 10-hours or less: First Place \$600; Second Place \$400; and Third Place \$200. Total \$1,200 (Total \$2,400 for a Double-7 weekend).
 - 1.5.3.2.4. For Sprint Races, ChumpChange Purse allotments shall be disbursed based on overall car count and car count per class. See the Supplemental Rules for each event.
- 1.5.3.3. ChumpChange may be accumulated. **HOWEVER, NOTE: All ChumpChange certificates shall EXPIRE AND ARE INVALID twelve (12) months from the date of issue.** Any alteration of the date on the certificate shall render the certificate worthless.
- 1.5.3.4. ChumpChange must be endorsed (by signature and date on the back of the certificate, where designated) by the holder and mailed to the Regional Director **PRIOR TO THE 60-DAY PAYMENT DEADLINE** in order to have the value(s) applied for any event registration. **ChumpChange that is NOT exchanged prior to the 60-day payment deadline will NOT be accepted and will require the Team Captain to pay for that event using (real) cash or credit card.**

- 1.6. ChumpChange for Endurance Racing shall be pro-rated, based on the number of team entries for any one event:
 - 1.6.1. Over 35 team entries, ChumpChange shall be awarded at 100%
 - 1.6.2. Under 35 team entries, ChumpChange shall be awarded at 75% (or rounded to nearest \$100)
- 1.7. ChumpCar's world-famous trophies will be awarded at ALL events, regardless of the number of entries. (We know that's what you want anyway! The ChumpChange we award will probably just be traded for beer or tires.)
 - 1.7.1. For ALL awards, including our "Best of..." awards (Best Spin of the Race; Best Use of a Crescent Wrench, etc.) and Chump Award, the WINNER/RECIPIENT must be present to accept the award. If the original award winner is not present, ChumpCar reserved the right to pick an alternate award winner or not to issue the award.
- 1.8. An annual Regional Chumpionship event will be held in each of three (3) ChumpCar regions for Endurance Racing. The location of each event shall be determined by the Regional Director.
 - 1.8.1. In order to compete in a Regional Chumpionship for a podium or title position or contingency awards, a ChumpCar team must:
 - 1.8.1.1. Compete in at least two (2) Regional Endurance Racing events within the previous 12 months (to the date of the Chumpionship). "One-race Wonders" are, hereafter, excluded from Chumpionship event podiums and awards.
 - 1.8.1.2. Secure a finishing position within the Top 10 positions of a previous race.
 - 1.8.2. Chumpionship events are NOT exclusive – anyone can enter. However, only teams that meet Section 1.8.1 shall qualify for a Chumpionship podium, title or contingency award.



- 1.8.3. Non-qualifying teams will NOT compete for the Regional Chumpionship title or any awards... unless we make up a few special ones to fit whatever special heroics your team completed... which we always do.
- 1.8.4. A team may compete in any Regional Chumpionship event (or more than one) if they have met the (per) Regional requirements of Section 1.8.1.1 in other regions.
- 1.8.5. **BRING THE SAME CAR YOU RACED TO QUALIFY FOR THE CHUMPTIONSHIP. NO REPLACEMENT CARS SHALL BE ALLOWED. NO SIGNIFICANT CHANGES TO THE VEHICLE ARE ALLOWED** (i.e. – no alternate engine swaps, removal of body panels, etc. Remember, the Chumps have LONG and DETAILED memories of your car!)
 - 1.8.5.1. Teams that qualified for a Chumpionship event but have cars that are no longer in existence or no longer drivable should contact their Regional Director for options.
 - 1.8.5.2. A minimum of TWO (2) original team drivers must be a part of the Chumpionship team. No full team driver replacements; no hired ringers.
 - 1.8.5.2.1. Teams that achieved a podium finish with rental cars/rental teams, which qualified for any Regional Chumpionship event, **MUST CONTACT THEIR REGIONAL DIRECTOR**

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ChumpCar International/ ChumpCar World Series Membership: Membership is open to ALL, without restriction. Membership in ChumpCar requires an annual dues payment of \$50 and is valid from 1 January through 31 December. (Memberships executed after 1 July shall be pro-rated to \$25.) All memberships expire on 31 December. All Members shall be issued a membership number and membership card. For all the legalese and volumes of worthless information on membership and the Club's organization, go to www.chumpcar.com and download the ChumpCar World Series By- laws.

2. ELIGIBILITY – ChumpCar's endurance and sprint racing program each have four (4) classes of racing to provide greater competition among all participants. In addition, each format of competition also has "EC" or Exception Class (see Section 2.1).

2.1. Endurance & Sprint Racing

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

2.1.1.1. CLASS A – All cars with an engine displacement of 1.91 liters and Under

2.1.1.2. CLASS B – All cars with an engine displacement between 1.92 liters and 2.41 liters

2.1.1.3. CLASS C – All cars with an engine displacement between 2.42 liters and 3.91 liters

2.1.1.4. CLASS D – All cars with an engine displacement of 3.92 liters and higher

2.1.1.5. CLASS EC – All EC cars

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

2.1.3. Non-turbocharged rotary-powered cars (okay, we're really talking about RX-7) shall be placed in Class B. Factory turbocharged rotaries will be placed in Class C.

2.1.4. Provided there are a minimum of FIVE (5) cars per class, a "First Place in Class" trophy and \$100 in

ChumpChange will be awarded to each Class winner.

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

2.1.6. ChumpCar also offers the "Exception Class" or "EC" – a class for cars that far exceed a 500 point base-value limit or receive more than 50 penalty laps (based on Total Competition Value – also see Section 4).

2.2. Vehicle Eligibility – Definition of a 500 Point "ChumpCar":

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

2.2.2. Vehicles must meet all safety and performance standards detailed in ChumpCar's BCR.

2.2.3. All competing vehicles will be assigned a Market Performance Value (MPV) by ChumpCar. The Market Performance Value is a POINT value that is developed and based on the General Market Value of your car... PLUS... a Performance Evaluation of your car. While some vehicles may have a very low General Market Value, they have a very high Performance Value. Similarly, some vehicles may



have a very high General Market Value, but they are considered gutless-wonders. ChumpCar maintains a database of both market value and performance information to develop the Market Performance Value. In order to compete, all vehicles must maintain a Market Performance Value of 500 POINTS or less, as described in Section 4 of ChumpCar's Basic Club & Competition Rules (BCCR); or, maintain a Market Performance Value of between 500 and 1,000 POINTS with the understanding that these vehicles will receive penalty laps.

- 2.2.3.1. Market Performance Values may be petitioned for review. The process:
 - 2.2.3.1.1. **A written request for review is to be submitted to Mr. Phil McKinney, National Director of Tech & Safety (philm@chumpcar.com). DO NOT CALL OR ASK ANY CHUMPSTAFF AT THE TRACK. THE ANSWER WILL BE "NO." Please allow 30-days for all reviews and re-assessment considerations.**
 - 2.2.3.1.2. Certain vehicles, which ChumpCar knows well, will NOT qualify for review and you will be notified. There is no appeal.
 - 2.2.3.1.3. If your request for review is approved, Mr. McKinney will provide you with a mailing address for submission of additional documentation. That documentation MUST include:
 - 2.2.3.1.4. Ten (10) "Craig's List" advertisements for vehicles matching your car (including the exact same make, model, year and options) must be provided. All ads must represent cars in street legal, licenses, running and safe condition... without the need for more than \$500 in body work or repair.)
 - 2.2.3.1.5. A print-out of the OEM performance specifications for your vehicle (including but not limited to vehicle weight, engine model, engine size, horsepower rating, torque rating, transmission model and number of gears, differential type, etc.)
 - 2.2.3.1.6. Failure to meet the specific requirements for documentation will result in the abandonment of your petition. (That means we'll just trash it.)
- 2.2.3.2. Older, existing production and sedan race cars (i.e.- small bore IT, Spec, H/G/F Production, GT classes) are welcome and encouraged to compete with ChumpCar. Valuations will be assessed, based on the quantity and quality of the overall performance/race parts, fabrication and the build-condition of the drivetrain and suspension. The more "racey-bits" you can remove and bring the car back to stock, the better off you'll be and you'll avoid being thrown into "EC." 1970-1980's era SCCA cars – built to 1970-1980 standards – are typically zero-penalty cars.
- 2.2.3.3. All older and/or existing race cars from other series that entering a ChumpCar event, the car must meet ChumpCar's safety standards. If in doubt, contact your Regional Director and we'll work with you.
- 2.2.4. The vehicle's original, manufacturer-stated curb weight may not exceed 4,200 pounds.
- 2.2.5. 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.
- 2.2.6. **ChumpCar Staff and/or the Chief Steward reserve the right to transfer ANY competition vehicle from the 500 POINT ChumpCar class to the Exception Class (EC) at ANY time (including during the event or during post-race inspection), if the vehicle-in-question exhibits performance characteristics, parts, components, assemblies and/or has been altered such that it far exceeds what is considered a "stock, 500 POINT car." If your car is legal, this rule shouldn't bother you at all...**

2.3. Vehicle Eligibility – Definition of an Exception Class ("EC") car:

- 2.3.1. The Exception Class or "EC" car class is open to "ChumpCar compatible" cars that wish to race with ChumpCar but far exceed the 500 POINT limit. These could include later-model year street cars with a market value at more than \$2,000 and/or excessively modified existing race cars.



- 2.3.2. ChumpCar reserves the right to deny entry to any EC car if ChumpCar determines the car to be excessively superior in power, braking, top speed or other factors that ChumpCar feels would be unsafe or disruptive to any event.
- 2.3.3. All “Exception Class” cars must meet ChumpCar’s minimum safety requirements.
- 2.3.4. EC-cars must race on tires rated at 180 treadwear or higher.
- 2.3.5. EC-cars must utilize the standard ChumpCar number panel and number format. EC cars must also be identified by a minimum 10” tall by 10” wide “EC” located next to the number on both doors.
- 2.3.6. All competing cars MUST ADHERE TO ALL CHUMPCAR EVENT, FUELING AND PIT-PADDOCK RULES.
- 2.3.7. EC cars shall not be eligible for prize monies or awards issued by ChumpCar but, when more than five (5) EC cars are entered in any one event, ChumpCar will award separate EC class trophies. There is NO MAXIMUM number of races that any EC team can enter. We’re glad to have you join us.
- 2.3.8. EC teams must be organized and licensed in accordance with all ChumpCar rules.

2.4. Driver and Crew Eligibility and Licensing – Endurance and Sprint Racing:

- 2.4.1. All drivers must have a valid State-issued or International driver's license
- 2.4.2. Competition Licenses are a digital license (no paper license issued) and is valid for ONE event.
- 2.4.3. Novice, first-time road race competitors are ***required*** to attend a mandatory 1-hour ChumpCar Driver’s School session. **There is NO cost for the Driver’s School – so you have no excuse not to attend.**
 - 2.4.3.1. **Definition of “NOVICE”:** A novice, first-time road race driver is someone who has not competed in an FIA, IMSA, Barber, SCCA (Regional-National-Pro), NASA (Regional- National-Pro), CASC (Regional-National-Pro) competition event in the last 2 years and/or does not hold a valid competition license from any of the aforementioned organizations. **Solo, Autocross, Drifting, Club Track-Days or HPDE events do not apply to competitive road racing experience, regardless of what license you may have.**
 - 2.4.3.2. Vintage and other competition license holders may be waived from Driver’s School based on racing résumé (required proof of 3 vintage races in the last 12 months).
 - 2.4.3.3. Driver’s Schools are held the evening prior to the event. Time and location to be announced in the event’s supplemental rules.
- 2.4.4. Drivers under 18 but over 14 years of age may compete if the following conditions are met: a) The minor driver must present a legally notarized waiver of liability (form available from ChumpCar); AND, the minor driver must present a legally notarized letter of permission from their parent(s) or legal guardian in order to compete;
 - b) The minor must show conclusive proof/documentation of two (2) years prior racing experience;
 - c) A parent or legal guardian must be present at all times when the minor driver is on the track; and,
 - d) One (1) minor driver is allowed per team.
- 2.4.5. Any individual 16 years of age or older may be a crew member; however, “Hot Pit” access may be restricted (by the track) to those over 18 at certain events. The minor crew member must present a signed waiver of liability (form available from ChumpCar). Notarized copy not required if signed by actual parent or legal guardian at the track at witnessed by ChumpCar official.

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3. SAFETY

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

3.2. Roll-cages and Supporting Structure: A quality, well-fabricated, full roll-cage is required. Roll-cages may be weld-in or bolt-in; roll-cage tubing joints may be welded or bolted, provided bolt-in methods meet conventional safety standards. Vehicles with a poorly built, improperly mounted, inadequately fitted or badly engineered roll-cage will NOT be allowed to compete.



The "BASIC" ChumpCar Roll-Cage

3.2.1. At minimum, all roll-cages must include:

3.2.1.1. Full rear, main-hoop with either: (i) front-hoop appropriately braced to each other along the roofline; or, (ii) halo-hoop appropriately attached to two front vertical legs; or (iii) front vertical bars bent rearwards at the roofline, connecting to the rear main hoop and cross-braced horizontally along the upper windscreen line;

- a. On all closed cars, the main hoop must be as close as possible to the roof (in height) and "B" pillars (in width).
- b. The main hoop (behind the driver) must be the full width of the cockpit for all cars. It must be one continuous length of tubing with smooth bends and no evidence of mandrel crimping or wall failure.
- c. A 3/16" inspection hole must be drilled in the main hoop, such that a Tech Inspector has



access to measure the wall thickness of the main hoop without obstruction.

3.2.1.2. Two driver-side door bars that will prevent cockpit intrusion (NASCAR-style or X-design is acceptable).

- a. The spacing between the fore and aft terminal ends of all door bars (including X-design) must include a separation of no less than six inches of open space when measured at the centerline of each bar. Triangulated bars that meet or join at the front hoop are allowed so long as the spacing of the upper and lower bars (attached to the main hoop) is a minimum of six inches when measured at the centerline of the tubing bar.
- b. The upper door bar shall not be placed higher than the top of the door or window sill.
- c. If the distance, measured at any point between the highest portion of the door sill or floor pan (whichever is higher) and the lowest edge of lower door bar is greater than ten inches (10"), a floor or lower-sill intrusion bar, mounted as low as possible on each side of the roll-cage, at or just above the door sill, joining the front hoop and the main hoop.
- d. A minimum of one (1) door bar shall be required on the passenger side. This bar can be a floor- or sill- or mid-level door bar.

3.2.1.3. Appropriate main-hoop rear-supports (backstays) with no bends, located as close to 45 degrees from horizontal as practical;

3.2.1.4. One main-hoop diagonal support bar; installed in the same plane as the main hoop, with one end terminating in general proximity to the main hoop bend above the driver's head and the other end terminating in general proximity to the lower end of the opposite side of main hoop. The diagonal support bar may be of one (1) or two (2) piece construction and it may intersect with or cross-through the horizontal support bar (used for seat belt harness attachment and/or seat support).

3.2.1.5. Complete 360-degree welds at all welded joints. All welds to be sufficient in heat, penetration, bead and consistency.

3.2.1.6. Each major load-bearing member must be formed from its own single, continuous tube.

3.2.1.7. Shoulder-harness bars strongly encouraged (over floor-mounted harnesses), and virtually necessary for proper shoulder-harness mounting in some applications; dash bars are not required but very strongly encouraged.

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



3.2.2. Roll-cage Steel Tubing and Hardware (Vehicle Weight Without Driver):

- a. Minimum tubing size for cars weighing UNDER 2,500 pounds, as raced, must use a

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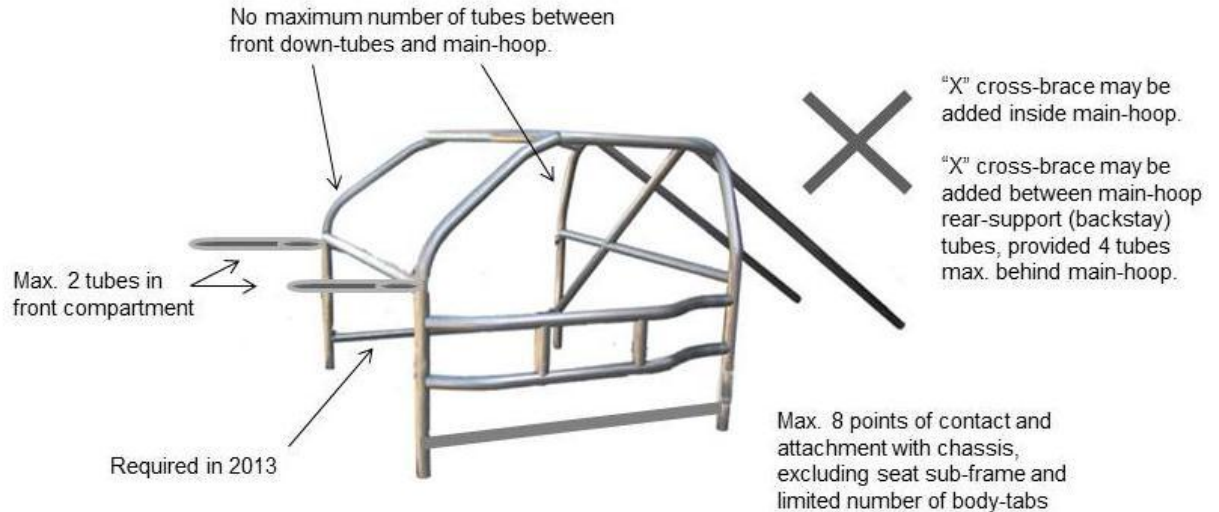


- minimum tubing size of 1.50" x .095.
- b. Minimum tubing size for cars weighing OVER 2,500 pounds, as raced, must use a minimum tubing size of 1.75" x .095 or 1.50" x .120".
 - c. For purposes of determining tubing sizes, the vehicle weight is as raced without fuel and driver.
- 3.2.2.1. Properly-bent, racecar-grade and -quality tubing is mandatory: no stretched or crushed bends allowed. DOM mild steel is very strongly recommended over ERW (seamed) tubing.
 - 3.2.2.2. 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.
 - 3.2.2.3. 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.
 - 3.2.2.4. All mounting hardware is to be Grade 8 bolt hardware or better (no Grade 3 or 5 hardware will be allowed).**
 - a. Minimum bolt size is 3/8" diameter. Fine or coarse thread is open.
 - b. All nuts should be self-locking (nylok / ovalated) or cotter-pinned or drilled and safety-wired.
 - 3.2.2.5. 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.**
 - 3.2.2.6. 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.
 - 3.2.2.7. All roll cage tubing must be padded with high density roll bar padding wherever a driver's extremity may contact the tube.
 - 3.2.2.8. Cars may compete with bolt-in cages. Roll-cage design and construction must maintain typical SCCA/NASA standards. (Hardware per Item 12 – above.)
- 3.2.3. In order to prevent massively expensive roll-cages that start to look and act like a tube-frame chassis, ChumpCar has defined the "maximum, value-free" roll-cage. The "maximum, value- free" roll-cage includes all pads, points, tubes and triangulations necessary to maintain an extremely high degree of safety, while keeping costs in-check and keeping competition well- balanced.

