

## ChumpCar Petitions for July 2016

### **Petition 0716-1**

Name: William Guarino

Member # CC004449

Email Address: [guarino.will@gmail.com](mailto:guarino.will@gmail.com)

Date Submitted: 6/30/16

### **Identify the issue, as you perceive it:**

The Chumpcar BCCR and SFI Foundation standards for useful life of SFI-rated harnesses and window nets do not match. The BCCR states that "harnesses should be dated within 4 years of the race event" while SFI 16.1 states that "the useful life of the webbing in the straps shall not exceed two years." This creates a situation where a team may check the BCCR to determine if their harness is still safe to use, read that it must only be dated within 4 years of the event, and think that it is safe, even though according to SFI's standard it is expired.

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

I think the 4 year rule was intended as a catch-all, since an expired SFI harness would not technically meet SFI specification, although meeting the SFI spec is required in the rules. However, the way the rule is written is misleading.

### **Propose a solution or revised rule:**

Revise 3.4.2 to read:

"All driver restraint systems shall meet SFI or FIA specifications. The certification indicated by an SFI label (<http://www.sfifoundation.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. SFI harnesses may not be used more than 2 years after the date of manufacture stated on the belt, and FIA harnesses may not be used after 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."

And revise 3.5.1 to read:

"All competition cars must have an SFI-approved window net installed. The certification indicated by an SFI label must be present, including a clear Date of Manufacture. The window net may not be used more than 2 years after the date of manufacture stated on the net. All window nets must cover the window opening, such that a driver's hand..."

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

These changes will more clearly bring the Chumpcar BCCR into agreement with SFI 16.1 and SFI 27.1. They will also reduce confusion regarding the useful life of SFI rated harnesses and window nets.

**Petition 0716-2**

Name: William Guarino

Member # CC004449

Email Address: [guarino.will@gmail.com](mailto:guarino.will@gmail.com)

Date Submitted: 6/30/16

**Identify the issue, as you perceive it:**

In timing and scoring, as well as during the awards ceremonies, it is not clear that EC is separate from the rest of Chumpcar, and is essentially running as an unlimited class. This makes recruiting drivers and sponsors who are not familiar with Chumpcar difficult - For example, when I report a 3rd overall finish, they open MyLaps to see a car labeled "EC" in first and my car in fourth. Explaining that EC is an exhibition class takes makes me sound like I'm trying to inflate the 4th place to a podium finish. There is no obvious distinction between classes A, B, C, D, and EC, making EC look like just another displacement based class.

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

I think that calling exhibition cars "EC" is a holdover from when there were no displacement based classes, and the abbreviation continued after the new classes were added.

**Propose a solution or revised rule:**

The solution is simple - Call EC "Exhibition". Simply cease using the abbreviation. Where "EC" appears in the BCCR, replace it with "Exhibition Class". List exhibition class cars in timing and scoring as "Exhibition", and refer to them as "Exhibition" in race results, when handing out trophies, and when giving race recaps. To keep things simple for the teams, continue using the "EC" sticker on the number panel, but use "Exhibition" everywhere else.

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

Using "Exhibition" instead of "EC" will make it clear to those not continually involved with Chumpcar, especially new drivers and sponsors, that the exhibition cars are just that, exhibition. They don't follow the same rules as the rest of the field, and are not competing with the rest of the field. This will make it easier for teams to recruit new drivers, find sponsors, and advertise their results without confusion.

**Petition 0716-3**

Name: Ron Ens

Member # CC000269

Email Address: [ron\\_ee@shaw.ca](mailto:ron_ee@shaw.ca)

Date Submitted: 7/1/2016

**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.

**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 inspection of the tech sheets and make them open for viewing at race control during the race.

Proposed new rule:

Rule 5.5

5.5.Post-Race Impound and Inspection

5.5.0.5. Every competitor will bring two tech sheets to registration. The first tech sheet will remain with ChumpCar as per current practice, the second tech sheet will be placed in a binder at timing control for any competitor to review during the race.

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 .

**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 by tech and competitors alike.

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

Teams will be able to protest any car which they believe is violating the rules, at a minimum they will be able to discuss any item with tech to clarify the understanding. This will also lead to consistency throughout all regions. In a forum poll 55 Chumps voted with nearly 80% in favor of open tech sheets.

**Petition 0716-4**

Name: Ron Ens

Member # CC000269

Email Address: [ron\\_ee@shaw.ca](mailto:ron_ee@shaw.ca)

Date Submitted: 7/1/2016

**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

5.5.3. 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

**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: All teams are to bring two tech sheets to registration. One sheet will be kept by ChumpCar as per current practice. The second tech sheet is to be placed on vehicles at impound.

