



2016 ChumpCar BCCR Petitions

Petition 0416- 1

Name: Troy Trueleo

Member #: CC000261

Email Address: Troy@trueleo.com

Date Submitted: 2/28/16

I'd like to petition for an exemption regarding the maximum spacer width of 1.25" or 30mm for cars originally equipped with zero offset wheels..

We cannot find a tire that will work for our 1989 3rd gen camaro's 16" wheels. There is only ONE tire that comes close, however, it's a 245/45-16 instead of a 245/50-16 and the 3.8% reduction in overall diameter makes it unacceptable... not to mention it's only one single tire and if they discontinued it there would be none. There is no plus or minus size close enough to work either, like a 255/50-16, etc.

We find ourselves caught between an 80's "budget" race car and the dying parts availability of 0 offset wheels and the tire sizes that accompanied them.

I've exhausted a search for a reasonably priced 17" wheel for our 3rd gen camaro. Due to the zero offset wheel fitment of the 3rd gen, it's nearly impossible to find a wheel that will fit without spacers or being custom built. I've even tried to find BMW wheels that we could adapt with a lower offset, but nothing comes up correct.

4th gen wheels (50mm offset) will fit on the 3rd gen with the use of a 2" or 50mm spacer/adaptor.

4th gen wheels on the 3rd gen are commonly used in Camaro-Mustang Challenge, American Iron and American Iron Extreme with the use of a 2" spacer.

The problem we face is that the rules for Chump only allow a maximum 1.25" or 30mm spacer. Can we get an exception and run the 4th gen wheels with the wider spacers as done in CMC, AI, AIX, etc.? We are not trying to gain any performance advantage, just trying to use production based parts, keep the cost down and find tire options that will work.



Our existing 16" wheels are the lightest weight production versions that can be had for this car so we don't WANT to ditch them... if we could find a tire to run on them we would absolutely do so!

As you may know, CMC is dead here on the West coast, so I can see more of these cars potentially coming into Chump, but they'll come up against the same issue. Would be nice to have a recipe that works so we can accommodate them.

Thank you for your consideration.

Petition 0416- 2

Name: Chris Huggins

Member #: CC008876

Email Address: chris.hobo@gmail.com

Date Submitted: 2/25/16

Identify the issue, as you perceive it:

Current rules are not being enforced and/or understood when it comes to modified or non-standard configurations of vehicles.

Part of the issue is that vehicle configurations are not open - Other teams are not exposed to log books, swap sheets, or other build documentation unless a team freely shares such information.

Part of the issue is that after the race, Team captains are tired from racing, busy packing/loading supplies, or ready to start the 9 hour haul home.

Part of the issue is that teams have incentive to protest ONLY cars which finish ahead of them, or to ONLY protest in a situation which would benefit that team directly. This may cause a team to not protest in a situation when they may know of or believe an infraction exists.

Reference any existing rule(s) that pertains to the issue:

Rule 5.5

5.5.Post-Race Impound and Inspection

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



90 minutes.

5.5.2. At the conclusion of the final ChumpCar Sprint Race, the top three (3) finishing vehicles of each Sprint Race 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, 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. "REVIEW" does NOT mean touch another competitor's car or crawl under another 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.

Identify, if possible, your understanding of why the current rule or process was initiated and put into place:



I believe the current rule was implemented in good faith to permit self-enforcement of vehicles which may be exceeding the letter of the law. It has been discussed and written many times that Tech Inspectors and Chumpcar cannot possibly know or be familiar with every vehicle, engine, suspension, or other component configuration. This process was put in place to allow other racers to fill in this void of knowledge, and allow the rules to be fully enforced even when the tech inspector may have missed something.

Propose a solution or revised rule:

Proposed solution: Allow for a period of Pre-Race impound an inspection. I do understand that this may allow time to go through inspection and then make a modification, however, this will prevent MAJOR infractions such as bogus swaps, crazy diff coolers, nascar suspension and brakes, etc.

Proposed new rule:

Rule 5.5

5.5.Pre and Post-Race Impound and Inspection

5.5.0.5. On the day Prior to every ChumpCar Endurance Race, All competing vehicles will be presented for a period not less than 60 minutes.

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

5.5.2. At the conclusion of the final ChumpCar Sprint Race, the top three (3) finishing vehicles of each Sprint Race 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 on **the windshield of the vehicle.**

5.5.3.1.5. Present the car's build sheet, swap sheet, and any other applicable information on the windshield of the vehicle.