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



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



The maximum, value-free roll-cage design:

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

NOTE – Reasonable protective and supportive square and/or round tubular structures may be installed around any SFI-FIA approved fuel cell PROVIDED that the structure DOES NOT connect to or tie-into any suspension point or suspension pick-up point or add to the general rigidity of the chassis or provide any performance advantage whatsoever. Fuel cell protective structures may be attached to portions of the main roll-cage; however, it will be a judgment call on the part of Tech Inspection as to whether the structure violates the restrictions stated herein. There is no appeal. ALL FABRICATION AND INSTALLATION MUST BE OF THE HIGHEST POSSIBLE PROFESSIONAL QUALITY OR YOU WILL BE INSTRUCTED TO REMOVE THE STRUCTURE BEFORE BEING ALLOWED ON-TRACK.



3.3. Driver's Seat:

- 3.3.1. The back of all driver's seats must extend in height to above the middle of driver's helmet or higher.
- 3.3.2. Racing seats are required for all driver seats. One-piece SFI- or FIA-rated competition seats are very strongly encouraged. OEM seats are NOT allowed.
- 3.3.3. All seats or seat-sliders must be securely mounted to the floor or roll cage to avoid separation during a crash. All mounting hardware must be Grade 8 or better and a minimum 2-inch diameter or larger steel plate or load washers are required when mounting to sheet metal.
(<http://www.gforce.com/products/harness/100H.php>)
- 3.3.4. Two-piece racing seats are allowed; however, all seatbacks must be securely attached to the seat base.
- 3.3.5. All seatbacks must be permanently fixed, braced or otherwise restrained against forward and/or rearward failure. A one-piece, permanently mounted seat meets this requirement.
- 3.3.6. Seats on sliders (for driver adjustability): Any seat on sliders, including one-piece seats, whose forward travel extends more than three inches (3") from a roll-cage shoulder belt bar or main hoop diagonal bar is REQUIRED to install and utilize a seatback support mechanism.
 - 3.3.6.1. The seatback support may or may not be affixed or permanently attached to the seat. For those supports not attached to the seat, the support MUST extend such that the support plate or contact point of the support mechanism is LESS THAN ONE-HALF INCH (0.5") from making contact with the seat when it is in the furthest forward travel position.
 - 3.3.6.2. Seatback supports MUST maintain a minimum area of support contact of no less than sixteen square inches (4" x 4" square or 2" x 8" horizontal plate) and must be no less than 1/8" (0.125") in thickness.
 - 3.3.6.3. All two-piece seats must have a permanently attached seatback support mechanism.
- 3.3.7. No passengers are allowed during any practice or competition event. If a second seat is installed, it MUST meet all installation requirements of the driver's seat or be removed prior to the start of the race.

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

- 3.4.1. All drivers in ChumpCar sanctioned events shall utilize a five, six or seven point restraint harness system. A five-point harness is considered a minimum restraint system. Six or seven-point systems are highly recommended. Harnesses may comprised be of 2" or 3" belts; **HOWEVER, A 3" HARNESS IS STRONGLY ADVISED.**
 - 3.4.1.1. No "Y" shoulder-belts are allowed; two separate shoulder belts required.
- 3.4.2. All driver restraint systems shall meet SFI or FIA specifications. The certification indicated by an SFI label (<http://www.sfi foundation.com/seatbelt.html>) or FIA label must be present, including a clear Date of Manufacture label or, in the case of FIA labels, Date of Expiration. All harnesses must be dated within four (4) years of the race event or used prior to the expiration date stated on the belt. Any attempt to modify the date(s) on any belt are grounds for immediate team disqualification, without recourse or refund.
- 3.4.3. Any harness assembly found with an altered or counterfeit date shall be confiscated and not returned... and the Team Captain shall be banned from that event.
- 3.4.4. All driver restraint systems shall have a single point of locking closure and release and the driver shall be able to fully release the harness with one hand.
- 3.4.5. Harness Threading: (http://www.gforce.com/pdf/Harness_Install_Info.pdf) Assemble in accordance with manufacturers instructions.
- 3.4.6. Seat belts must be properly mounted. (<http://www.sfi foundation.com/seatbelt.html>)
 - 3.4.6.1. 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.
 - 3.4.6.2. Soiled, oil-stained, sun-bleached or frayed seat belts will NOT pass tech inspection. If in



doubt, replace them.

- 3.4.6.3. 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.
- 3.4.6.4. 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 / Arm-Restraints:

- 3.5.1. All competition cars must have an SFI-approved window net installed. All window nets must cover the window opening, such that a driver's hand or arm cannot extend outside the vertical plane between the a- and b-pillars, or (for open cars) the a-pillar and the main hoop of the roll cage while the driver is seated and belted in-place. Cars with nets that have extensive openings, as defined solely by ChumpCar officials, will NOT be allowed on track.
 - 3.5.1.1. All window nets must be attached to the roll bars, not the doors, unless the doors are securely welded shut.
 - 3.5.1.2. All window nets and arm restraints must be dated within four (4) years of the race event or used prior to the expiration date stated on the net.
- 3.5.2. SFI-CERTIFIED ARM RESTRAINTS ARE REQUIRED in all open (convertible) cars and/or cars with t-tops or sunroof openings.
 - 3.5.2.1. Driver Arm-Restraint Confirmation and Testing:
 - 3.5.2.1.1. At Pit-Out, where all cars are required to stop, all drivers of open (convertible) cars and/or cars with t-tops or sunroof openings shall be required to perform an arm-restrain exhibition and test, by effectively raising both arms to their maximum allowable height.
 - 3.5.2.1.2. Pit-Out Marshals shall be required to visually see and/or physically test that the arm restraint is at its maximum allowable extension.
 - 3.5.2.1.3. At full-vertical extension, the driver's hands must NOT extend above a linear plane defined by the bottom edge of the lowest bar comprising the roll-cage "halo."
 - 3.5.2.2. Penalties:
 - 3.5.2.2.1. Drivers of open (convertible) cars and/or cars with t-tops or sunroof openings who fail the extension test at Pit-Out will NOT be allowed on course. Drivers will be directed to remove their car from the Pit-Out lane to a location that does not impeded other cars and make the necessary adjustment to their arm-restraints. Upon completion of adjustments, they must re-complete the test, at the availability of the Pit-Out Marshall.
 - 3.5.2.2.2. Drivers of open (convertible) cars and/or cars with t-tops or sunroof openings inspected at Pit-Out who have not properly attached their arm restraints or are completely missing arm restraints will be issued a 20-minute penalty at Pit-Out.
 - 3.5.2.2.3. Drivers of open (convertible) cars and/or cars with t-tops or sunroof openings found at Pit-In without arm restraints, and having been on track, will be issued a 60-minute penalty at Pit-In.
 - 3.5.2.3. Roof Nets: Roof nets are still considered a valuable safety tool and teams may



utilize roof nets (without value-add or penalty); however, arm restraints are still required.

NOTE – The penalty for missing or improperly affixed safety gear shall extend to ALL drivers or ALL cars and include ALL safety-related items, including (but not limited to) neck support, gloves, helmet strap, shoes, etc.

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

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

3.7.1. Quick-disconnect steering wheels are highly encouraged.

3.8. Airbags: All airbags must be disarmed and removed.

3.9. Onboard Fire Extinguisher:

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

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

3.9.1.2. **Minimum 5 LB or 2 Liter bottle capacity – either AFFF / FE-36 / NOVEC 1230 – and rechargeable systems are highly advised. (Note –ColdFire is NOT approved.)**

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

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

3.10. Driver's Helmet: Undamaged, full-face, Type SA helmet, Snell SA2010 or SA2015, is mandatory. FIA 8860-2004/2015 certification is acceptable. On or about 1 October 2015, the Snell-approved SA2015 helmet will be released for sale. ChumpCar will allow the continued use of 2005 Snell-approved helmets until 1 January 2017, provided that all helmets are maintained properly and show no signs of wear, impact or abuse. On 2 January 2017, only 2010 and 2015 Snell-approved helmets would be allowed for club-based use by drivers.

3.10.1. No open-face helmets allowed. (Note: A closed or full-face helmet is defined as a helmet having an integrated chin or jaw protection piece. Visor use is recommended but optional unless the vehicle does not have a windshield – then a full visor is required.) Type M (motorcycle helmets) or other non-SA helmets are not allowed.

3.10.2. **Sharing of helmets is not allowed due to size irregularities.** (An improperly fitted helmet is of very little value in an accident.) Sharing of fire suits, gloves, etc. is allowed but not recommended.



3.10.3. **Neck Brace - Helmet Support: Effective 2 January 2016, a NecksGen, HANS or other similar, SFI-FIA approved racing neck support is mandatory for all drivers. A foam neck collar will no longer be allowed.**

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

3.10.5. Any helmet found with an altered or counterfeit Snell sticker shall be confiscated and not returned... and the driver shall be banned from that event.

3.11. Fire-Retardant Clothing:

3.11.1. All driver's suits possessing a valid FIA and/or SFI certification shall be legal for competition, regardless of date of certification or manufacture; **HOWEVER**, any suit determined by ChumpCar Tech and/or Gear Inspectors to be worn, soiled, threadbare or generally below conventional safety standards shall **NOT** be allowed for competition, as designated at the sole, exclusive discretion of ChumpCar.

3.11.1.1. Driving suits **MUST** have a valid SFI label/patch and/or a valid FIA label/patch. **NO SFI or FIA LABEL/PATCH AND THE SUIT WILL NOT PASS GEAR INSPECTION.**

3.11.1.2. Any suit or other driver gear found with an altered or counterfeit approval label or certification shall be fined \$500 and all driver gear shall be confiscated and not returned.

3.11.1.3. Used NASCAR or other pro-series pit crew suits that do not have a current SFI label/patch shall **NOT** be allowed or approved... no matter whose team name is on the damn suit!

3.11.2. If using a single-layer SFI 3.2/A1 or 3.2/A3 suit, the driver must also wear fire-retardant SFI- or FIA-certified long-johns and under-shirt. Multilayer suits rated SFI 3.2/A5 or higher are highly recommended and may be worn without long-johns or under-wear.

3.11.2.1. Fire-retardant FIA- or SFI-rated socks, racing gloves and shoes are also required with all single and/or multi-layer suits.

3.11.3. Balaclavas are strongly encouraged but are not mandatory. Balaclavas of accepted fire resistant material are required for drivers with beards, or (male or female) drivers with long-hair that is not fully covered by their helmet. Hair protruding from beneath a driver's helmet shall be completely covered by fire resistant material. As an alternative to balaclavas, a full helmet skirt of accepted fire resistant material may be used.

3.11.4. **All driver's safety apparel must be generally clean and in serviceable condition. Any item showing excessive wear, fraying, tears, holes, grease/oil stains or other conditions that are deemed by Chump Car Officials to reduce or negate the item's designed effectiveness will not pass tech.**

3.12. Annual Gear Check: ChumpCar utilizes an Annual Gear Inspection process. Initial inspections will require ALL driver gear to be presented for inspection. Approved gear will be issued a dated Annual Inspection helmet sticker. Any driver found to be using non-approved or unsafe replacement gear AFTER completing the annual inspection will be fined \$500.

3.13. Batteries:

3.13.1. **Batteries (brand, type and voltage) are open. All batteries must be installed in a safe location. All batteries must be fully secured via proper, purpose-built battery brackets, battery frames, or sealed battery boxes.**

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

3.13.3. **All batteries located in the drivers compartment of the car shall be located in an enclosed plastic or steel box.**



- 3.14. Master Electrical Kill (Cut-off) Switch:** All cars must have a racing-type master electrical kill switch. The control or key for this switch should be red; the OFF position should be clearly indicated. **ALL POWER** must be interrupted by the kill switch. All electrical cut-off switches shall be identified by the international lightning bolt symbol. (Decals available at ChumpCar Tech Inspection.)
- 3.14.1. All cars shall have a Master Electrical Kill (Cut-off) Switch mounted in the center of the dash area of the car (roll cage dash bar) or center console area of the cockpit, accessible to and by the driver while he/she is secured in the driving seat by all seat belts and harnesses.**
- 3.14.1.1. International decal identification of the location of the switch is required.
- 3.14.1.2. The dash or console switch MAY be the sole and exclusive kill switch, or it MAY be a second switch, wired in series with an existing or additional switch located elsewhere on the car. If the switch is wired in series, the interruption of either switch, independent of the other, must kill all power and vehicle operations.
- 3.14.1.3. The positive terminal of the Kill Switch is to be treated as a “hot” terminal and must also be insulated.
- 3.15.** All cars must be equipped with a suitable front and rear tow-hook (or chain or strap), constructed of materials and installed so that they are capable of withstanding the tension required to extract your car from a sand-pit when you’ve buried the axles and have sand up to the sill. Minimum 2” diameter opening; however, be advised that most tow hooks and straps are 2.0”-2.5” and if the strap and hook doesn’t fit, you’re S.O.L. Therefore, a 3” opening is **HIGHLY** advised.
- 3.15.1. Tow hooks need to be **EASILY** accessible. Consider the job of the safety worker that has to try and find your tow hook when you have a flat front tire, at 2:17am, on the back-straight at Spokane Raceway (or some other unlit and completely dark race track). If an emergency crew can’t find it quickly and easily, we give them permission to wrap the tow strap around your radiator.

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Optima Batteries ChumpCar World Series ® – 2016 Rules

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

Rules

Rev. 16-1.1

4. VEHICLE VALUE

- 4.1. The Market Performance Value (MPV) is the assessed value (by ChumpCar) of the General Market value of the ChumpCar competition vehicle... AND... the Performance Value of the ChumpCar competition vehicle **AS THE CAR IS PRESENTED TO TECH OFFICIALS FOR INITIAL EVALUATION PRIOR TO THE FIRST RACE**. Combined, the General Market and Performance Value of the competition car cannot exceed 500 POINTS without receiving penalty laps.
 - 4.1.1. The Market Performance Value (MPV) points for those vehicles TYPICALLY found to compete in ChumpCar World Series events is listed in the Appendices of the BCR.
 - 4.1.2. If a make/model of a vehicle that you have an interest in racing is NOT listed, contact Mr. Phil McKinney, National Director of Tech & Safety (philm@chumpcar.com).
- 4.2. ChumpCar uses basic vehicle VALUE and not purchase price. Got it? That's value... what the car is worth in the General Market... not what you paid for it.
- 4.3. Developed into the MPV will be the value of all non-stock components, parts and/or assemblies. Together, the MPV plus the value of all other non-stock parts shall generate the TOTAL COMPETITION VALUE (TCV) of the vehicle. Cars with a TCV in excess of 500 POINTS will receive penalty laps (1 lap per 10 POINTS (6-9 will be rounded up to 10) of value over the allowable 500 POINTS maximum).
- 4.4. **ALL DRIVETRAIN COMPONENTS SHALL BE STOCK; ALL CARS MUST HAVE STOCK ENGINES, TRANSMISSIONS AND DIFFERENTIALS. "STOCK" IS DEFINED AS THE PUBLISHED SPECIFICATIONS AND TECHNICAL MESAUREMENTS PROVIDED BY THE MANUFACTURER.**
 - 4.4.1. ALL non-stock components, parts, assemblies, or systems MUST be declared to Tech Inspection, noted in the vehicle Log Book, and declared and accounted for in the Total Competition Value (TCV) of the vehicle value.
- 4.5. The Market Performance Value (MPV) for most common ChumpCar World Series vehicles can be found in the Appendices of the Basic Competition Rules.
 - 4.5.1. Added to the MPV will be:
 - 4.5.1.1. Points attributed to the general retail cost of all non-exempt parts replaced or added to the vehicle... **OR**
 - 4.5.1.2. Points attributed to the assigned value of all non-exempt parts replaced or added to the vehicle... **OR**
 - 4.5.1.3. ChumpCar officials, at their discretion, can apply an estimated value and/or points to any or all non-exempt parts if no documentation is available at the time the car is inspected.
 - 4.5.1.4. Parts that are exempt from the 500 Point Total Competition Value limit are detailed throughout Section 4.7 of these rules
 - 4.5.2. MPV Reduction in Value:



4.5.2.1. ChumpCar does NOT recognize the sale of components, parts, systems or assemblies in order to reduce the valuation of any vehicle.

4.5.3. Minimum Component Value

4.5.3.1. Free Parts: There is **NO SUCH THING** as a free part. Every part of a vehicle has value and will be assigned some point value, even if you happened to have it sitting on a shelf or someone gave it to you or you made it from plywood from Home Depot. Every part or component that is new or used, OEM or aftermarket, hand-made or performance oriented SHALL BE given a point value equivalent to what it could be reasonably acquired or made for, by anyone without any special deal or special machinery.

4.5.3.2. Non-stock Component Values: ChumpCar has assigned a FIXED POINT VALUE that will be applied to **MOST** non-stock and/or performance components. The added value will be added to the MPV of any car, if such a component, part, assembly or system is on the car, regardless of how the parts were acquired and/or for how much.

4.5.3.2.1. Non-exempt components and their FIXED POINT VALUES:

- Non-OE coil springs (including 'coil-over' kit): **10** Points per corner
- **Shocks over the 2X limit: 25 pts each**
- **Adjustable shocks: 75 pts each**
- Adjustable camber/caster plates (pair): **20 pts Front and 20 pts Rear**
- Pair of homemade adjustable camber/caster plates: **5 pts F / 5 pts R**
- Shock/Strut-tower reinforcement bar (commercial or homemade): **10 pts each**
- Non-OE suspension component: **10 pts per component**
- Wheel spacers: **5 pts each**
- Non-OE sway-bar: **50 pts F / 30 pts R**
- Non-OE radiator (except aluminum): **5 pts**
- Non-OE aluminum radiator: **35 pts**
- Non-OE oil cooler (engine, transmission and/or differential): **20 pts each**
- Dry-sump assembly: **500 pts**
- Exhaust Header: **50 pts**
- Aftermarket Ignition Coil: **20 pts**
- Performance distributor or aftermarket ignition system: **50 pts**
- Heim joint tie rods: **5 pts per rod end**
- Non-OE suspension bushings: **25 pts / car**
- Non-OE engine/transmission mounts: **10 pts per engine / 10 pts per transmission**
- Non-OE CV or axles: **50 pts per pair of CV, axles**
- Non-OE driveshaft: **50 pts per single driveshaft**
- Non-OE ECU or chip replacement or chip re-programming: **75 pts**
- Non-OE carburetion, **intake manifold or throttle body: 100 pts**
- Non-OE and/or non-matching cylinder head(s): **150 pts per engine**
- Non-OE camshaft or valve train: **100 pts per engine**
- **Brake cooling ducts: 0 pts**
- **Non-OE air filter: 0 pts**



- “Option” components (not offered as standard on all models) shall also be assessed a value; e.g. Mazda Miata removable hardtop – OEM (250 pts); Aftermarket (75 pts); ¾ tops (40 pts).
 - Turbochargers and Superchargers shall be valued in points at the ratio of 1:1 (dollar-to-point) based on the average of four NEW retail prices found on the Internet for the unit or assembly AND the average of the lowest four (4) USED retail prices for A-rated units or assemblies as found on CAR-PART.COM.
- 4.5.3.3. As highlighted in 4.5.3.2, “MOST” non-stock components means that Tech Inspectors have the right to increase the FIXED POINT VALUE if the component, part, assembly or system is a premium component that far exceeds the value of generally-available aftermarket components (i.e. – \$800 Fluidyne or C&R aluminum radiator vs. \$100 eBay version of an aluminum radiator).
- 4.5.3.4. ChumpCar reserves the right to apply a point value to any other component or part that may not be on this list but increases the value and/or performance of any car.
- 4.5.4. All non-exempt component values (Section 4.5.3) shall be added to the MPV of all cars, thereby resulting in a “**TOTAL COMPETITION VALUE.**” The “Total Competition Value” is the **REAL** value of your car, as it’s being presented for competition.
- 4.5.5. Fabricated Components: In support of Section 4.5.3.1, ALL COMPONENTS fabricated by a race team, even though they may have near-zero cost associated with them, still have value. THIS INCLUDES SPLITTERS, SPOILERS, WINGS, ROOF COVERINGS, ENGINE and/or TRANS MOUNTS, ETC. – ANYTHING THAT YOU MADE. In order to promote equality across teams with no access to specialized machinery and equipment, fabricated components will be evaluated and valued in the following manner:
- 4.5.5.1. Any component that could reasonably and with relative quality be fabricated using readily available hand tools, basic hand-held power tools, a vice, hammer and a Harbor Freight mig/arc welder, will be valued at the cost of materials only. Fabricated components of this type will be considered home-made/hand-made parts.
- 4.5.5.1.1. Not every possible material used in “home-” and/or “hand-made” fabricated components can be addressed within the BCR; however, many components fabricated from standard materials (listed below) will be assigned a value using the following material rates:
- 4.5.5.1.1.1. Plywood (up to 0.5”) - \$1 / sq. ft.
 - 4.5.5.1.1.2. Sheet Aluminum / Steel (up to 0.25”) - \$2 / sq. ft.
 - 4.5.5.1.1.3. Sheet Plastic / Polycarbonate (up to 0.38”) - \$3 / sq. ft.
 - 4.5.5.1.1.4. Carbon-fiber - \$5 / sq. ft.
- 4.5.5.2. Any component that requires or practically requires the use of a lathe, end mill, CNC, plasma/laser cutter, tig welder, press brake, shear or other specialty high-dollar equipment will be valued at the fair market value of similar components sold by retailers or valued at the estimated time to fabricate, based on a machine shop hourly rate of \$75 per hour. You can still make them yourselves and save actual money on your build, but you need to account for them at a reasonable value as if you’d bought them.
- 4.5.5.3. Exemptions on fabricated components will be granted to t-top and sunroof coverings



which MUST be removed and re-covered or have a roof net installed.

4.5.6. Parts Replacement and Post-Race Improvements

4.5.6.1. Teams may replace any worn, broken, ventilated, impaled, defective or bent-beyond-all-recognition parts on their car without affecting the TCV of their vehicle so long as it's OEM part AND it's 100% stock. It can be new or it can be used. Don't go for used hoses, gaskets, shocks, bearings or used spark plugs. We're not that anal. However, no aftermarket performance pieces (used or not), no OEM part that's been modified or upgraded in any way, **and no upgraded OEM parts from a more desirable or better performance sports/luxury/upgrade model just because they bolt on to your car.** Everything has to be OEM to the original make/model vehicle you race. Parts need to be 100% stock to qualify for the no-value-add rule. It would serve all teams well to keep your auto parts store and junkyard receipts.

4.5.6.2. Operationally critical parts that do not fall into safety equipment exceptions may be replaced with new OEM or OEM-equivalent parts (NAPA, etc) if the parts on the car or used parts are not deemed acceptable for use. These items include radiators, master brake cylinders, master and slave clutch cylinders, shocks, wheel bearings, spark plugs, gaskets, seals, coolant hoses, water pumps, oil pumps, filters, fluids, radiator caps, ignition and accessory switches. If it's not in that list but you think it should be, contact ChumpCar officials before installing it or you'll probably be dinged for its value in inspection.

Powertrain Swaps: All teams shall present a competed swap sheet and documentation at their first tech inspection following the rules in this section. If you didn't do your homework, you can run your car in the EC class. Installing a different engine or transmission or rear-end is a way to increase the performance or reliability of a vehicle. NOTE – we didn't choose your car to begin with. That's your problem. If, after the fact of choosing your competition car, you realize that you need more power, or you need an engine that isn't going to blow-up after 37 laps, you can swap stuff out but we all understand that you're doing this for a performance advantage. Yes, lasting more than 37 laps is still a performance advantage. You can call it a reliability fix but the bottom line is that if your engine is still “performing” after the first hour of the race, that's a performance increase.

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

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

4.6.1. To determine the Total Competition Value (TCV) for all cars that have swapped-out a major component (or components), ChumpCar will start with the vehicle's MPV (Market Performance Value – See Section 4.1).

4.6.2. ChumpCar teams must then document and add the dollar value of the major components installed, determined by the average of the lowest ten (10), “A-rated” advertised prices for the exact same component, as found on **CAR-PART.COM**. (ACPV/IN – Average Car-Parts Value/IN)



- 4.6.2.1. ChumpCar will only consider Car-Parts.com “A-rated” advertisements as qualified, approved documentation. The ad must quote a specified, firm price.
- 4.6.2.2. ChumpCar will NOT consider **CAR-PART.COM** advertisements which include the words: “CORE” or “PARTS ONLY” or “REBUILDABLE” or “NEEDS...” or describe any issue/problem with the component. It’s either ready to plug-in and race or the ad is not acceptable.
- 4.6.3. In addition to the ACPV/IN, ChumpCar teams must document and add:
 - 4.6.3.1. EITHER the **CAR-PART.COM** (used) or **NAPA.com** (new retail) value of any/all other parts required to complete the swap (driveshafts, axles, subframes, linkages, hoses, mounts, cables, adapters, etc.)... AND...
 - 4.6.3.2. All machined or custom parts required to complete the swap. This includes but is not limited to custom machined or fabricated parts, mounts, sheet metal and shrouds, drive-shafts, axles, sub-frames, brackets, linkage, cables, hoses, etc. (See Sections 4.5.5 / 4.5.6)
- 4.6.4. ChumpCar teams must then document and deduct the value of the components removed, determined by the average of the lowest ten (10), “A-rated” advertised prices for the exact same component, as found on **CAR-PART.COM**. (ACPV/OUT – Average Car-Parts Value/OUT)
- 4.6.5. When subtracting the OUT component/assembly from the IN component/assembly, the resulting number **CANNOT** be a negative value. Any negative value shall become a ZERO dollar value.
- 4.6.6. Engine swaps requiring an ECU and wiring harness exchange may include these 2 items (**and ONLY these two items**) as free-exchange IN / OUT components.
- 4.6.7. ChumpCar will impose a surcharge on every major component that is swapped: 50 points for the engine; 25 points for the transmission; and 25 points for the differential or other major component. Swap out just the engine and you’ll need to add 50 points to your TCV. Swap out all three components: that’s 100 points added to the TCV.
 - 4.6.7.1. A swapped engine assembly is further defined as the designed for **exhaust** manifold/s, induction system, cylinder head, block, pistons, connecting rods, crankshaft, camshaft and oil pan as specified by the manufacturer for the year and model engine being installed.
 - 4.6.7.2. A swapped transmission is further defined as the designed for casing, shift linkage and gearing ratios as specified by the manufacturer for the year and model transmission being installed.
 - 4.6.7.3. A swapped differential is further defined as the designed for casing, gearing ratios and drive axles as specified by the manufacturer for the year and model differential being installed. **Non-stock gear ratios for your year, make and model will be considered a differential swap and be assessed a 25 point value.**
- 4.6.8. Teams with non-standard major components **MUST** present their ACPV documentation to tech (IN and OUT). ChumpCar reserves the right to conduct its own search of **CAR-PART.COM** and/or **NAPA.com** for any component or part, and to utilize a value that it has researched, when and if ChumpCar officials feel that the ACPV provided by the competitor does not meet conventional market values. Parts without documentation will be assessed a value by Tech.



4.6.9. For any vehicle utilizing a non-standard major component which is NOT available on **CAR-PART.COM**, ChumpCar reserves the right to apply a reasonable, comparable market value to that component.

4.6.10. All cars shall have their MPV established at the time the vehicle is INITIALLY examined by ChumpCar officials; typically at the vehicle's first event. The MPV shall be established according to the equipment, components and/or options that are on the car AS-PRESENTED AND AS-RACED at the first event.

4.6.10.1. Non-OEM component swaps shall be evaluated using "The Formula."

4.6.10.2. OEM component swaps made PRIOR to the vehicle's first evaluation and inspection will be valued as if the components were originally installed by the OEM. (e.g. – removal of an automatic transmission and replacement with manual transmission that was offered by the OEM; or, removal of a smaller displacement engine and replacement using an optionally available engine. In BOTH cases, the car will be evaluated as an OEM make and model using as-presented components.)

4.6.10.3. All swaps and/or component changes made AFTER the initial evaluation shall be re-evaluated using "The Formula."

4.6.11. No swap-surcharges or additional cost values shall be applied to engine swaps FOR ENGINE MODELS THAT ARE APPLICABLE, INTERCHANGEABLE AND/OR OPTIONAL TO THE SUBJECT PLATFORM. (i.e. - 318- to-325(M50) engine swaps **or 2.8l-to-5.7l Camaro**) Rather, the MPV (points value) of the car will be based on the car and engine combination as presented to tech **the first time** and the engine resident within the vehicle, regardless of what engine may have been installed originally.

4.6.11.1. BMW E28/E30/E36

4.6.11.2. Mazda Miata

4.6.11.3. Chevrolet Camaro

4.6.11.4. Ford Mustang

4.6.11.5. Surcharges and additional cost values will be applied to engine swaps where a non-platform engine was exchanged.

4.7. Documentation: it is strongly recommended teams carefully keep and record all receipts for their ChumpCar and create a presentation binder with neatly organized spreadsheets and receipts showing all expenditures. This will provide inspectors a base from which to evaluate the vehicle.

4.7.1. Inspectors will compare documentation presented by the team to the actual vehicle and determine if penalties are required due to over-valuation.

4.7.2. If no documentation is presented to inspectors, they are much more likely... er, ah... make that, they are *guaranteed* to assume a high value for components and the vehicle as a whole.

4.7.3. **ALL CHUMPCARS MUST HAVE A CURRENT LOG BOOK** with pictures (Log Books are available at Tech). No pictures = you do not qualify for annual inspection.

4.8. Safety Equipment DOES NOT Count Toward the 500 Point Total Competition Value:

4.8.1. Safety equipment described in Section 3 DOES NOT count toward Total Competition Value. In addition to those safety items and processes listed in Section 3, **the following are considered safety-related and therefore exempt:**



4.8.1.1. Tires: Tire must be DOT legal and the treadwear rated at 180 or higher.

4.8.1.2. Wheels, brake calipers, brake rotors and shock absorbers are open PROVIDED all competitors maintain the “2X Rule” --- The 2X Rule: the retail price of any NEW replacement wheel, brake caliper, brake rotor, or shock absorber that you put on your ChumpCar has to be less than twice the cost of a replacement wheel, brake caliper, brake rotor or shock absorber that is available on-line by a nationally recognized auto parts retail chain (i.e. - Napa, AutoZone, O'Reilly, Advanced, etc.). ChumpCar reserves the right to go on-line and pull-up retail prices... so have your part numbers ready.

4.8.1.2.1. Shock Absorbers: All shocks, including those within the 2X Rule, are restricted to externally non-adjustable units. That's ANY external adjustment which includes but is not limited to dial/select, pressure adjust, fluid reservoir access, compress/twist, etc.

4.8.1.2.2. NOTE: Section 4.8.1.2 did not mention wheel spacers **or adapters**, hubs, stub axles, swaybars, trailing arms, aluminum or specialty drive shafts, drive axles, caliper or wheel adapters, rack-and-pinions units, lowering kits or other parts. That was on purpose because they will be checked.

4.8.1.2.3. For brakes that exceed the 2x rule the cost shall be added as follows:

a) For cars whose advertised curb weight is < 3400lbs, 75% of the amount the brakes exceed the 2X rule will be added to the TCV.

b) For cars whose advertised curb weight is >3400lbs, 25% of the amount the brakes exceed the 2X rule will be added to the TCV.

4.8.1.3. Driver comfort & information items are open and do not count towards TCV (i.e. - steering wheel, removable steering wheel adapter, **shifter handles**, gauges, pedals, cool suits, vents, heaters, radio communications, etc.)

4.8.1.4. All properly sized stainless steel or metal braided fuel hoses, fuel fittings, fuel filters, and related mounts are open and do not count towards TCV.

4.8.1.5. All fuel-system components upstream of the fuel pump, including the fuel pump, legal tanks/cells, mounts, fillers, vents, etc. are open and do not count towards TCV (NOTE: carburetors, injection pumps and computers are NOT exempt from TCV. Basically, things downstream from the pump count towards value.)

4.8.2. Exhaust systems downstream of the header/exhaust manifold (from the collector back) are open and do not count towards TCV. Performance headers are NOT exempt and are NOT included in this ruling, as are turbo-chargers and related performance components.

4.9. Any vehicle found with missing (ground-off) or tampered part numbers on any part or component will be immediately re-classified as EC.

4.10. ChumpCar officials retain the option to disallow any ACPV (Average Car-Parts Value) documentation if the printed ad does not appear to be valid. Any ad presented as part of ACPV documentation that is proven to be fraudulent or altered or manipulated in any way will result in that team's IMMEDIATE disqualification from the event.

**Don't screw with us and we won't screw with you.
Just bring a 500-Point car!**

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Optima Batteries ChumpCar World Series® – 2016 Rules

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

Rules

Rev. 16-1.1

5. SAFETY & TECHNICAL INSPECTIONS AND RELATED PENALTIES:

5.1. Inspection Process: ChumpCar International Inc. and the Optima Batteries ChumpCar World Series' safety and technical inspections do not ensure, certify or warrant that the vehicle or any part thereof is safe or totally and ultimately compliant with all applicable rules. The inspection does not in any way change the fact that the driver, crew members, and the vehicle owner are ultimately responsible for the safety and operation of the vehicle and equipment. By conducting an inspection, ChumpCar International Inc. and its directors, officers, sponsors, employees, and officials make no representation, warranties, or assurances that the inspection, including any review of any written information, will detect every or any problem with a vehicle or a drivers' equipment or clothing, detect every problem with rule compliance, or prevent bodily injury, death or personal monetary damage.