NOTE: In the event of adverse weather, presentation may occur indoors away from the vehicle.

5.5.3.2. Raise and place the car on four (4) jack-stands, 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. “REVIEW” does NOT mean touch another competitor’s car or crawl under another 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.

5.5.6.0. Any vehicle found to be illegal during Pre-race impound will be permitted to re-mediate the issue (if possible), reclassify as EC, or accept penalty laps.

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.

5.5.7.0. Upon the close of Pre-race impound, all TCV values are final. Any infraction found after this will suffer the full wrath of ChumpCar.

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

Provide a list of the positive changes and/or rationale for implementing the proposed solution or revised rule:

Positive Change: Teams would have much improved exposure to competing vehicles. The current rules can be effectively enforced and/or understood when it comes to modified or non-standard configurations of vehicles.

Vehicle configurations will become open - Other teams will be exposed to log books, swap sheets, or other build documentation.

Prior to the race, team captains (and ChumpCar officials) will be better rested, and have no-where else to be or to be going. They can then devote more attention to this



process.

Teams will have incentive to protest any car which they believe is violating the rules. Before the race, there will be no way to know if withholding a protest will benefit your team, so there is no incentive to not speak up.

Petition 0416- 3

Name: Troy Trueleo

Member #: CC000261

Email Address: Troy@trueleo.com

Date Submitted: 2/28/16

Here is my petition for a Biannual World Chumpionship.

Overview.

We have 4 regions (east, mid, west, Canada) with each having their own Chumpionship, which is great, but an all in event would be even better. In the past we had a single national event once a year. I propose with have an Biannual World Chumpionship. This would happen once every other year in the Spring/Summer of the year and invited teams would be from the last two years of racing and also included that calendar year.

Identify the issue, as you perceive it. Reference any existing rule(s) that pertains to the issue.

Regional Chumpionships are good, but what about the best of the best and event that would encompass all of Chumpcar as the biggest and greatest race ever! Basically a World Chumpionship Champion! The

Identify, if possible, your understanding of why the current rule or process was initiated and put into place (this is requested to confirm some general understanding of the larger picture; however, if you do not have such an understanding, proceed to Step #3)



The Regional end of year races are great, but we can all have a grander World event.

Propose a solution or revised rule. Petitions received without a solution will NOT be reviewed or discussed by the Board of Directors. Make sure that your solution is well-thought out and encompasses the following considerations:

1.9. A Biannual World Championship event will be held in for Endurance Racing. The location of each event shall be determined by Chumpcar and be held during the Spring/Summer timeframe.

1.9.1. In order to compete in the World Championship for a podium or title position or contingency awards, a ChumpCar team must:

1.9.1.1. Compete in at least two (2) Regional Endurance Racing events within the previous 2 years or current year (to the date of the Championship). “One-race Wonders” are, hereafter, excluded from Championship event podiums and awards.

1.9.1.2. Secure a finishing position within the Top 10 positions of a previous race.

1.9.2. Championship events are NOT exclusive – anyone can enter. However, only teams that meet Section 1.9.1 shall qualify for a Championship podium, title or contingency award.

1.9.3. Non-qualifying teams will NOT compete for the World Championship title or any awards... unless we make up a few special ones to fit whatever special heroics your team completed... which we always do.

1.9.4. A team may compete in the World Championship event if they have met the requirements of Section 1.9.1.1 in other regions.

1.9.5. Teams that qualified for a Championship event but have cars that are no longer in existence or no longer drivable should contact their Regional Director for options.

1.9.5.1. A minimum of TWO (2) original team drivers must be a part of the Championship team. No full team driver replacements; no hired ringers.

1.9.5.2.1. Teams that achieved a podium finish with rental cars/rental teams, which qualified for any Regional

Provide a list of the positive changes and/or rationale for



implementing the proposed solution or revised rule

This race will be EPIC!

Petition 0416- 4

Name: Troy Trueleo

Member #: CC000261

Email Address: Troy@trueleo.com

Date Submitted: 2/28/16

Here is my petition for a open Suspension, Brakes.

Overview.

Do not have values for Suspension components and Brakes and just make it open. Currently it is difficult to police these items, it muddles up the tech process and adds unneeded complexity.

Identify the issue, as you perceive it. Reference any existing rule(s) that pertains to the issue.