5.2. Technical Inspection: All cars will be inspected by an authorized Technical Inspector for adherence to the 500 Point Total Competition Value (TCV) limit (see Section 4)

5.2.1. Vehicle Logbooks: Each car shall have a complete and up-to-date ChumpCar World Series logbook... including pictures. **TECH INSPECTION FORMS ARE TO BE DOWNLOADED FROM THE CHUMPCAR WEBSITE AND FILLED-OUT BEFORE YOU GET TO TECH.**

5.2.2. Appeals: there are none. The Technical Inspector has the final say, so get over it.

5.2.3. Technical and Safety Inspections shall be done once a year and, upon approval, a car will be issued a ChumpCar Annual Inspection decal.

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

5.2.3.1.1. The inspection decal has expired;

5.2.3.1.2. The vehicle has been involved in ANY major contact or shunt;

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

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

(Not sure? It's always safer to re-tech than to be DQ'd for not doing it...)

5.3. Penalties:

5.3.1. Technical Inspection penalties shall be issued if ChumpCar identifies the TOTAL COMPETITION VALUE to be in excess of 500 Points and/or in a state of non-conformance with the letter or spirit of ChumpCar's rules. Once again, the TOTAL COMPETITION VALUE of a car is the assessed MPV (MARKET PERFORMANCE VALUE) of the car PLUS the point value of all non-exempt components, parts, assemblies and/or fabricated parts (less all



specified safety, theme and/or engineering items that have been identified in these rules as exempt).

5.3.2. Endurance and Sprint Racing Penalties:

5.3.2.1. Endurance Racing: A penalty shall be applied to ALL cars whose Total Competition Value is greater than 500 Points. The penalty shall be FIXED at 1 penalty lap per 10 points of value over the base-line of 500 Points. (Values in segments of 5 points or more shall be rounded UP to the nearest 10 points.)

5.3.2.2. Sprint Racing: A penalty shall be applied to ALL cars whose Total Competition Value is greater than 500 Points. The penalty shall be FIXED at ten seconds (0:00:10) of time per 10 points of value over the base-line of 500 Points. (Values in segments of 5 points or more shall be rounded UP to the nearest 10 points.) The total amount of time accrued through penalties shall be added to the overall time of the car at the end of the race. (e.g. – If you finished in 5th position, 20 seconds ahead of 6th place, but you had a TCV of 540 points (equal to 40 seconds of penalties), your ADJUSTED time would add 40 seconds to your finish, dropping you back one place and putting the other car 20 seconds ahead of you.)

5.3.3. Reiterating Section 4.4.1 – ALL non-stock components, parts, assemblies, or systems MUST BE DECLARED AND ACCOUNTED FOR on your Tech Inspection sheet and documented in your Log Book, as presented to Tech Inspection, and accounted for in the Total Competition Value (TCV) of the vehicle value.

5.3.3.1. SINS OF OMISSION: The failure to declare any non-stock component, part, assembly or system to Tech Inspection and/or have all non-stock components, parts, assemblies or systems noted in the vehicle Log Book shall require the IMMEDIATE transfer of the car to EC for that event. This includes honest mistakes or direct acts of fraud... because we won't be able to tell the difference. For a "Sin or Omission," the act of transferring a car to EC will happen the moment an undisclosed part is confirmed by any ChumpCar Tech Official and is NOT noted on the Tech Sheet or in the Log Book. This means it could happen at Tech, or during the race, or at post-race inspection. There is no redemption for Sins of Omission until the next event.

5.3.4. While ChumpCar has been required to get tough on the 500 Point TCV in order to keep the competition fair and equal, and the racing close, ChumpCar reserves the right to issue NO penalty laps, even if the 500 Point TCV limit has been clearly exceeded. Why? If someone wants to take a totally worthless car and perform an infeasible drivetrain swap, shorten the wheelbase, or perform some other illogical mechanical miracle just because they want to be a part of ChumpCar, and they're willing to spend over 500 Point to end up with a mid-pack car... well, we think that's pretty awesome. Of course, it had truly better be mid-pack. This action is at the sole discretion of the inspectors and/or ChumpCar management team. However, if you're planning to take this path, it's damn near required that you contact us before you start your build to ensure the car will even be considered for this kind of exemption.

5.3.5. Penalty Lap Assessment Adjustments for Length of Endurance Racing Events:

5.3.5.1. All penalty laps issued by Tech and/or as stated within the BCR are applicable to:

5.3.5.1.1. Standard 7-hour endurance racing events

5.3.5.1.2. Standard 40-minute sprint racing sessions



5.3.5.2. Therefore, endurance event penalties shall be adjusted for longer/shorter endurance events:

- For races 8 hours or less, all penalties shall have a multiplier of 1.0 applied to the event.
- For races 8+ to 14 hours, all penalties shall have a multiplier of 1.5 applied to the event.
- For races 14+ to 18 hours, all penalties shall have a multiplier of 2.0 applied to the event.
- For races 18+ hours, all penalties shall have a multiplier of 2.5 applied.

Example: a 550 Point TCV would generate a 5 lap penalty for a Double-7 endurance event. A 550 Point TCV would equate to an 8 lap penalty for a 14 hour event, or a 10-lap penalty for an 18-hour race, or a 13-lap penalty for a 24- hour event. (NOTE - All penalties ending higher than “X.49” shall be rounded UP to the nearest whole number.)

5.3.5.3. ChumpCar’s Regional Directors shall have the ability to amend the “multiplier” to whatever factor is numerically related and/or appropriate to the length of the track or event. If the Regional Director chooses to amend the multiplier, the multiplier shall be specified in the Supplemental Rules of the event.

5.3.6. At each ChumpCar event, Penalty Laps (including multiplier factor) for all cars shall be listed at Tech Inspection prior to the start of the race. Tech forms or details of any car’s tech sheet shall NOT be displayed.

5.3.7. ANY CAR WITH A CUMULATIVE PENALTY TOTAL OF 75 LAPS OR GREATER AFTER TECH INSPECTION SHALL IMMEDIATELY AND AUTOMATICALLY BE TRANSFERRED TO THE “EC” CLASS .

5.4. Protest Rule: If your team is cheating, driving like an ass, or generally screwing-up the show and it’s blatantly noticeable, you’ll probably have your car or team protested. Here’s how the protest system works:

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

5.4.1.1. **Aggressive** Driving Protest: Must include a written and signed statement of the incident and be supported by video OR two additional driver statements that match or support the report of the Corner Marshal.

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

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

5.4.1.2. Vehicle Protest: The protest must identify, in writing – SPECIFICALLY – a MAXIMUM of five (5) items that may be present on the protested car and may not be claimed on the Tech Form or in the vehicle’s Log Book.

5.4.2. All protests must include a \$50 filing fee. No \$50 fee? No written complaint? Then don’t bother the Chief Steward or the Tech Chief with idle whining. The payment of a



\$50 protest fee has the potential 3 outcomes:

- 5.4.2.1. **VALID PROTEST:** The written and identified incident or item(s) being protested IS either confirmed by video or witnesses (including the Corner Marshal); or, in the case of components, the list of identified parts includes at least one (1) verified performance add-on that was NOT claimed... therefore, a penalty is applied to the protested team and the \$50 protest fee is returned to protester;
- 5.4.2.2. **INVALID PROTEST:** The written and identified incident and/or item(s) being protested was either NOT verified by video or witnesses; or, the performance add-on part(s) WAS/WERE claimed in the Vehicle Log Book/Tech Sheet and accounted for by Tech Inspection... therefore, no penalty is applied to protested team and the \$50 protest fee donated to ChumpCar's Charity of the Year;
- 5.4.2.3. **BOGUS (Waste of Time) PROTEST:** The Tech Chief reserves the right NOT to process the protest because the protest wrecks (that's smells really bad) of a fishing expedition or the Tech Chief is doing you a favor because he/she already knows that the stuff you're claiming is valid. The Tech Chief may also recognize that the stuff being protested is NOT defined as a performance add-on by the BCR and/or Tech Inspection. In any case, take it as a gift. No penalty is applied to the protested team and the \$50 protest fee is returned to the protester. Want to push the issue? Go ahead. But, when you lose your \$50, don't whine about it.

5.4.3. In all cases, any tear-down and/or rebuild costs for all INVALID protests shall be paid on-the-spot by the protesting team.

5.4.3.1. The Team Captain filing the protest must also pay for any parts (e.g. - seals, gaskets, etc.) that are destroyed during the inspection. The Regional Director and/or Regional Tech Chief shall oversee all tear-downs and inspections, and shall also be the FINAL say in any cost estimate regarding the parts reimbursement fee to be paid by the protesting team.

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

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

5.5. Post-Race Impound and Inspection

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

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

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

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



- 5.5.3.2. Raise and place the car on four (4) jack-stands, such that the pan or frame of the car is a minimum of 12” from the ground or floor level
- 5.5.3.3. Remove all four (4) wheels and tires
- 5.5.3.4. Open the hood, trunk and all other enclosed compartments
- 5.5.3.5. Have sufficient tools on-hand so as to remove the following components, parts, systems and/or assemblies for ChumpCar’s Tech Inspectors:
 - Spark Plugs
 - ECU Assembly
 - Cam or valve cover(s)
 - Carburetor and/or induction system
 - Intake and/or exhaust manifold
 - Shock absorbers and/or struts assemblies

5.5.4. ChumpCar competitors and teams are welcome to review the impound process, **but are not allowed to touch another team’s car or crawl underneath another team’s car.**

5.5.5. During the impound period, ChumpCar staff may engage in any inspection they so choose or determine, including but not limited to, the need to conduct the partial or full disassembly of any assembly, system or component for legality.

5.5.5.1. If a system or component or part has been completely and fully declared by the team, noted in the vehicle logbook as part of the vehicle’s Total Competition Value and signed-off by a ChumpCar Tech Official, then no resulting penalty can be assigned to that system, component or part during a post-race inspection.

5.5.5.2. During a Double-7 or 2-day race event, or during the course of a Sprint Race weekend, in order to allow a team to compete the following day without having to rebuild any assembly torn-down for post-race inspection, podium winners may have various assemblies or components marked and sealed for a delayed tear-down inspection after the final race of the weekend. Any penalty applied due to illegalities, found during a delayed inspection, will be applied to ALL race events of the weekend.

5.5.6. Any vehicle found to be illegal during post-race impound and inspection MAY be DQ’d... or MAY be re-classified as EC (See Section 2.1.6)... or MAY be assigned penalty laps... or MAY have additional Total Competition Value adjustments and/or notations placed within the vehicle log book, based on the severity of the illegality.

5.5.7. Upon the close of impound, all race results and standings are final.

5.6. To help level the playing field and ensure close competition, all First Place finishers (race winners) will automatically receive penalty laps (Endurance Races) or penalty times (Sprint Races) at subsequent ChumpCar races equal to their DISTANCE (Endurance Races) or Time Margin (Sprint Races) of victory over Second Place.

5.6.1. For Endurance Races, all distances shall be translated to laps based on the length of the current track being utilized. This ruling shall be referred to as the “DOV+1” – Distance of Victory... Plus One Lap.

5.6.1.1. The DOV shall be established by combining the following:

5.6.1.1.1. The number of penalty laps the winning car was issued after tech at its race



winning event, converted to miles... PLUS...

5.6.1.1.2. The margin of victory in laps realized by the winning car, converted to miles... PLUS...

5.6.1.1.3. One lap at the current competition track, converted to miles.

Example: Your car gets 5 penalty laps at Brand X Raceway (a 1.0-mile ROVAL) after tech. That's equal to 5 miles of distance. Your car wins the race by 10 laps... or 10-miles of distance. Your DOV is 15 miles. Now, you head off to race at Brand Z Motorsports Park and their 3.0-mile road course. ChumpCar will take the 15-mile DOV penalty and add one lap from Brand Z to the DOV – 15 miles plus 3 miles – resulting in an 18-mile penalty... or, a 6 lap starting penalty.

5.6.1.2. The DOV+1 will be adjusted based on race length; for example, a 10-mile DOV+1 penalty realized during a 14-hour enduro would be adjusted DOWN to a 5-mile penalty for a 7-hour enduro and, likewise, adjusted UP to 17-miles for a 24-hour endurance race.

5.6.1.3. The DOV+1 will be rounded to the nearest whole number; lower @ .4 or less, or higher @ .5 or greater.

5.6.2. For Sprint Races, the winning margin (measured in time) over Second Place shall stand as the handicap... Plus 30 Seconds. This ruling shall be referred to as the “MOV+30” – Margin of Victory... Plus 30 Seconds.

5.6.3. The DOV+1 and the MOV+30 ruling shall be effective immediately and stay in effect for the following THREE (3) RACES (not events) that the team and car competes in, regardless of calendar time.

5.6.4. Subsequent victories within the 3-race period shall re-start the 3-race DOV+1 and/or MOV+30 time period, with the DOV/MOV of greater distance or time being applied.

5.6.5. Any team suspected of ‘sand-bagging’ in order to finish with a low or smaller lap victory will be penalized as we see fit... and it won't be nice! If your lap times suddenly drop in the last hour of the race while you're leading by 15 laps or 15 seconds... or you come in for a mysterious vibration in the front hub... you're toast. Therefore, ChumpCar reserves the right to assess the DOV/MOV penalty based on the largest margin-of-lead within the last 3 hours of the race (Endurance Race) or the last 10 minutes of the race (Sprint Race) if the DOV/MOV at the end of the event is determined by ChumpCar officials not to be a true DOV/MOV.

5.6.6. The DOV+1 and MOV+30 ruling shall apply to ALL events, excluding Regional Championship events.

5.7. The ALL-IMPORTANT OPTION CLAUSE: Got penalty laps? Want to get rid of that albatross around your radiator? GET RID OF ALL THAT CRAPPY RACE STUFF THAT GOT YOU THE PENALTY LAPS IN THE FIRST PLACE!

5.7.1. Re-tech can be accomplished ONLY prior to a new event. Teams cannot remove value-added or cheaty parts after a car has gone through tech for a particular event.

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Rules

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6. ENTRIES AND TEAMS

6.1. Entry Applications, Acceptance and Payment Deadlines:

6.1.1. The Entry Deadline is 90-days prior to the event.

6.1.1.1. Each entry application shall require a refundable \$250 deposit before any application will be processed. No deposit – no entry.

6.1.2. The Payment Deadline for ALL events is 60-days prior to the event. The payment deadline requires the balance due for the entry and team.

6.1.2.1. Late Fee: The ChumpCar auto-pay website will impose an automatic \$200 late fee for any team / entry payment within 60-days prior to the event.

6.2. Entry & Driver Fees

6.2.1. For all ChumpCar Sprint Race Events:

6.2.1.1. TBA based on entry numbers and track costs. The target entry fee will be \$400 per car and one driver.

6.2.2. For all ChumpCar Endurance Race Events: **Entry fees will be set based on current track and support costs. See ChumpCar.com for specific event pricing. However, ChumpCar will try to maintain the following pricing standards whenever possible:**

- For all one-day events of 8 hours or less; \$750. For all one-day events between 9 and 14 hours: \$1,000.
- For all two-day events where track time is 14 hours or less; \$1,000.
- For all two-day events where total track time is between 14 and 18 hours: \$1,200.
- For all events greater than 18 hours: \$1,300.
- **ChumpCar may require a different entry fee or driver minimum for special events and/or tracks and/or circumstances.**

6.2.3. Additional Driver Fee for all events: \$50 per Driver.

6.2.4. **2016** Competition License Fee: included with your annual Club Membership fee.

6.2.4.1. Replacement membership card: \$10. Requires 7 days.

6.2.5. Novice School: **Mandatory attendance for first time road racing competitors.**

6.2.5.1. Drivers with a current (within 2 years) license from FIA, IMSA, Barber, SCCA, NASA or drivers who have participated in a ChumpCar World Series event within the last 2 years will be exempt from Novice School. Other sanctioning body licenses and/or experience may allow exemption (but don't count on it), so check with ChumpCar management for exemption allowances.

6.2.6. \$50 Transponder Rental. AMB 260X transponder required to compete.

6.2.6.1. All teams must have a factory MyLaps / AMB transponder mounting bracket affixed to their car in an approved location. Mounts are sold by ChumpCar at tech inspection. No loose or zip-tied or duct-taped transponders are allowed.



6.2.6.2. Any team that registers for an event and doesn't provide a transponder number on the registration entry form will automatically be ordered a rental transponder. If you don't show up, or even if you show up with your own transponder, we're charging you for the rental anyway. **If a rental transponder is lost or broken, you agree to be charged \$500 for its replacement, or you buy us a *new* one. If the case is cracked or deformed in any way but the unit still works, you agree to be charged \$200 for shipping, repair and testing.**

6.2.7. **2016** Log Book: \$5 per book... good until you fill it up. You can always save \$5 by not racing a lot and never fill it up -- your call.

6.3. Refunds:

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

6.3.2. ChumpCar will NOT issue a deposit refund for any reason once the Payment Deadline for an event's registration has closed. (At the close of registration ChumpCar makes commitments to the various tracks to hold events... based on your commitment to ChumpCar to participate. If you do not show up, we still have to pay.)

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

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

6.4. Catastrophic Failure Discount:

6.4.1.1. Endurance Race – If a competitor's car experiences a catastrophic, non-repairable, Titanic-esque mechanical failure (not the result of brain fade or collision while on the track) within the first two (2) hours of the first day of any ChumpCar Endurance Race event where the total event track time is greater than 8 hours, ChumpCar will extend \$200 in ChumpChange to that team for their next ChumpCar entry.

6.4.1.2. Sprint Race – If a competitor's car experiences a catastrophic, non-repairable, Titanic-esque mechanical failure (not the result of brain fade or collision while on the track) within the first two (2) run groups for the car's class on the first day of any ChumpCar Sprint Race event, ChumpCar will extend \$50 in ChumpChange to that team for their next ChumpCar entry.

6.5. ChumpCar continues to expand its list of world-class tracks, event formats, venues and raceways.

Additionally, ChumpCar continues to create exciting events that attract larger and larger fields. Therefore, ChumpCar may impose registration restrictions, entry fee adjustments and/or previous event requirements for certain special events.

6.6. ChumpCar Multi-Race Discount: Now a Regional program! See your Regional Director!

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7.0 RULES OF THE ROAD

- 7.1 These are penalties for SINGLE (1) infractions within any ONE (1) hour period during an Endurance Race and/or within any ONE SESSION during a Sprint Race; additional and cumulative infractions will result in longer penalties.
- 7.2 Before you get all pissed-off because you got a lengthy time-out penalty, take a deep breath and calmly ask the Pit-In/Black Flag Marshal “WHY” you got the extra time. You may be surprised to learn that you or your team has accrued 4 contacts and 3 spins over the course of the event. We don’t just make this stuff up...
- 7.2.1 Clarification: a single, serious infraction by a driver/team may result in the removal and expulsion of the entire team – at the discretion of the Chief Steward.
- 7.3 Black Flag Use and Penalties
- 7.3.1 The Chief Steward will use his/her discretion if and/or when to apply a Black Flag for the following driver (on-track) incidents and/or infractions, based on the frequency and/or severity of the infraction:
- Four-off / Spins
 - Blocking or Unsafe/Incomplete Pass
 - Over-driving/Unsafe Driving
 - Contact of ANY Kind
- Clarification: Contact of ANY kind includes bump-drafting.**
- 7.3.2 The Chief Steward is **REQUIRED** to issue a Black Flag for the following driver (on-track) incidents and/or infractions, regardless of whether the infraction is a first offense:
- Intentional course cutting: continuous or multiple two- or four-off
 - Unsafe course entry / re-entry (incl. disregard for blend lines)
 - Excessive speed / unsafe driving in pit lane and/or paddock area
 - Repeated blocking and/or hazardous driving
 - Unsafe and/or overly-aggressive driving that places other cars at-risk
 - Any action that places an event worker or spectator at risk
 - Intentional contact
 - Unintentional contact resulting from negligence, carelessness, unsafe passing or lack of control
 - Contact with any course barrier (incl. k-wall, tire-wall, barrel, course marker and/or assemblage of cones demarcating the course boundaries)
- 7.3.3 Penalties – The following are actions that may be taken against any driver and/or team for ANY of the infractions listed above in Sections 7.3.1 and/or 7.3.2:
- Warning / furred Black Flag
 - Team Captain meeting with the Chief Steward or Chief of Tech
 - Black Flag (consultation)
 - Driver and/or Team removal from the event
 - Black Flag Impound
 - Driver and/or Team suspension from ChumpCar
 - Mandatory driver change



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

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

Driving Infraction Penalties for Sprint Races – To be determined by the Chief Steward.

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

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

7.5 **Maximum Driving Time:** Unless specified in an event’s Supplementary Regulations or a waiver is granted by ChumpCar officials:

7.5.1 Each driver on a team, within an Endurance Race, must have a minimum (aggregate total time) of 1 hour in the car per race event.

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

7.6 **On-Track Driver Conduct**

7.6.1 It is the responsibility of all drivers to avoid physical contact between cars on the race track.

7.6.1.1 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.

- 7.6.2 **The responsibility for the decision to pass another car and to accomplish that pass safely rests with the overtaking driver.** The driver that is about to be overtaken has the responsibility to be aware that he or she is about to be passed, give hand-signals and shall not impede the overtaking car.
- 7.6.2.1 **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.
- 7.6.2.2 **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.
- 7.6.2.3 **It is the responsibility of the overtaking car to prepare for, plan and execute a FULL and COMPLETE safe pass.** The definition of a full and complete pass is when the overtaking car has extended a lead of approximately one car length ahead of the vehicle being passed.

7.7 Hand Signals:

- 7.7.1 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.
- 7.7.2 A driver who about to be overtaken should point to the side on which an overtaking driver should pass.

7.8 Stopping on a Course; Accepting Assistance:

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

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8. RULES OF THE PIT

READ THIS SECTION TWICE. THEN, RE-READ IT AGAIN!

Pit rules are written for **BOTH** Endurance Racing and Sprint Racing. That said, it is easy to see where Endurance Racing rules are not appropriate for Sprint Racing (e.g, - 5 minutes timed pit stops). Teams are to use common sense when applying these rules to their race format. If the rule is associated with safety, consider it **IN FULL EFFECT** regardless of the race format.

8.1. Pit and/or Paddock Area:

8.1.1. 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.

8.1.2. Unless otherwise noted, all fueling will be in the “hot pit” area.

8.1.3. While in the “hot pit” (wherever designated), each CAR entered in the event is **REQUIRED** to have ready a minimum of one (1) each:

8.1.3.1. **Ten (10) pound** dry chemical fire extinguisher having a minimum UL 60 BC or ABC rating

8.1.3.2. **Ten (10) pound** bag of grease-sweep, kitty-litter or other absorbent for oil leaks and/or fuel spillage in their fuel storage area. (Having a broom is a good idea, too!)

8.1.3.3. A suitable gasoline and/or liquid catch pan

8.1.3.3.1. Due to excessive fuel spillage from flat drip trays and due to a wide variety of extremely inappropriate catch pan applications, all fueling / gasoline catch pans **MUST**:

8.1.3.3.1.1. Be manufactured of metal or sturdy, chemical-resistant plastic

8.1.3.3.1.2. Maintain a minimum 3" depth

8.1.3.3.1.3. Must hold a minimum of 1-gallon (4-quarts) of liquid

8.1.3.3.1.4. Should be larger than 12" square or 12" in diameter and should not exceed 24" square or 24" in diameter.

NOTATION: FLAT DRIP PANS OR TRAYS (whether metallic or plastic), ALUMINUM ROASTING PANS, RUGS, CARDBOARD AND/OR ANY OTHER SO-CALLED "CONTAINER" ARE NOT APPROVED FOR USE. YOUR PIT STOP WILL BE HALTED IN-PROCESS IF YOU ARE SEEN USING ANY OF THE ABOVE AS A FUEL CATCH PAN.

8.1.4 **OPTIONAL:** Over-flow vents may be engineered for cars with FUEL CELLS ONLY. If a fuel-cell vent is developed, it **MUST**:



- 8.1.4.1 Exit at the rear of the car;
- 8.1.4.2 Be constructed of a gasoline-resistant hose, no larger than 3/4" (0.75") inside diameter;
- 8.1.4.3 Be securely attached to a 3/4" outside diameter, tubular, metal bulkhead that extends no less than 4" and no more than 6" inside the car and extends no more less than 4" and no more than 6" outside the rear panel/bulkhead of the car;
- 8.1.4.4 Allow positive and secure MECHANICAL attachment of a sealed overflow can with a minimum liquid capacity of 1-gallon (US)
- 8.1.4.5 No hand-held overflow cans; no overflow can is allowed to spill fuel upon attachment or de-attachment and removal
- 8.1.4.6 Use of an overflow vent and overflow can for cars with fuel cells DOES NOT remove the requirement for a ground-positioned catch pan for spills.

8.1.5 There is no sharing of the aforementioned safety equipment between cars or teams.

Any car not having a suitable 10 LB fire bottle – AND -- 10 LBs of grease-sweep or absorbent – AND – an approved fuel catch pan in their pit stall or paddock area will NOT BE ALLOWED TO FUEL THEIR CAR. YOUR PIT STOP WILL BE HALTED IN-PROCESS IF YOU LACKING ANY OF THE ABOVE.

- 8.1.6 All compressed air bottles/gas cylinders, with a pressure in excess of 200 psi, shall have a protective structure around their gauges and valves when in the pit/grid/pre-grid areas.
- 8.1.7 Unless restricted by the track, certain motorized paddock support vehicles may be allowed **(but under no circumstances will 3- wheelers, mini-bikes, motorcycles, etc. be allowed)**. Golf carts and other utility carts are allowed **PROVIDED** that all drivers are 16 years or older and have a State-issued driver's license. Unsafe driving or use of a golf cart or 4-wheeler may result in a penalty or even disqualification of the team associated with the cart, at the discretion of the Chief Steward or as dictated to ChumpCar by the track.
- 8.1.8 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.

8.2 Pit Stops and Re-fueling of Vehicles:

- 8.2.1. Fueling areas for each event shall be identified within the Supplementary Regulations or by an announcement of the Chief Steward.
- 8.2.2. Each pit stop for fuel shall be a timed pit stop. The minimum time required per stop is five (5) minutes.
 - 8.2.2.1. Vehicles will be timed in and timed out of the pits. Vehicles leaving early will receive an additional 5 minute stop-and-go penalty for the first offense. A second offense will result in a trip to the "Penalty Box" for discussion with ChumpCar officials.
 - 8.2.2.2. Pit stops where fuel is not added to the car shall not be considered a timed pit stop.
 - 8.2.2.3. There is no minimum or maximum number of pit stops.



8.2.3 All refueling shall be accomplished using a DOT and/or ChumpCar approved, five (5) gallon plastic fuel jug. We really like these and see a lot of jugs like these being used:

- <http://www.tuffjug.com/>
- <http://www.saferacer.com/scribner-5-gallon-fuel-jugs.html?productid=462>

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

8.2.3.1 ChumpCar will allow the use of the Flo-Fast mechanical pump for fueling race cars (model # 30301). <http://www.flofast.com/flofastmsrp.html> The Flo-Fast pump MUST be used with an approved 5-gallon jug. This is the ONLY pump we'll allow... so don't ask.

8.2.4. Fuel and Possible Ignition Sources:

8.2.4.1 Any car engaged in fueling MUST have their electrical kill-switch in the OFF position while the fuel cap is off and/or a fuel jug (full or empty) is present within 5' of the vehicle.

8.2.4.2 As protection from static electricity and fuel ignition, there shall be NO metal parts or components attached to the last ten (10) inches of any fuel hose; hose ends to be non-conductive.

8.2.4.3 Teams should be aware of and consider the placement of any possible ignition source in-line with the gravity fall-line of any possible fuel spillage, as well as the where fuel may spread during any possible fuel spillage. This would include but not be limited to exhaust tubing, brake rotors and/or electrical wiring.

8.2.5 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).

8.2.6. All refueling must be done in the area designated by the Supplemental Rules once the race has started. Teams not refueling in the appropriate location, as identified in the supplemental rules, will be penalized 30 minutes, at the discretion of the Chief Steward.

8.2.6.1 NO FUEL JUGS (OR CREW MEMBERS) ARE ALLOWED ON OR OVER THE WALL UNTIL THE CAR HAS COME TO A FULL AND COMPLETE STOP. ONLY ONE (1) FUEL JUG IS ALLOWED OVER THE WALL AT A TIME.

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

8.2.8. A MAXIMUM OF FIVE (5) PEOPLE ARE ALLOWED OVER THE WALL DURING FUELING.



8.2.8.1. Refueling may NOT engage any more than 3 team members over the wall. One (1) of these 3 people must be a person responsible as the fire bottle control person – see section 9.2.10.

8.2.8.2. Driver changes shall total 2 people over the wall; this means one (1) person involved in assisting with the driver change.

8.2.8.3. Any team member associated with the fueling process, **must be** over the wall and while fuel is being added to a race car must wear fireproof safety equipment. This includes fire suit, gloves and helmet with visor. Balaclava and goggles are NO LONGER allowed. FUEL PORTS ON THE PIT SIDE OF THE CAR ARE NO LONGER EXEMPT. Non-driver, crew members may utilize a single-layer suit without underwear, but gloves and helmet are required. Other than non-open toed shoes, shoes and socks are open for non-driving crew members performing (re)fueling but fireproof socks and leather shoes are HIGHLY advisable.

8.2.8.4. Team members that are NOT driving but are refueling and are required to wear a safety helmet may use an out-of-date Snell SA90 or SA95 or SA2000 helmet for pit duties. Only SA-rated helmets are allowed; no “M” helmets. Non-driving team members (pit crew) shall mark both sides of their helmets with the words “FUEL ONLY” in 1.5”, high-contrast and easily identifiable letters.

8.2.9. Working on the car **before** adding fuel is allowed. HOWEVER, once the fuel cap has been removed from the car all work MUST stop. Once the fuel cap has been removed and/or while fuel is being added a team MAY exchange drivers or allow the current driver to remain in the car during fueling. **Drivers shall have complete safety gear on if over the wall during fueling.**

8.2.10. At the moment the fuel cap is removed and while fuel is being added, a team MAY NOT work on the car, lie under the car, peer into any part of the car, touch any part of the car not associated with a driver exchange or fueling, or attend to any mechanical condition of the vehicle. **This includes changing any “cool suit” ice or draining any driver comfort system.**

8.2.10.1. Work may only be performed on the car while refueling at the request of, or as 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.

8.2.11. Throughout all fuel stops, one (1) team member must manage an approved 10LB-ABC fire extinguisher and be stationed no less than 10’ and no more than 15’ from the point where fuel is being added to the vehicle. This team member is restricted from performing any other duty or function while managing the fire extinguisher; their entire focus is to be a safeguard in case of a fire. **THE FIRE BOTTLE SAFETY CREW MEMBER IS NOT ALLOWED TO HANDLE FUEL JUGS.** SFI- or FIA-approved Nomex protective clothing and a helmet (meeting Section 8.2.8.4) **WITH VISOR DOWN** is **REQUIRED** for all team members over the wall while fueling in on-going. A single layer suit (without Nomex underwear) is allowed. **Closed-toe shoes and cotton socks are allowed; however, fireproof shoes and socks are HIGHLY recommended.**



8.2.12. Overhead or elevated refueling rigs or electro-mechanical assist units to assist in lifting or supporting a fuel container are NOT allowed. All fuel jugs are to be manually supported by the team members engaged in the refueling process.

8.2.12.1 Only ONE (1) fuel jug is allowed over the wall at a time and only ONE (1) fuel jug is to be poured or pumped into a car at a time.

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

8.2.13. **TEAMS ARE RESTRICTED FROM STORING MORE THAN THE NUMBER OF JUGS REQUIRED FOR TWO (2) FUEL STOPS WITHIN THEIR PIT STALL. ALL OTHER FUEL MUST BE STORED IN THEIR TRAILER OR AT LEAST 30' AWAY FROM THE HOT/COLD PIT AREA. 10-GALLON TANK = 4 JUGS MAXIMUM IN THE PIT STALL.**

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

8.2.13.2 55-gallon drums may be used on the "cold" side of the pit wall to re-fill ChumpCar approved 5-gallon plastic fuel containers unless otherwise specified in the Supplemental Rules.

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

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

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

8.3 Working Beneath Any Vehicle:

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

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

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9. MECHANICAL & ELECTRICAL SYSTEMS, ASSEMBLIES, COMPONENTS

Bodywork

9.1. Glass:

- 9.1.1. All window and/or sunroof glass (except front OE Safety-Glass windshields) must be removed from all competition vehicles participating in ANY ChumpCar event prior to the car being allowed on the race track. This **INCLUDES** all EC cars.
- 9.1.2. For cars and/or teams **NEW** to ChumpCar (first event), cars **MAY** retain original window and/or sunroof glass provided:
 - 9.1.2.1. **ALL** glass is properly and thoroughly taped (that's **ALL** glass...not some... and, yes, we know that it will be hard to see out the back window).
 - 9.1.2.2. A **ONE-TIME** provision shall be noted in the vehicle log book. This is a single event waiver.
- 9.1.3. Tinted film is **NOT** considered legal or adequate protective tape.
- 9.1.4. Cracked windshields will be carefully scrutinized. Cracks that are deemed a visual hazard to the driver or have the potential of losing their structural integrity upon impact by any object shall not pass Safety & Tech inspection, requiring removal prior competition.
- 9.1.5. Windshields: OE windshields may, optionally, be removed. Stock replacement windshields or polycarbonate (Lexan) windscreens are acceptable. Plexiglas plastic is not acceptable. **If your windshield is removed you must have a complete hood in place as your firewall.**
 - 9.1.5.1. All polycarbonate windscreens and/or windshields **MUST** have a uniform thickness of at least 3/16".
 - 9.1.5.2. All cars with polycarbonate front windshields or windscreens are required to have front safety straps installed on the **INSIDE** of the cockpit to support the windshield and keep it from collapsing into the interior of the vehicle.
 - 9.1.5.2.1. A minimum of two (2) straps is required.
 - 9.1.5.2.2. Straps shall be 1 inch wide x 1/8 inch thick (aluminum or steel), and shall be bolted or riveted to the chassis or roll-cage at the top and bottom of the strap.
 - 9.1.5.2.3. The straps cannot be any further than 1" from contact with the front windshield.
 - 9.1.5.2.4. Placement of both straps should be approximately 12 inches apart and at least one strap may not exceed being placed more than 12" from the centerline of the windshield.
- 9.1.6. Side Windows:
 - 9.1.6.1. No covering of any type (other than a required and approved window net) is allowed in place of the driver's side window.