Tech is complicated enough and having to police Suspension and Brakes and adds to the complexity. Policing such items can be diffluent and cause issues when and if found and also if not found. Why not just get rid of the rules and have it open. Rule 4.5.3.2.1 with 2X shock rule, 2X brake rules, spring values, adjustable shock values. It adds a lot to the rules and the complexity as just not needed. These rules do not add value to Chumpcar racing and should be eliminated as there is no need for it.

Identify, if possible, your understanding of why the current rule or process was initiated and put into place (this is requested to confirm some general understanding of the larger picture; however, if you do not have such an understanding, proceed to Step #3)



The idea was to either keep costs down or keep racing slow. We all know the cost is there if the rule is in place or not. A set of Adjustable coil overs can be had for like \$600-800 and be much cheaper than teams having to come up different setups. This is a much simpler and easier solution for all. **Propose a solution or revised rule. Petitions received without a solution will NOT be reviewed or discussed by the Board of Directors. Make sure that your solution is well-thought out and encompasses the following considerations:**

1- Delete all items that are for point or rules for brakes and suspension items.
4.3.2.1.2 - Open comments. There are no points for the following items- Suspension springs and/or shocks may it be adjustable or non adjustable, brake components including calipers, rotors, brackets or master cylinders. **Provide a list of the positive changes and/or rationale for implementing the proposed solution or revised rule**
Tech will be quick and easy. Teams will be able to adjust their cars as they want to make the best car they can. Other cars from other series can come and race.

Petition 0416- 5

Name: Troy Trueleo

Member #: CC000261

Email Address: Troy@trueleo.com

Date Submitted: 2/28/16

Here is my petition for oil accumulators.

Overview.

Do not have an add on value for Oil Accumulators/accusump. As a member based organization I have yet to see a single Chump say they think an accusump should be value add. It just does not make any sense at all. Saving an engine



from failure saves costs, saves track time, is a major safety issue of having oil on the track and track personnel on the track to clean it up. This should be a non point value and should be the opposite and encouraged to have.

Identify the issue, as you perceive it. Reference any existing rule(s) that pertains to the issue.

The current rule has a fixed point value for performance parts to add value to a teams point tally and assumes that an Accusump and/or Oil Accumulator adds performance

identify, if possible, your understanding of why the current rule or process was initiated and put into place (this is requested to confirm some general understanding of the larger picture; however, if you do not have such an understanding, proceed to Step #3)

Propose a solution or revised rule. Petitions received without a solution will NOT be reviewed or discussed by the Board of Directors. Make sure that your solution is well-thought out and encompasses the following considerations:

Remove Accusump and/or Oil Accumulator from the non-exempt list and put it on the exempt list.

Add rule to Chumpcar rules 4.8.1.6. Accusump and/Oil Accumulators within a 3qt maximum are open and do not count towards TCV. All oil lines, fittings and related items to mount and install the system are open and do not count towards the TCV.

Provide a list of the positive changes and/or rationale for implementing the proposed solution or revised rule

The assusump does not make a car faster and will actually add weight to the vehicle to make it slower. It is put on a vehicle to have the potential to save the engine and make the vehicle safer for the team, other teams and facilities so it does not starve of oil. This has many benefits that are not performance, but cost and safety items. 1-



Engines cost a lot of money, a lot more than an accusump. By installing the accusump the team can save money on a long term basis. 2- Teams have paid to race that day and have a good time and enjoy themselves, if an engine blows the entire weekend is gone. We need to have a good experience. 3- Safety, currently teams overfill (some way way too much) and this can cause oil spills and extra smoke from the exhaust and in both cases are not good for themselves for other. 4- The team can have a major catastrophic engine failure, rods through the block, etc. This can cause the team to crash with possible injuries to the driver, other drivers, the car, other cars, track officials, track materials, track marshals attending to the car, track marshals cleaning up the oil spill, the overall cost for said cleanups and other scenarios.

Petition 0416- 6

Name: Troy Trueleo

Member #: CC000261

Email Address: Troy@trueleo.com

Date Submitted: 2/28/16

Here is my petition for Radiators.

Overview.

An Aluminum Radiator is far cheaper in most cases than a stock radiator. This should not be a value add item to keep racing costs down. Overheating is not a problem in chumpcar with our hp levels and consistent speed so there should be no value to this item. Example. In an MR2 an alum radiator can be had for around \$100 and a stock radiator from Toyota is over \$400. Overheating is not an issue and simple cost is the issue and this is the same for other cars.