- 9.1.6.1.1. A small piece of deformable plexiglas or polycarbonate may be used to screen-in an exposed area of the driver's side window (left exposed by the window net) without value-add PROVIDED the piece of screening plastic does not exceed eighty square inches (that's an 8" X 10" covering... about the size of a piece of paper) and is a maximum 1/8" in thickness.
- 9.1.6.2. No covering of any type is allowed in place of the passenger's side window.
- 9.1.6.3. Polycarbonate or plexiglas is allowed in place of any **rear** side window opening without additional value-add, provided:
 - 9.1.6.3.1. A factory-installed (OE) window was standard equipment for the year, make and model of car presented to Tech.
 - 9.1.6.3.2. The window opening is located behind the driver's seat or B-pillar (whichever is appropriate).
 - 9.1.6.3.3. All material must maintain a uniform thickness of at least 1/8".
 - 9.1.6.3.4. All windows must be attached by screw, rivet or bolt on a maximum 10" centerline around the perimeter of the window covering.
 - 9.1.6.3.5. The shape and location of the window covering must be exactly the same size, shape, plane and location of the OE window.
- 9.1.7. Rear Windows and/or Hatches:
 - 9.1.7.1. Polycarbonate or plexiglas is allowed in place of any rear window or hatch opening without value-add, provided:
 - 9.1.7.1.1. All material must maintain a uniform thickness of at least 1/8".
 - 9.1.7.1.2. All windows must be attached by screw, rivet or bolt on a maximum 10" centerline around the perimeter of the window covering.
 - 9.1.7.1.3. The shape and location of the window covering must be exactly the same size, shape, plane and location of the OE window.
 - 9.1.7.2. All polycarbonate rear windows or hatches are required to have at least two (2) 1" x 1/8" aluminum safety straps installed on the OUTSIDE of the window/hatch to support the window and keep it from separating from the vehicle. Straps must extend the full length of the window/hatch and must be securely attached to the chassis or roll-cage.
 - 9.1.7.3. Rear- and mid-engine vehicles where the rear window is an extension of the fire-wall may retain the OE-glass (MUST be taped) or add a replacement plastic panel, **with straps**, without value-add.
- 9.1.8. Allowable Modifications:
 - 9.1.8.1. On rear, side-windows: Either one (1) NACA duct (maximum opening of 11" in total length x 6" in total width) or one (1) maximum 3" diameter hole may reside per vehicle side for driver ventilation ONLY. This allowable modification may NOT be applied to any other cooling, intake or performance-based use.
 - 9.1.8.2. On rear-windows and hatches: A maximum of two (2) three-inch (3.0") diameter holes may be drilled or machined anywhere within the window or hatch.
- 9.1.9. NOTE: The maximum sizes and numbers, as specified above, are a "maximum" are will not be allowed ANY consideration or adjustment.



9.1.10. Section 9 amendment does not extend to sunroof hatches or openings.

9.1.11. This amendment will alter Section 4.5.5 of the BCCR to read:

9.1.11.1. 4.5.5. Fabricated Components: In support of Section 4.5.3.1, ALL COMPONENTS fabricated by a race team, even though they may have near-zero cost associated with them, still have value. THIS INCLUDES SPLITTERS, SPOILERS, WINGS, ROOF COVERINGS, ENGINE/TRANS MOUNTS, ETC. – ANYTHING THAT YOU MADE.

9.1.11.2. No other changes to Section 4.5.5 are applied.

9.2. Nerf Bars or Exo-skeleton: Added structural elements that extend beyond the outline of the original body line are not allowed. Roll-cage main hoops and halo bars may extend above the roof.

9.3. Body Panels:

9.3.1. Fender skirts and hub caps shall be removed. All operable components of the vehicle's body (e.g. – hood, doors, hatch or trunk lid) shall have a latching mechanism or be securely fastened.

9.3.2. Each car entered must have a minimum of SIXTY PERCENT (60%) of the total ORIGINAL body work and panels on the car.

9.3.3. Doors cannot be removed. All cars must have a door or "OEM equivalent" body panel. Doors do NOT need to open or be operative. Doors may be welded closed. Doors may be re-skinned; however, re-skinned panels must be covered with the same type, thickness and quality of material as originally presented by the manufacturer (no aluminum panels replacing steel panels). Doors shall, in general, match the shape and contour of the originally designed bodywork, including at least 75% of the original height, as measured upwards from base of the door line. Doors may or may not include an internal support structure; however, intrusion prevention into the driver's compartment will be a determining factor as to panel rigidity and stoutness.

9.3.4. Body panels may NOT be significantly supported or held solely in-place by fabricated tubular, sheet metal and/or other forms of fabricated framework or brackets. Body panels must maintain their original placement, shape and profile without the aid of other supporting brackets, rods, tubes or frames. (This is a subjective judgment call on the part of the Tech Inspector.)

9.3.5. No cars shall be lightened to the point that the body is just "hanging" in-place. Meeting all points in Section 10.3, a Tech Inspector should not be able to lift any section or panel of a vehicle body from what is supposed to be a permanent placement and deform a majority of any panel.

9.3.6. All cars without windshields must have a hood. In this case, the hood is considered a firewall.

9.3.7. No kit cars.

9.3.8. Fiberglass hoods and trunks may be used with no value add IF the vehicle was so equipped originally.

9.4. Sunroofs, T-Tops, Convertibles:

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

Car Numbers, Class Designation and Visibility

9.5. Car Numbers: One, two and three digit numbers are allowed.



9.5.1. One- and two-digit numbers are HIGHLY PREFERRED TO ENSURE THAT THEY PROPERLY FIT ON THE NUMBER PANEL – 1 through and including 99. No cars may use “0” or “00” before their one- or two-digit car number.

9.5.2. Numbers must be shown on both doors and the roof. Open cars (convertibles / no roof) must have a car number on the hood. Roof or hood numbers are to be right-facing (passenger side facing) .

9.5.3. ALL CARS SHALL USE CHUMPCAR NUMBER BACKGROUND DECALS

9.5.3.1. **Three (3)** 14” x 24” **official ChumpCar-issued** backgrounds are required per car

9.5.3.2. One background shall be applied to the roof (or, as required, hood) of each car; numbers on the roof panel must be aimed towards the passenger side of the car. The number panel may be angled up to 30 degrees from center.

9.5.3.3. One background shall be applied to the front driver and passenger door of the car

9.5.3.4. **No other number backgrounds are approved or allowed and don’t even think of trying to make your own.**

9.5.4. ALL CARS SHALL USE BLACK NUMBERS (self-supplied)

9.5.4.1. Numbers shall be 12.0” tall. (That’s TWELVE INCHES. Not 11 or 13.)

9.5.4.2. Fonts shall be a minimum of 1.5” wide (brush stroke) and a maximum of 2.5” wide; one- and two-digit numbers can use wider numbers... three-digit numbers will have to use 1.5” thick numbers or they will not fit on the panel. Therefore, ChumpCar PREFERS teams to reserve one- or two-digit numbers.

9.5.4.3. All numbers shall use standard ARIAL or Helvetica fonts. No exceptions.

9.5.4.4. Teams with regional permanent numbers are advised to leave enough room before or after their number to add a simple “1” (or “11”) using black duct or electrical tape in case their number has been taken and they are competing out-of-region. All numbers MUST fit within the standard number background.

9.5.5. Within ten inches (10”) of the number panel (fore or aft ... that means in front of or behind), all cars in endurance and sprint races must have a racing class designation letter (see Section 2.1 / 2.2). The letter designation should be a capital letter in Arial font, no larger than 8” and no smaller than 4” in height and width.

9.5.6. NUMBER ILLUMINATION for all night racing events:

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

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

9.6. ChumpCar and Sponsor Decals:

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

9.6.2. Other event sponsorship decals may be required. ChumpCar Tech Officials shall have the right to remove and/or cover-up any graphics, decals or other identifying marks on the front fenders of all competition vehicles. Tech Officials shall have the right to place or have placement made of all required Series Sponsor decals.

THE FRONT FENDERS OF ALL CARS ARE RESERVED FOR THE DISPLAY OF SERIES SPONSOR DECALS AND OTHER SUCH PROMOTIONAL DISPLAYS, AS DESIGNATED SOLELY AND EXCLUSIVELY BY THE OPTIMA BATTERIES



CHUMPCAR WORLD SERIES.

Teams are advised to place all personal sponsor decals on the rear quarter-panels of their cars.

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

9.7. Headlights, Taillights and Brake Lights:

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

9.7.2. For Night-time Events: All cars must be equipped with suitable headlights. Headlights may be OEM or aftermarket. Cars having more than four (4) light sources mounted on the car, whether working or wired for use, will be required to COMPLETELY REMOVE all lights above the count of four (4).

9.7.2.1. CONVENTIONAL BULBS

9.7.2.1.1. No single light bulb or light source shall exceed 60W for H3 or H4 bulbs, or 35W for H.I.D. bulbs.

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

9.7.2.1.3. No vehicle may have mounted less than two (2) or more than four (4) headlights. A headlight is defined by the number of illuminating bulbs or sources – not by the housing. Cars with two (2) headlights within a single housing are hereby advised.

9.7.2.2. LED FIXTURES

9.7.2.2.1. Cars equipped with LED head- or driving-lights shall be restricted to a maximum of 4,000 Lumens per fixture and the total of all fixtures shall not produce more than 8,000 Lumens. **All teams with LED lights MUST provide tech with documentation to support any lumen data claim.**

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

9.7.4. 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. (This is NOT an either/or situation... there’s an “AND” in the sentence.)

9.7.4.1. Headlights must be aimed properly, such that all light is directed at track level. Cars with improperly aimed or blinding lights will be black-flagged and penalized.

9.7.5. For night events, all cars must have AT LEAST TWO operating headlights at all times. Cars not meeting this requirement shall be black-flagged and brought-in to add or repair lights to meet this requirement.

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

9.7.6. Taillights: All cars must have a minimum of two (2) operational taillights that remain on at all times whenever headlights are on. Taillights may be OEM or aftermarket. No car shall have more than four (4) taillights. Taillight illumination shall be as bright or brighter than a 1034 or 1157 bulb but shall not be so bright as to overpower/out-light operating brake lights. Multi-filament and combination brake/taillight assemblies are allowed.

9.7.7. Brake Lights: At all times and in any format of ChumpCar event, each car must have at least two (2) working brake lights that are easily seen from the rear. No car shall have more than four (4) total brake lights.



- 9.7.7.1. 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.
- 9.7.7.2. The placement of at least one (1) brake light where a mild rear-end impact won't break or obscure the light is HIGHLY advisable.
- 9.7.8. Headlight and taillight assemblies (and all associated hardware) are considered safety items and do not count toward your car's TCV.
- 9.7.9. All glass and/or plastic taillight and brake light lenses that may be damaged from vehicle contact are to be taped-over with clear packaging or other strong clear tape. Do not use Scotch tape.
- 9.7.10. Accessory (Theme) Lights:
 - 9.7.10.1. Accessory lights are NOT ADVISED on or inside any wheel assembly (as the lights are often mistaken for sparks). If you get black-flagged for possible sparks, too bad.
 - 9.7.10.2. Accessory lights inside the cockpit and driver compartment should be kept to a minimum. If the lighting is determined to be a nuisance to other drivers or race officials, ChumpCar shall have the right to order the lights removed or turned off. (Yes, we have wire cutters in the trailer...)
 - 9.7.10.3. No accessory lights are to look like or be mistaken for an emergency vehicle.

Fuel, Oil & Coolant Systems

- 9.8. **Zero Tolerance for Fuel Leaks:** You will have only one chance to repair any fuel leak. If a ChumpCar staff member detects a second instance of leakage, regardless of cause, your car will be removed from the race. No exceptions.

9.9. Fuel Tanks and Cells:

Note: EFFECTIVE 2 JANUARY 2016 – All cars equipped with fuel cells MUST have ball-check or sealable breather valves installed on all vents. See: <http://www.fuelsafe.com> and go to roll-over protection / fill-plates / valves

Note: EFFECTIVE 2 JANUARY 2016 – All cars equipped with fuel cells MUST have roll-over closure or “flapper valves” installed at the fuel inlet port of the fuel cell.

- See: <http://www.fuelsafe.com> and go to roll-over protection / fill-plates / valves.
- Also, <http://www.racerswholesale.com/product.cfm?InvKey=45534>
- <http://www.speedwaymotors.com/Jaz-Speedway-Fuel-Cell-Flapper-Valve,448.html>

- 9.9.1. Stock fuel tanks in stock locations OR approved fuel cells are the only fuel sources allowed for competition.
- 9.9.2. NON-OEM REPLACEMENT OR SWAPPED FUEL TANKS ARE NOT ALLOWED. It's either stock, in the stock location, or an approved fuel cell with the proper installation.
- 9.9.3. All fuel cells with FIA-FT3 (or higher) or SFI-28.1 certification and approval shall be allowed. No certification = not legal.
- 9.9.4. Fuel cells shall be limited to the stock, OEM fuel capacity for the make/model of car, plus-or-minus (+/-) two (2) gallons. Need a special cell size or can't find a cell that's close o the stock capacity? Contact ChumpCar.
 - 9.9.4.1. Allowable Fuel Cell Upgrades:
 - 9.9.4.1.1. For those teams having a STOCK fuel tank of 18-20 gallons, Chumpcar will allow the use of an SFI/FIA certified 22 gallon fuel cell.
 - 9.9.4.1.2. For those teams having a STOCK fuel tank of 26-30 gallons, Chumpcar will allow the use of an SFI/FIA certified 32 gallon fuel cell.



- 9.9.5. ALL FUEL CELLS MUST BE ENCLOSED IN A METAL CANISTER / ENCLOSURE. NO EXCEPTIONS!
- 9.9.6. Any surge tank must be located in-line, AFTER the fuel tank or cell and AFTER the primary fuel pump. Surge tanks are limited to one-half (0.5) gallon capacity.
- 9.9.7. Rotary-molded (plastic) fuel tanks are allowed as fuel cells provided they are SFI and/or FIA certified, foam-filled and fully encased in a metal enclosure, as well as properly installed and supported in the vehicle.
- 9.9.8. Fuel Cell Installation: If you decide to install a fuel cell, it must be securely mounted in a professional manner and must be installed in a safe location. All aftermarket fuel components must use threaded fittings and appropriate hose types, and include all appropriate racecar-quality vents, valves, and other features. Fuel cell installation will be judged on overall execution and apparent safety.
- 9.9.8.1. ChumpCar will allow SFI- and FIA-certified fuel cells to be mounted in the passenger floor area of 2-seater cars or cars that have no real space behind the driver's compartment... **IF THE FOLLOWING SAFETY PRECAUTIONS ARE STRICTLY MET:**
- 9.9.8.1.1. The passenger side has full NASCAR-type door bars.
- 9.9.8.1.2. The fuel cell is enclosed by a full metal canister AND a separate, fully-enclosed bulkhead that encloses the fuel cell and canister.
- 9.9.8.1.3. All lines and fittings in-and-out are metal or steel braid (Aeroquip).
- 9.9.8.1.4. The mounting frame and attachments for the fuel cell should be constructed of 1" square or tubular steel, with a minimum wall thickness of 0.120", and tied into the roll-cage... or comparable material and engineering.
- 9.9.8.1.5. Your team will NOT be allowed to have a driver in the car during re-fueling.

NOTE – CHUMPCAR STRONGLY (AND EVEN THAT WORD DOESN'T CONVEY THE IMPORTANCE OF THIS SUGGESTION) ADVISES THE PURCHASE A DEFORMABLE BLADDER-TYPE FUEL CELL (ATL, FUELSAFE, ETC.) AND NOT UTILIZE A RIGID, ROTO-MOLD FUEL CELL. INSTALLATIONS OF THIS TYPE WILL BE VERY CLOSELY SCRUTINIZED AT TECH, AND ANY CONCERN EXPRESSED BY A TECH INSPECTOR WILL RESULT IN THE CAR NOT PASSING TECH. PERIOD. END OF DISCUSSION.

9.10. Oil Catch Tanks, Filters, Coolers and Breathers:

- 9.10.1. Engine breathers, whether directly or indirectly ventilating the crankcase, and all transmission/transaxle breathers shall be equipped with oil catch tanks.
- 9.10.1.1. Minimum catch tank capacity shall be one U.S. quart for the engine and transmission/transaxle.
- 9.10.1.2. Oil catch tanks shall vent into the engine compartment or outside the driver's compartment.
- 9.10.2. Remote oil or fuel filters shall NOT be mounted in the driver/passenger compartment.
- 9.10.3. Cars not originally equipped with oil coolers but running aftermarket coolers shall be considered to have "added value" to their car... HOWEVER ... we're not that cold-hearted, and we want you to finish each race. Therefore, if you install a "plain-jane, JC Whitney, single-row, nuthin' special" oil cooler, we'll let it slide for only 20 points of value-add. But, if you install some NASCAR / ALMS / Kenworth /



value, well north of \$150. That's a minimum of 15 laps.

- 9.11. **Coolant:** Coolant must be water only--no antifreeze or anti-boil allowed. **Red Line Oil's "Water Wetter" is allowed.** A functional 1-Qt. capacity catch tank (overflow) is mandatory.

Exhaust & Noise Limit

- 9.12. **Exhaust System:** A professional installed, quality exhaust system is required.
- 9.12.1. Exhaust systems must be designed, routed, and maintained to avoid the proximity of fuel tank(s) and/or fuel-system components and/or driver compartments.
 - 9.12.2. Exhaust system shall not terminate in front of the main roll-cage hoop.
 - 9.12.3. Exhaust system must include at least two professional-quality flexible exhaust hangers (ie, not baling wire or plumber's tape) aft of the collector. All exhaust joints must be properly slip-jointed, properly bolted or welded, and must not leak.
 - 9.12.4. All teams must maintain their exhaust in good condition, without leaks, throughout the event.
- 9.13. **Noise Limit:** **ChumpCar's basic noise limit FOR ALL EVENTS is 92dB @ 50 feet from the track.** Certain events may impose a tighter noise restriction – check all event supplemental rules. Excessive noise will result in a black-flag and required repairs prior to being re-admitted to the race. A second offense will result in disqualification and removal from the event.
- 9.13.1. **Attention Rotary Teams – 92db. Everyone repeat after me...
NINETY – TWO – DEE – BEE.**
 - 9.13.2. Rotary Teams... please re-read Section 10.13.1. Okay, now there's no excuse.

Cockpit & Vehicle Interior

- 9.14. **Cockpit:** All loose items in the cockpit must be removed or secured, including (but not limited to) loose wiring, hoses, cables, carpets, insulation, and unnecessary plastics. **If you still want to have a hand held fire extinguisher in your car, it shall be securely mounted inboard, not on the door bars or high in the car.**
- 9.15. **Mirrors:** All cars must have at least one interior mirror. Cars with OE-type interior mirrors must also have a driver's-side exterior mirror. Passenger's-side exterior mirrors are optional. Cars with panoramic or "Wink"-type interior mirrors do not require exterior mirrors; however, they are optional.
- 9.16. **Fuel, Oil, and Coolant Lines in the Cockpit:** Any fuel, oil, or coolant lines that pass through the driving compartment must be encased by steel conduit or aluminum tube. (Flex-conduit is acceptable. Lines wrapped in aluminum tape are not acceptable.) OE metal lines in good condition, in their original location, are exempt from this rule, but encasement is still recommended. Steel braided lines are acceptable.
- 9.17. **Engine Firewall:** Openings or holes in the engine firewall under 2" diameter must be closed and sealed with metal plate, adhesive metal tape or OE-type grommets. Openings larger than 2" diameter must be closed and sealed with metal plate that is bolted, welded or riveted in place.
- 9.18. **Camera Mounts:** The mounts for video / photographic cameras shall be of a safe and secure design, and confined within the cockpit area of the vehicle. No cameras may be mounted outside of the driver's area or cockpit. The body of the camera (recording unit) shall be secured using a professional, commercially available mounting bracket that is securely attached to the roll-cage or interior bodywork



of the car. Duct tape or bungee cords are not approved for mounting a camera. A retaining tether is REQUIRED to restrain the camera in case it should break loose of its mount and the tether length shall be limited so that the camera cannot come in contact with the driver. HELMET MOUNTED CAMERAS ARE PROHIBITED REGARDLESS OF SIZE, WEIGHT OR APPLICATION.

- 9.19. **Cool Suits and Drinking Systems:** Cool suits and drinking systems are allowed in all vehicles. Water tank and/or ice storage container mounts shall be of a safe and secure design. No leakage of any kind is allowed throughout the system. ChumpCar will Black Flag your car for any liquid leakage... because we won't know if it's cool-suit water or gasoline. Driver-connections should be quick-disconnect or break-away.
- 9.20. **Ballast:** Ballast shall NOT be added to any cars to provide corner weight.
- 9.21. **Communications:** Every team must have a reliable way to signal and communicate with a team driver while on-track.
- 9.21.1. A pit board is acceptable. That's PIT BOARD; not cardboard box and crayon.
- 9.21.2. A helmet-wired radio system is best; however, no loose or hand-held radio receivers are allowed in the car.
- 9.22. **Transponders** (Repeating Section 6.2.6): All ChumpCar's must have a MyLaps / AMB 260X transponder required to compete, if you do not own one, you must rent one (\$50). All teams must have a factory MyLaps / AMB transponder mount affixed to their car in an approved location. Mounts are sold by ChumpCar at tech inspection or you can purchase them directly from MyLaps / AMB.
- 9.22.1. Lost or destroyed transponders will be charged to the team (\$500)
- 9.22.2. Damaged or deformed cases (but the unit still works) will be charged to the team (\$200)

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Optima Batteries ChumpCar World Series ® – 2016 Rules

All changes or additions are highlighted in **RED**.

Rules

Rev. 16-1.1

The following rules are for the **ChumpCar V8 Class** – a Stock Car and Late Model class. All general ChumpCar event, operational, safety and pit/paddock/track rules apply to the V8 Class unless specifically superseded by a written rule below. If in doubt, ask a ChumpCar official. We want you to have a great time racing... not a crappy time fixing things.

10. ChumpCar V8 CLASS RULES

10.1. Chassis

10.1.1. Chassis may be any full perimeter or straight rail steel frame made from minimum 2x3 steel tubing. Wheelbase 101” minimum.

10.1.2. Crankshaft centerline must be a minimum of 10” from the ground and centered between the frame rails.

10.1.3. Engine must be mounted such that driver side #1 spark plug is in-line (+/- 2”) with the grease fitting on the upper left front ball joint.

10.1.4. Roll Cage



10.1.4.1. Roll cage tubing to be 1.75” OD minimum, 0.090” thick DOM.

10.1.4.2. A minimum of six (6) roll cage mounting locations required (two main hoop, two rear stays and two front down bars).

10.1.4.3. 1/8” steel gussets must be used at all major roll cage joints.

10.1.4.4. A diagonal bar in the main hoop must be run from the drivers top to the passenger lower.

10.1.4.5. A diagonal or “Petty” bar must be run from the center of the main hoop up to the right front halo bar.



- 10.1.4.6. Four (4) driver and passenger door bars are required (three curved). There shall be six (6) vertical supports between the door bars (two per gap).
- 10.1.4.7. The driver's door bars shall be covered in a solid steel plate, minimum 16 gauge steel.
- 10.1.4.8. A dash bar between the two front down bars is required.
- 10.1.4.9. Bars leading forward to the front of the frame are encouraged.
- 10.1.4.10. Driver side foot protection bars encouraged.
- 10.1.4.11. This represents the minimum allowable cage. Competitors are allowed to add more bars as they desire. Example shown above (less the Petty bar and rear stays).
- 10.1.5. Treadwidth 66" maximum.

10.2. Suspension

- 10.2.1. Suspension design is open.
- 10.2.2. Shocks
 - 10.2.2.1. One shock per wheel. Coil-overs permitted.
 - 10.2.2.2. Shocks must be commercially available to anyone. No custom prototypes or calling Uncle Roger and asking for his takeoffs.
 - 10.2.2.3. Maximum purchase price per shock is \$250. We have Google and will look it up right in the tech line if there is any doubt.
- 10.2.3. Springs are open, but must be made of steel.
 - 10.2.3.1. Limit one factory style spring per corner. If coil-overs are used, only one spring per corner assembly.
- 10.2.4. Sway bar type and panhard rod bar type is open.
- 10.2.5. Brakes are open with the following limitations (we don't care how fast you go... we do care how fast you can stop):
 - 10.2.5.1. Any interchangeable brake and hub assembly permitted.
 - 10.2.5.2. Brakes must be installed on all four wheels and each wheel must be operational.
 - 10.2.5.3. Only cast type steel rotors, minimum 3/4" thick permitted.
 - 10.2.5.4. Brake bias adjustment within reach of the driver permitted.
- 10.2.6. Weight jacks permitted.
- 10.2.7. No hydraulic or mechanical weight shifting devices permitted.
- 10.2.8. Monoballs permitted in trailing arms with both sides being the same. Heim joints or adjustable type rod ends permitted.
- 10.2.9. Trailing arms may be either passenger car type or pickup truck type and length. Fabricated trailing arms permitted using a minimum of 2 inch x 3 inch steel box tubing a minimum of 120 thick for long arms or 1 1/4 inches by 2 inches steel box tubing a minimum of 120 thick for short arms.

10.3. Drivetrain

- 10.3.1. Rear axle
 - 10.3.1.1. Any make/model.
 - 10.3.1.2. Full floating shafts mandatory.
 - 10.3.1.3. Differential may be open, locker or spool.
 - 10.3.1.4. Any ratio allowed. Quick change type permitted.



10.3.2. Driveshaft must be painted white. A steel driveshaft safety loop shall be mounted around the driveshaft at the front and rear of the driveshaft and be securely fastened to the chassis.

10.3.3. Transmissions

10.3.3.1. No automatics.

10.3.3.2. 3 & 4 speed manual transmissions only. Must have a functional reverse gear.

10.3.3.3. Maximum purchase price for transmissions is around \$3000. Why do we say “around \$3,000”? Because some transmissions in certain parts of the country are cheaper than others and we’re willing to hear your sad tales of woe on why you spent \$3,350 for a transmission that everyone else got for \$2,500. The bottom-line is this... no custom transmissions, no mega-bucks units, nothing that smells like money. If we don’t like it, you won’t like it.

10.3.3.4. Single or multi-disk clutches allowed. No carbon, unobtainium, or otherwise ridiculously fancy clutches.

10.4. Engines

10.4.1. Engine make and model are limited to naturally aspirated, four cycle, internal combustion, gasoline burning, factory style engines.

10.4.2. Engine must be V8 design.

10.4.3. Maximum engine size to be 360 cubic inches.

10.4.4. GM cast iron block LS motors and Ford modular engines allowed.

10.4.5. Must use pump gas (93 octane or lower).

10.4.6. Wet sump oiling system only.

10.4.6.4. Accusumps allowed.

10.4.7. Flywheel must be steel or cast iron only.

10.4.8. Scatter proof bell-housing mandatory.

10.4.9. One radiator, mounted in front of the engine, only. No antifreeze permitted.

10.4.10. Fuel injected engines are allowed provided:

10.4.10.1. Engine retains factory mass air flow sensor,

10.4.10.2. Engine retains factory throttle body,

10.4.10.3. Engine retains factory intake manifold,

10.4.10.4. Fuel injected cars will run at 2800lbs.

10.5. Carburetor

10.5.1. Open spec/home built motors must use Holley 500 cfm 2 barrel (4412).

10.5.2. GM 602/604 & Ford 347 JR/SR sealed crate engines may use Holley 650cfm 4 barrel (4150).

10.5.3. Must remain 100% stock except for:

10.5.2.1. Choke plate may be removed.

10.5.2.2. Float and jets may be changed.

10.5.2.3. Throttle linkage may be modified.

10.5.2.4. Dual throttle return springs mandatory.

10.5.4. Maximum purchase price for carburetor is \$1000.

10.5.5. Electric fuel pumps allowed.



10.6. Ignition and Electrical

- 10.6.1. No aftermarket crank trigger ignition systems. OEM crank triggers on GM LS and Ford Mod motors allowed.
- 10.6.2. Ignition boxes allowed (ie: MSD 6AL). HEI allowed.
- 10.6.3. Rev limiters are allowed and ENCOURAGED.
- 10.6.4. Any distributor that mounts in the factory location is allowed.

10.7. Fuel Cell

- 10.7.1. All cars must run an SFI/FIA approved fuel cell.
- 10.7.2. Maximum 22 gallon fuel cell.
- 10.7.3. Fuel cells MUST have ball-check or sealable breather valves installed on all vents.
- 10.7.4. Fuel cells MUST have roll-over closure or “flapper valves” installed at the fuel inlet port of the fuel cell.
- 10.7.5. Fuel cells must be encased in a suitable “cage” that is securely mounted to the chassis.

10.8. Exhaust

- 10.8.1. Must exit behind the driver and/or A-pillar of the vehicle.
- 10.8.2. Exhaust noise must measure 100dB or less at 50 feet, WOT.

10.9. Wheels

- 10.9.1. Steel wheels only.
- 10.9.2. 10” max wheel width.
- 10.9.3. 15” diameter with race tires.
- 10.9.4. 17” diameter allowed with DOT tires.
- 10.9.5. Heavy duty steel lug bolts and nuts must be used and measure 5/8 in size.

10.10. Tires

- 10.10.1. Cars may run any of the following types of tires:
 - 10.10.1.1. Hoosier 3045
 - 10.10.1.2. Hoosier F45
 - 10.10.1.3. Hoosier F50
 - 10.10.1.4. Goodyear 2902
 - 10.10.1.5. Goodyear 2560
 - 10.10.1.6. Towel City 89A
 - 10.10.1.7. Towel City 77A
 - 10.10.1.8. American Racer EC84
 - 10.10.1.9. American Racer EC85
 - 10.10.1.10. DOT tires with a treadwear of 180 or higher.
- 10.10.2. If DOT tires are used, must be Z rated or higher.
- 10.10.3. Tires must test to a durometer rating of 50 or higher.
- 10.10.4. A rain race may use:
 - 10.10.4.1. Any DOT tire meeting the above rules, or
 - 10.10.4.2. Hoosier or Goodyear wets (ex. Hoosier 44307).



10.11. Bodies are open to any OEM or ABC/Late Model Stock Car body.

10.11.1. Cars must run all panels (hood, doors, bumpers, roof) and must resemble a production vehicle.

10.11.2. Steel, aluminum, fiberglass or plastic body panels only. No carbon fiber panels. After market production bodies permitted.

10.11.3. Minimum ground clearance is 4”.

10.11.4. Hood can be either hinged at the rear corners with four hood pins along the front edge, or not hinged but with pins at each rear corner and four pins along the front edge.

10.11.5. Rear spoiler design is limited to 6” tall by 48” wide and must be securely fastened to rear deck. May be steel, aluminum or Lexan.

10.11.6. Minimum roof height of 47” as measured at center of roof 10” back from windshield.

10.11.7. Windshield

10.11.7.1. All cars must be equipped with a full front and rear windshield.

10.11.7.2. Windshield to be 3/16” thick Lexan.

10.11.7.3. Minimum three steel support bars to be installed behind windshield.

10.11.7.4. Lexan to be used for rear window. Two 1” steel straps to be installed on outside of window.

10.11.8. Bumpers are to be fabricated of 1.5” to 2” steel tubing. Bumpers must fit within confines of front and rear clips without altering the body.

10.11.9. A rear view mirror is required.

10.12. Weight

10.12.1. Minimum weight is 2800 pounds with fuel and driver (pre race).

10.12.2. GM 602 & Ford 347 JR crate motor cars may take a 200lb weight deduction.

10.12.3. Added weight to reach class minimum should be securely mounted with ½” bolts and lock nuts so as not to come loose in an impact.

10.12.4. Ballast weight must be painted white and stamped with car number on all sides.

10.12.5. Added weight must be in blocks of no less than 5 pounds.

10.13. Safety gear

10.13.1. All ChumpCar safety gear standards for car and driver (Section 3) are to be followed with the addition of the following:

10.13.1.1. HANS device, or similar, mandatory for all drivers.

10.13.1.2. Driver’s seat must be attached to cage and not floor.

10.13.1.3. Dry break fuel setups are allowed.

10.13.1.4. Fire suppression system requires three (3) nozzles. One covering the driver, one covering the engine and one covering the fuel cell. More nozzles are allowed if a team desires.

10.13.1.5. All cars shall have 2 functional brake lights.

10.13.1.6. Cars with an electric fuel pump must use an inertia activated fuel pump shut off switch. Switch should be mounted in the driver’s compartment and clearly labeled.

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Optima Batteries / ChumpCar World Series ® 2016 Rules – Appendices

- A. Right of Publicity: All participating cars, drivers, crew members and guests may be photographed, videotaped, recorded, or quoted and by entering, attending and/or participating in any ChumpCar event, you grant ChumpCar, and only ChumpCar, the exclusive right to the use of such images and/or recordings (including but not limited to use on the television, Internet, within various publications and/or any other analog-digital broadcast or print media).
- B. Any known medical condition (including pregnancy) which could affect medical fitness to compete shall be reported and identified on the event entry application. Any significant change in medical status from the date the entry has been submitted until and up to the start of the event, including cardiac or neurological problems, such as heart attack, heart surgery, strokes, seizures, any major surgery or diagnosis of cancer must be reported to the Chief Steward prior to that driver entering the track.
- C. Each competitor and crew member is encouraged to have someone in their team maintain medical information about them in the event it may be needed by a medical treatment team.
- D. A driver who is involved in an accident in which his or her car rolls over, collides with a stationary object hard enough to cause structural damage to his or her car, who is aware of possible injury from an accident, or who is directed to obtain medical attention by an official shall report to the Chief Steward of the event as soon as possible.
- E. A driver, crew member, official or staff worker/volunteer at an event that is transported off-site to a medical facility shall not subsequently compete in or engage in any further activity at that event and may not enter any other ChumpCar event without presenting a medical release signed by their personal physician.
- F. A driver, crew member, official or staff worker/volunteer who suffers loss of consciousness shall not subsequently compete in or engage in any further activity at that event and may not enter any other ChumpCar event without presenting a medical release signed by their personal physician.

Detail Example of the “2X Rule”:

- A. Example A: You need a new shock absorber. You go ONLINE to a nationally known auto parts chain and you look up all the available shocks that they have which are legal (non-adjustable 100% sealed units). You can spend up to twice (2X) the amount of any listed NEW replacement shock. Same goes for calipers and rotors... all the crap that we listed in Section 4 of the rules.
- B. Example B: If your vehicle originally came with an option for alloy wheels, and those wheels cost \$400 per set at a nationally known tire and wheel retailer (www.tirerack.com), you can spend \$800 (2X) on wheels. Why you'd do that is anyone's guess... but you can.
- C. The 2X Rule is measured “NEW component by NEW component” and is NOT to be aggregated per corner or per assembly.
- D. Show up with O.Z. wheels or an ‘Unobtainium’ ceramic caliper/rotor package on your car and you can be assured you’ll be hit with a penalty.
- E. Regarding wheel and/or brake component cost evaluation by ChumpCar inspectors: competitors are advised to bring documentation of the retail pricing of their components... and don’t even think of trying to fake the documentation. ChumpCar inspectors and the Chief Steward will use a “Rule Of Thumb” in evaluating all cost issues. If ChumpCar inspectors or the Chief Steward feel you have exceeded the “2X Rule” or have come so close that you have exceeded the spirit and intent of the rule... you will incur lap penalties.

Theme & Engineering

- A. Theme and Engineering are optional.
- B. The determination of applied engineering is solely and exclusively left to ChumpCar officials and is not open to any petition or argument. If you even mildly think your engineering might provide a serious advantage, ask first.
- C. Themes must be tasteful; no pornography, discriminatory or crass statements, no offensive material. Make your mother proud.
- D. Any item deemed by ChumpCar to be a possible hazard shall be removed by order of ChumpCar's tech inspectors.
- E. Any team utilizing an emergency vehicle theme shall be restricted from operating any flashing, strobing or rotating yellow, red or blue lights on the car during the actual racing event. No operational sirens or horns are allowed during the actual racing event.