Identify the issue, as you perceive it. Reference any existing



rule(s) that pertains to the issue.

Non-OE aluminum radiator: 20 pts provided retail value of radiator under \$300 **identify, if possible, your understanding of why the current rule or process was initiated and put into place (this is requested to confirm some general understanding of the larger picture; however, if you do not have such an understanding, proceed to Step #3)**

I am not sure why we even have the rule as it does not make any sense at all.

Propose a solution or revised rule. Petitions received without a solution will NOT be reviewed or discussed by the Board of Directors. Make sure that your solution is well-thought out and encompasses the following considerations:

Remove aluminum radiator from the value add list and have it open. **Provide a list of the positive changes and/or rationale for implementing the proposed solution or revised rule**

Cost- We can keep costs down and make replacing items simple. There is no reason to not have alum radiators as not value add as Chumpcar do not overheat with our constant speeds. I have also never seen a single post or single thought from a Chump saying that it should be valued. We need to listen to what the members want.

Petition 0416- 7

Name: Troy Trueleo

Member #: CC000261

Email Address: Troy@trueleo.com

Date Submitted: 2/28/16

Here is my petition to even the playing field.



Overview.

We all know what cars and car combos are fast and/or faster than other and also know which cars or car combinations are slow and/or slower than the rest. We can simply have the faster cars have a certain amount of laps based on the speed potential of that car or car combination. This can be simply adjusted and made universal for all to level the playing field giving everyone a more fair chance of finishing well. In simple terms the final value of a vehicle will be a certain amount above 500 points, but starting point below that so they can still modify the vehicle to make it what the team wants. With this proposal it will not alienate teams and cause them laps to either go to EC or other series. It will also give cars that are slower a chance and everyone wants a chance. This proposal will not make teams go away from Chumpcar, makes the racing tighter and better and add new vigor into the David vs Goliath epic battles to come. With this system it could also be very easy to adjust in the future if the unicorn car or car combination comes up and simply adjust the laps it would need and this is a much better solution that basically banning certain cars or car combinations.

Identify the issue, as you perceive it. Reference any existing rule(s) that pertains to the issue.

Leveling of the playing field for all teams and not making it so that a car, car combination or team is forced to leave Chumpcar. The current swap formula WORKS and values work, but there can be an adjustment made that does not hurt teams or force their withdrawal from Chumpcar.

Identify, if possible, your understanding of why the current rule or process was initiated and put into place (this is requested to confirm some general understanding of the larger picture; however, if you do not have such an understanding, proceed to Step #3)

The overall rules are in place to put value to the base of a vehicle and add points to that based on what a team has done and if they go over they are penalized with laps. This is all and good, but teams that are at 500 points can be much faster than other team that has 500 points due to certain car or car



combinations have differentials of speed potential and this can be addressed without causing undue strain to those teams and causing them hardship enough to leave.

Propose a solution or revised rule. Petitions received without a solution will NOT be reviewed or discussed by the Board of Directors. Make sure that your solution is well-thought out and encompasses the following considerations:

Overview- We will have a starting point MPV and then a finishing point minimum TCVmin.. This will give the faster cars or car combinations laps to start with and slower cars less laps if any. We know what cars are fast and what are not from our own history and can now apply that knowledge.

A quick example.

91 Toyota MR2 MPV 350. No engine swap min TCVmin is 500 points.

91 Toyota MR2 MPV 350 with engine swap TCVmin is 560 points. The team can do what they have done and use mods as they see fit and if their final value is under 560 points they will still have 560 points or 6 laps on a 7 hour race. If they go over, let us say all their mods, swaps fees, in and out and stuff is 580 points then they get 580TVC or 8 laps on a 7 hour race.

New rule written

4.3.2 TCVmin is the Total Cost of the Vehicle minimum. The MPV is the vehicles starting point value stated in rule 4.1.1. and the point in which to you would add the non-stock components, parts and/or assemblies. Certain vehicles are known to be faster and more capable than others and will have a minimum TCVmin set at higher than 500 to have laps based on performance, capabilities, reliability, overall values, past success, etc. With most vehicles if there is an engine swap the TCVmin will be higher than 500 points. If all of your stuff equals greater than the TCVmin then you will receive laps the TVC final. The list of TCVmin in the appendix to see if your vehicle or vehicle combination is on the list to have a higher value. If your vehicle is not on the list then the MPV is your minimum value. Chumpcar can add your vehicle to the TCVmin list and also adjust the TCVmin values as needed to keep laps in line with what it sees it should be at any point during



the race season.

example 1. Translapper model XYZ is MPV of 350 and is not on the TVCmin appendix. A Team adds springs to all 4 corners (40 points total). The TVC is 390 and well below the 500 point TCVmin so that team gets zero penalty laps.

example 2- Transslapper model XYZ engine swap is MPV 350 and TCVmin 560. The teams does the engine swap, 50 points, adds springs 40 points, aero mods 20 points. That team is at 460 points, but the TCVmin is 560 so that team gets 6 laps.

example 3- Translapper model ABA is MPV 400 and TCVmin 560. This vehicle is known to be very fast and competitive as it and will receive 6 laps even if the final TVC is below the 560 TCVmin. This team can still add items to the car and add what they like, but if below the TVC final of 560 they will still get minimum of 6 laps and if above will get the laps of the TVC.

example 5- Transslapper model BGF is MPV 400 and TCVmin is 560. The team does an engine swap, 50 points, in out value of +50 points, adds springs 40 points, accusump 10 points, aero 20 points, homemade adjustable front camber plates 5 points. Total points are 575 so this team would have 8 laps.

4.3.3 Chumpcar can add vehicles, vehicle models and models with specific engine swaps or changes to the TVCmin list to adjust for a car if it is seen as performing at a level that needs to have more laps. Chumpcar can change this as it sees fit and when it needs to be done.

Here is a list of some of the basic ways to do it and some popular cars. I am not an expert on all these models and what they can do, but I am sure you all can figure it out with what you know. I am sure a meeting with the regional directors and techs can figure out values for cars and have it much more fair. Here is a quick list to show you how it can be done and we can adjust these as needed. AGAIN, THIS IS A STARTING POINT. I know there are a lot



more BMW combos and with an S motor and M motor and numbers and all the experts need to add to that. Also, the Honda/Acura combos are numerous with B/D/K/Numbers on motors. These are easily figured out with the people that know those combos as I have done for the Toyota MR2 Combos.

make	model	Special	TVC min
BMW	2002	W/ 4cyl swap	520
	2002	W/ 6cyl swap	540
	e28	w/ 6 cyl swap	550
	E30	W/ 6cyl swap	550
	E34	W/ 6cyl swap	550
Plymoth/dodge	Neon	W/ Swap	550
Ford	Mustang	w/V8	550
	Probe	2.5L V6	550
	Taurus SHO	SHO	540
	Thunderbird	v8	560
Honda ?	Accord	W/ Swap	540
	Civic	W/ Swap	540
	CRX	W/ Swap	540
	integra	W/ Swap	540
	prelude	W/ Swap	540
Acura	?	?	?
	Integra	Swap or not	?
	RSX	Swap or not	?
Lexus	SC300/400	3.0 or 4.0	550
Mazda	Miata	W/ 6cyl	560



		swap	
	Miata	W/ 8cyl swap	570
	MX3	w/swap	550
	RX7	W/ 6cyl swap	550
	RX7	W/ 8cyl swap	560
Mercury	cougar	v8	560
Mitsubishi	3000gt	v6	550
Nissan	240sx	W/ 6cyl swap	540
	240sx	W/ 8cyl swap	560
	z32		560
Porsche	944	W/swap	550
Saab	9 3		550
	9 5		550
Subaru	impreza	w/swap	540
Toyota	MR2 S1	W 1mz swap	520
	MR2 S1	w/ 3mz swap	540
	MR2 S1	w/ 3sgte swap	530
	Mr2 S1	W/ 2rg swap	550
	MR2 S2	W 1mz swap	530
	MR2 S2	w/ 3mz swap	560
	MR2 S2	w/3sgte swap	550
	MR2 S2	W/ 2gr swap	580



Provide a list of the positive changes and/or rationale for implementing the proposed solution or revised rule

This will keep teams racing with Chumpcar! This will make the racing better! This can even the playing field, let teams still modify their cars as they see fit to get the most benefit and we should have some really epic battles and also the david vs goliath scenarios in the future. We can also adjust the TCVmin as needed to make sure the playing field is even.