Entries & Teams

- A. The organizers have the right to refuse an entry at their discretion without giving a reason for refusal. If an entry for any competition is refused, notification of such refusal shall be sent to the entrant at the e-mail address given on the Entry Form as soon as possible.
- B. An entry which contains a false or incorrect statement may be determined to be null and void by ChumpCar. The entrant may be deemed guilty of a breach of the BCR (Basic Competition Rules), the entry fee may be forfeited, and further penalties may be imposed.
- C. ChumpCar maintains a standard 37.5 cars per mile of track rule.
- D. During any endurance race, teams may share drivers, provided that each car entered maintains the required MINIMUM DRIVERS PER CAR. 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.

Event Conduct and Sportsmanship

- A. **Conduct:**
 - a. 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.
 - i. **When track rules permit, alcoholic beverages may be consumed at a ChumpCar event after the final checker flag of the day or event, PROVIDED THAT ALUMINUM CANS AND/OR PLASTIC CONTAINERS ARE USED. NO GLASS BOTTLES OR GLASSES!**
 - ii. 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.
 - iii. 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.
 - iv. 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.

B. Children & Pets:

- a. Parents or guardians on any minor (under 18) shall be fully responsible for actions of their children, and for any liability arising there from. At SOME tracks children under the age of sixteen (16) MAY be allowed in the paddock or cold pit lane, under supervision by an adult. However, SOME tracks do not allow children in a cold pit lane. Each event's Supplemental Rules shall state the track's and/or event's policy for children on COLD pit lane. Children are prohibited in the HOT pit lane, even with an adult. Any person signing an event waiver for a minor shall be held responsible for that minor.
 - i. Children under the age of 16 are not allowed to drive any motorized- or gasoline-powered vehicle in the paddock or garage area at any race track. That includes golf carts, scooters, ATV's, etc. Put them on a bike.
- b. Pet owners shall be fully responsible for actions of their pets, and for any liability arising there from. When track rules permit, a pet may be in the paddock, provided it is enclosed in a vehicle or on a leash that does not exceed six feet (6'-0") in total length. When a pet is on a leash, it shall be controlled by an adult. Pets are prohibited in the pits. Pet owners are responsible for contacting the track to inquire about pet access and specific track rules. Track rules shall always supersede ChumpCar rules.

Vehicle Value

The Market Performance Value (MPV) list of typical competition cars follows this page and is included under Copyright to ChumpCar International Inc. as an integral part of the Basic Club & Competition Rules.

As stated, ChumpCar has included within this list all cars which have previously competed in a ChumpCar event or are anticipated to compete in a ChumpCar event. If a vehicle is NOT listed that you have an interest in racing, contact your Regional Director for a valuation.

Other MPV Notes:

- All BMW 320/325 automobiles in the e36 platform shall have a six-cylinder engine with an engine code of M50B20, M52B20, M50B25 or M52B25. M50TUB25 is identified as the same as M50B25. No S50B30 or S50B32 engines shall be allowed, under any condition.

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CHUMPCAR WORLD SERIES MARKET PERFORMANCE VALUE (MPV) POINT LIST

- NOTE #1** All Automatic Transmission models - deduct 75 Points from the value listed if the car is raced with the original automatic transmission
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- NOTE #3** All cars must be a standard model and trim; high-performance, performance tuned, limited or special edition cars are NOT included in the MPV
- NOTE #4** If your car or year/model is not listed contact Phil McKinney (National Chief of Tech & Safety -- philm@chumpcar.com)

Make	Model	Pre-'80	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	
Datsun	210	150	150	150	150																							
Datsun	310	150	150	150	150																							
Datsun	510	150	150	150	150																							
Datsun	1600/2000	150	150	150	150																							
Datsun	200SX	250	250	250	250	250	300	300	300	375	375																	
Datsun	240SX											375	375	375	375	375	375	450	450	450	450							
Datsun	240Z	200	250	250	250																							
Datsun	260Z	250	275	275	275																							
Datsun	280Z / 280ZX	275	275	275	275	275																						
Datsun	300ZX (See Nissan)																											
Datsun	Pick-up	100	100	100	100																							
Dodge	Caravan						150	150	150	150	150	150	150	175	175	175	175	175	300	300	300	300	300	350	350	350	350	
Dodge	Challenger	100	200	200	200	200																						
Dodge	Colt/Champ	100	100	100	100	100	100	150	150	150	150	200	200	200	200	200	200	200										
Dodge	Colt/Vista										200	200	200	200	200													
Dodge	Conquest/Starion				350	350	350	425	425	425	425	425																
Dodge	D-50 Pickup	100	100	100	100	100	100	100	100	250	250	250	250	250	250													
Dodge	Dakota									100	100	150	150	250	300	300	300	300	300									
Dodge	Diplomat	150																										
Dodge	Intrepid															350	350	350	350	350	400	400	400	450	450	450	475	
Dodge	K-Cars			150	150	150	150	150	150	150	150	150	200	200	200	200	200	200										
Dodge	Magnum	250																										
Dodge	Monaco	150												250	250	250												
Plymouth	Neon 1st Gen																	200	200	200	200	200						
Plymouth	Neon 2nd Gen																						250	250	250	350	350	
Dodge	Omni	100	175	175	175	175	175	175	200	200	200	200	200															
Dodge	Omni 024	150	150	150	150																							
Dodge	Rampage				100	100	100																					
Dodge	Shadow									150	150	150	150	150	150	150												
Dodge	Shelby CSX									400	400	400																
Dodge	SRT-4																									1500	1500	
Dodge	St. Regis	150	150	150																								
Dodge	Stealth R/T TwinTurbo												750	750	750	750	750	750	750	750	750	750						
Dodge	Stealth R/T (DOHC V6)												500	500	500	500	500	500	500	500	500	500						
Dodge	Stealth (SOHC V6)												350	350	350	350	350	350	350	350	350	350						
Dodge	Stratus																	350	350	350	350	350	350	350	400	400	400	400
DSM / Eagle	Talon-Eclipse-Laser											275	275	275	275	275	275	350	350	350	350							

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Eagle	Medallion									200	200	200															
Eagle	Premier										250	250	250	250	250												
Eagle	Summit											275	275	275	275	275	275	275	275								
Eagle	Vision														325	325	350	350	350	350							
Eagle	Vista									200	200	200	200	200													
Fiat	124	150	150	150	150	150	150	150																			
Fiat	128	150																									
Fiat	131	150	150	150	150																						
Fiat	600D	75																									
Fiat	X1/9	200	200	200	200	200	200	200	200	200	200																
Ford	Aspire															200	200	200	200								
Ford	Contour SVT																425	425	425	425	425	425	425				
Ford	Contour															250	250	250	250	250	250	250	250				
Ford	Country Squire	250	250	250	250	250	250	250	250	250	250	250	250	250													
Ford	Courier	100	100	100	100																						
Ford	Crown Victoria					250	250	250	250	250	250	250	250	350	350	350	350	350	350	350	350	350	350	350			
Ford	Escort / ZX2			150	150	150	150	150	150	150	150	150	150	250	250	250	250	250	300	300	300	350	350	350	350	375	
Ford	EXP / EscortEXP				275	275	275	275	275	275	275																
Ford	Fairmont	200	200	200	200	200																					
Ford	Festiva/Aspire								150	150	150	150	150	150	150	200	200	200	200								
Ford	Fiesta	100	100																								
Ford	Focus																						375	375	375	375	375
Ford	F-Series Truck	150	200	200	200	200	200	200	200	200	200	200	200	200	300	300	300	300	300	300	300	300					
Ford	Granada	150	150	150	150																						
Ford	LTD	150	150	150	150	150	200	200	200																		
Ford	Maverick	125																									
Ford	Mustang (4-Cyl)	100	100	100	150	150	150	150	150	150	150	150	150	150	200												
Ford	Mustang (6-Cyl)	100	100	100	150	150	150	150	150	150	150	150	150	150	200	200	250	250	250	250	250	400	400	400	450		
Ford	Mustang (8-Cyl)	150	150	150	200	200	200	200	200	200	200	200	200	200	200	350	350	375	375	425	600	600	600	750			
Ford	Mustang SVO						450	500	500																		
Ford	Mustang II	150																									
Ford	Pinto	100																									
Ford	Probe (2.0-2.2L)											250	250	250	250	250	250	250	250	250							
Ford	Probe (2.5L)														400	400	400	400	400	400							
Ford	Ranger	100	150	150	150	150	150	150	150	150	150	150	200	200	200	200	200	200	200	200	200	200	200				
Ford	Taurus								200	200	200	200	200	200	300	300	300	300	300	300	300	300	350	350	350	350	
Ford	Taurus-SHO											400	400	400	400	400	400	400	475	475	475	475					

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Honda	Legend C32A6																		500	500	500						
Honda	Acura RL (C35)																		535	535	535	535	560	560	575	575	600
Honda	Odyssey															250	250	250	250	250	425	425	425	550	550	550	
Honda	Prelude / S	125	125	125	125	175	175	175	175	175	200	200	200	200													
Honda	Prelude Si (B20)								200	200	200	200	250	250													
Honda	Prelude Si (B21)												300	300													
Honda	Prelude / S														300	300	300	300	300								
Honda	Prelude Si														400	400	400	400	400								
Honda	Prelude SE														400	400	400	400	400								
Honda	Prelude Si (H23)														450	450	450	450	450								
Honda	Prelude VTEC (H22)																600	600	600								
Honda	Prelude (H22)																			625	625						
Honda	Prelude (H22)																					650	650	650			
Hyundai	Accent																	225	225	225	225	225	250	250	275	275	275
Hyundai	Elantra												200	200	200	200	200	200	250	250	250	250	250	275	275	300	300
Hyundai	Excel							75	75	75	75	75															
Hyundai	Scoupe													125	125	125	125	125									
Hyundai	Sonata							150	150	150	150	150	250	250	250	250	250	250	250	250	250	250	275	300	300	300	300
Hyundai	Tiburon																		300	300	300	300	300	300	400	400	
Hyundai	XG300																				250	250	250	250	250	250	
Hyundai	XG350																								250	250	
Infiniti	G20													375	375	375	375	375	375			400	400	400	400		
Infiniti	I30-I35																		350	350	350	400	400	400	400	400	400
Infiniti	J30															375	375	375	375	375							
Infiniti	M30											350	350	350	350												
Infiniti	Q45												550	550	550	550	550	550									
Infiniti	Q45 (FY33)																			600	600	600	600	600			
Isuzu	Impulse					150	150	150	150	150	150	150	150	150	150												
Isuzu	Oasis																		250	250	250	250					
Isuzu	P'up (aka Chevy LUV)	100	100	150	150	150	150	150	150	150	200	200	200	250	250	250	250	250	250								
Isuzu	Rodeo													200	200	200	200	200	250	250	250	250	250	275	275	275	275
Isuzu	Stylus/Opel/I-Mark			150	150	150	150	200	200	200	200	200	225	225													
Isuzu	Trooper			125	125	125	125	125	125	225	225	250	250	250	250	250	250	250	300	300	300	300	300	300	300	300	400
Jaguar	XJ/XJS	100	200	200	200	200	200	200	200	200	200	200	300	350	350	350	350	350	350	400	400	400	400	400			
Jeep	Cherokee (4.0 engine)									300	300	300	300	385	385	385	385	385	385								
Jeep	Cherokee (all other)						150	150	150	200	200	200	200	250	250	250	250	250									
Jeep	Grd. Chrkee 4.0															400	400	400	400	400	400						

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Plymouth	Barracuda	100																									
Plymouth	Colt	100	150	150	150	150	150	150	200	200	200	200	200	200	200	200	200										
Plymouth	Duster	150																									
Plymouth	Fury	100																									
Plymouth	Laser												275	275	275	275	275										
Plymouth	Neon 1st Gen																	200	200	200	200	200					
Plymouth	Neon 2nd Gen																						250	250	250	350	350
Plymouth	Valiant	100																									
Pontiac	2000/Sunbird			150	150	150	150	150	150	250	250	250	250	250	250	250											
Pontiac	Bonneville									200	200	200	200	200	200	300	300	300	300	300	300	300	300	425	450		
Pontiac	Fiero						175	175	175	175	175	175															
Pontiac	Grand Prix	100	150	150	250	250	250	250	250	250	300	300	300	300	300	300	300	300	350	350	350	450	450	450	450	450	
Pontiac	GrandAm							200	200	200	200	200	200	200	300	300	300	300	300	300	425	450					
Pontiac	Sunfire																	300	300	300	300	400	400	400			
Pontiac	Firebird (6-Cyl)	100	100	100	150	150	150	150	150	150	150	150	150	150	200	200	250	250	250	350	350	350	450	450			
Pontiac	TransAm (8-Cyl)	150	150	150	200	200	200	200	200	200	200	200	200	200	350	350	350	350	375								
Porsche	911	750	850	850	1000	1000	1500	1500																			
Porsche	912	500																									
Porsche	924	250	250	250	250	250	250	250																			
Porsche	931 (924 Turbo)	450	450	450	450																						
Porsche	946 (924S)							400	400	400																	
Porsche	928	425	425	425	450	450	450	450	500	500	500	500	500	520	520	520	520										
Porsche	944				350	350	350	350	350	375	400	400															
Porsche	944S									475	475	475															
Porsche	944S2											550	550	550													
Porsche	951							575	575	575																	
Porsche	951S										625	625	625	625	625												
Porsche	968														575	575	575	575									
Porsche	914-4	250																									
Porsche	914-6	75000																									
Renault	Alliance						100	100	100	100						150	150	150	150								
Renault	Dauphine	50																									
Renault	R5/Le Car	75	75	75	100	100	100																				
Rover	TC2000/3500	100																									
Saab	99		150	150	150	150	150	150	150																		
Saab	900		200	200	200	200	200	200	200	250	275	275	300	300	350	350	350	400	400	400	400						
Saab	9000							350	350	350	350	400	400	400	400	400	400	450	450	450							

CHUMPCAR WORLD SERIES MARKET PERFORMANCE VALUE (MPV) POINT LIST

- NOTE #1** All Automatic Transmission models - deduct 75 Points from the value listed if the car is raced with the original automatic transmission
- NOTE #2** OPTIONAL factory Turbo or Supercharged models - add 100 Points to the value listed; use value listed for as-stated or turbo as standard models
- NOTE #3** All cars must be a standard model and trim; high-performance, performance tuned, limited or special edition cars are NOT included in the MPV
- NOTE #4** If your car or year/model is not listed contact Phil McKinney (National Chief of Tech & Safety -- philm@chumpcar.com)

Make	Model	Pre-'80	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	
Saab	9-3																					450	450	450	450			
Saab	9-3 SE Turbo																						525	525	525	525		
Saab	9-5 (B205E)																					375	375	375	375	375	375	
Saab	9-5 (B235E)																					530	530	530	530	550	550	
Saab	9-5 (B308)																					570	570	570	570	570	570	
Saab	9-5 (AERO)																					600	600	600	600	630	630	
Saturn	L-Series																						300	300	300	350	350	
Saturn	S-Series													250	250	250	250	250	250	250	250	250	300	300	300	300		
Subaru	Impreza L (EJ18)																	225	225	225	225	225	225	225				
Subaru	Impreza LX (EJ22)																	290	290									
Subaru	Imp. Outback (EJ22)																				310	310	310	310	310			
Subaru	Impreza RS (EJ25)																					385	385	385	385			
Subaru	Legacy I (BC,BJ,BF)											300	300	300	300	300	300											
Subaru	Legacy II (BD,BG,BK)																	350	350	350	350	350						
Subaru	Legacy III (BE,BH)																					350	350	350	350	350		
Subaru	WRX (GC/GF/GM)														500	500	550	550	575	575	600	650						
Toyota	Camry				200	200	200	200	200	250	250	250	300	300	300	300	300	300	400	400	400	400	400	400	400	550	550	550
Toyota	Celica	100	100	275	275	275	275	275	300	300	300	300	350	350	350	350	400	400	400	400	400	400						
Toyota	Corolla	100	150	150	150	150	150	150	200	200	200	200	200	250	250	250	250	250	250	300	300	300	350	350	350	400	450	
Toyota	Corona	150	150	150	200	200	200	200	200	200	250	250	250	250	250	300	300	300	300	300	350	350	350	350	350	400	450	
Toyota	Cressida	200	200	250	250	250	250	250	250	250	300	300	300	300	300													
Toyota	Echo																						275	300	325	350	350	350
Toyota	Hilux (Pick-up)	100	100	100	100	100	100	100	100	100	100	100	100	100	100													
Toyota	MR2 (Series 1)						250	250	250	275	275	275																
Toyota	MR2 (Series 2)												350	350	350	350	375	375	375	375	375	375	375					
Toyota	Paseo													275	275	275	275	275	275	275	275	275						
Toyota	Supra	200	250	250	350	350	350	350	400	400	400	400	400	400	400													
Toyota	Supra Mk IV															800	800	800	800	800								
Toyota	Tercel	150	200	200	200	200	200	200	200	200	200	200	200	250	250	250	275	275	275	275	275	275	275					
Triumph	Spitfire/GT6	75	75																									
Triumph	TR4/4A/4A-IRS	75																										
Triumph	TR6	100																										
Triumph	TR7	100	100	100																								
Triumph	TR8	200	200	200																								
Triumph	Vitesse/Herald	100																										
Volkswagen	Beetle/SuperBeetle	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Volkswagen	New Beetle																					400	425	450	475	500	550	600