Petition 0416- 8

Name: John Condren

Member #: CC000003

Email Address: john@chumpcar.com

Date Submitted: 1 March 2016

Issue: Swap Formula III

Part 1:

I propose that ChumpCar retain the primary "ChumpCar Class" for all cars with stock, OE drivetrains.

- The ChumpCar Class will continue to utilize the MPV Chart and the Value-add Chart to determine a car's overall Total Competition Value (TCV), with a maximum of 500 penalty-free points.
- A one lap penalty will be applied for each 10 point range exceeding 500 points (501-510 = 1 lap; 511-520 = 2 laps, etc.). This is a change from the current rule. Currently, the additional lap is not added until the point value exceeds a rounding point of 5 (i.e. – 506 would generate 1 lap; whereas 504 would not.).
- No car may exceed 600 points. Period. Leave it on the trailer.
- The Value-add Chart is to be closely reviewed and, if necessary, modified to reduce and/or re-value the number of "free" add-ons. In the end, "there's no such thing as a free part."
- Within the ChumpCar Class, all racing will remain a single-class structure for the overall win, with trophies awarded to first through third (and up to fifth place for longer races).



- Within the ChumpCar Class, ChumpCar will continue to support and award a single trophy for the highest placing car within the four (4) sub-classes, as defined in Section 2.1 the BCCR. This includes:
 - CLASS A – All cars with an engine displacement of 1.91 liters and Under
 - CLASS B – All cars with an engine displacement between 1.92 liters and 2.41 liters
 - CLASS C – All cars with an engine displacement between 2.42 liters and 3.91 liters
 - CLASS D – All cars with an engine displacement of 3.92 liters and higher

Part 2:

- The current "Exception Class" (EC) will be renamed and reclassified as the "ChumpMod Class" (CM), allowing for certain approved modifications.
- Where "ChumpCar Class" cars would be limited to 600 points, ChumpMod Class cars will be limited to a Total Competition Value of 900 penalty free points and a maximum of 1,000 points. Over 1,000... leave it on the trailer.
- The TCV will be determined by the car's full, as-listed MPV – PLUS – all applicable modifications using the value-add chart – PLUS –
 - For engine swaps -- ten (10) points per rated horsepower increase over the stock OE horsepower rating.
 - For transmission swaps – add 50 points
 - For differential swaps – add 50 points

(Reference A -- The Honda Civic would be the most typical car with the smallest-bore engine and highest potential for a swap. At 250 MPV and 125HP, a typical Honda could undergo a 45 HP engine increase (that's +450 points and we'd need to also add-in the transaxle swap at 50 points). That's 500 points added to the original 250 MPV. The car would still have 150 available points for suspension or other add-ons, based on the BCCR chart, before it max'd out at 900 penalty free points.)

(Reference B -- For cars that are right at 500 points on MPV, they would be allowed a 40 horsepower increase (400 points) but no other modifications... no changes to the transmission, differential, suspension, brakes or anything else unless it's a free upgrade.)

(Reference C – Drivetrain swaps are still required to be in a stock, OE configuration. ChumpCar doesn't want race engines.)

- Within the ChumpMod Class, there will be an additional four (4) sub-classes, similar to the ChumpCar Class:
 - CM1 - for all cars with stock, non-OE drivetrains having a final "as-raced" displacement of 1.91 liters and under.
 - CM2 - for all cars with stock, non-OE drivetrains having a final "as-raced" displacement between 1.91 and 2.41 liters.



- CM3 - for all cars with stock, non-OE drivetrains having a final "as-raced" displacement between 2.42 liters and 3.91 liters.
- CM4 - for all cars with a displacement of 3.92 liters or higher.

Swap Formula III Goals and Objectives:

- Goal #1 - Maintain ChumpCar's foundational stock, OE drivetrain class as the primary class for the Series, with a direct emphasis on 500 point cars
- Goal #2 - Allow stock, non-OE (swap) drivetrain cars to compete in ChumpCar against similar stock but swapped engine/trans/diff capacities

The goal is to get ChumpCar back to the basic formula where all cars that race against each other are on the same OE, stock playing field. Overall, we really have very few "swap" cars, so this isn't a HUGE change for the organization. However, we have to recognize our CORE teams are using stock, OE drivetrains and these are the CORE of our series. Swaps are NOT the core or foundation of ChumpCar but we also do not want to abandon any team that has already made a swap or prefers such a platform. In the end, they actually make things a little interesting.