Proposed new rule:

Rule 5.5

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

**5.5.3.1.5. A tech sheet will be placed on all vehicles in impound.**

5.5.3.2. Raise and place the car on four (4) jack-stands, a minimum of 12" from the ground or floor level

**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.

In a forum poll 55 Chumps voted on the issue of open tech sheets, nearly 85% voted for having tech sheets on impound vehicles.

**Petition 0716-5**

Name: Jeff Christianson

Member # CC008322

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Date Submitted: 6/8/2017

**Identify the issue, as you perceive it:**

Currently there is a large discrepancy in the performance potential of the cars running in the ChumpCar World Series. One of the main drivers of this widening gap of performance is the current rule governing cars that are no longer running the engine that came in the car stock. The impact of the current rule is magnified by the rule changes over the last couple of years that have dramatically reduced the point

additions for performance enhancing suspension and brake modifications. Before these rules were changed to make shock, spring, and brake upgrades zero or very low point adders, teams had to choose between handling and power. You couldn't upgrade both without going well over 500 points. The current rule bases the point value of changing the engine, on salvage yard prices of the engines, and not on the performance of the engines. This is allowing engines with low salvage value, due to lack of demand in the repair industry, which are newer and have significantly higher performance characteristics to be transplanted into cars racing in the ChumpCar World Series for a low point addition to the TCV of the car. The point addition for the transplanted engine is inconsistent with the points that are assigned to other performance enhancing modifications that are listed in ChumpCar World Series BCCR. None of the other performance enhancing modifications are based on the cost of parts that can be found in a salvage yard or on Craigslist from some kid that is desperate to sell parts to pay his rent tomorrow. The current rule is also flawed in that its impact is not consistent from car to car. A car that happens to have a rare and expensive even though low performance engine, has many more choices for engines that will work and add considerable performance.

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

The rule being referenced is:

**Powertrain Swaps: All teams shall present a completed 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 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. ChumpCar World Series P.O. Box 1541 Morgan Hill, CA 95038 info@chumpcar.com 4.6.The "Formula" is:  $MPV + (ACPV/IN + Stuff) - (ACPV/OUT) + Surcharge(s) = TCV$  (And the rest of Section 4)**

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

I believe that the current rule was developed and implemented to allow older lower powered and generally unreliable cars to update to engines that would last and allow them to compete on a more level basis with more modern, stock vehicles. This provided more options, and even a level of safety in the form of not having 40 year old motors oiling the track and having speeds closer together, thus avoiding extreme closing rates on track that could take amateur drivers by surprise and cause on track incidents. (Crashes) One example would be an MG from the late 60s or 70's with a whopping, and fragile, 60hp upgrading to a modern 4 cylinder with 120hp. This puts that car on par with a Miata, not 3 levels above the field.

**Propose a solution or revised rule.:**

**Proposed Engine Swap Rule**

Any car that has had the engine changed from what it was originally manufactured with shall have points added according to the following. All Horsepower numbers will be based on what the original manufacture published.

**What is included in an Engine Swap?**

The engine, the original (to the new engine) stock intake and exhaust manifolds, water pump, power steering pump, alternator, oil pan, brackets and motor mounts. Engine wiring and stock ECU. Radiator hoses to connect to the cars original radiator.

**What is not included, and incurs additional points in an Engine Swap?**

**Points listed below for modifications to make a swap work, are in addition to the points assessed for an engine swap.**

Modifications to motor mounts, 5 points

Modifications to oil pan, 5 points

Modifications to original stock bellhousing or the addition of an adapter plate, 10 points

Modifications to, or a change from, the original clutch, 10 points.

Modifications to the new engine's stock intake manifold for fitment, 5 points

Modifications to the new engine's stock exhaust manifold for fitment, 5 points

Modifications to the stock firewall for fitment, 5 points

Modifications to sub-frame or engine cradle for fitment, 5 points

Modifications to or replacement of the original throttle cable, 2 points.

**Engine Swap Points Assessment**

Minimum Engine Swap points 50. If the swap is from an original OBD1, or carbureted, engine to an OBDII engine, the Minimum assessment is 65 points.

For cars with original Horsepower below 120, Engine Swaps up to 120 Horsepower and OBD1 are assessed at the minimum of 50 points.

For cars that originally had above 120 Horsepower the following points will be assessed to the TCV.

Horsepower gain assessment, 1.5 points per Horsepower added over the original engine.

**Examples:**

Original Horsepower 98. New Horsepower 118(OBD1), points added 50.  
Original Horsepower 98. New Horsepower 120(OBD1), points added 50.  
Original Horsepower 98. New Horsepower 165(OBD1), points added 50 min + 67.5 = 117.5 (45 x1.5=67.5)  
(Swaps to OBDII in the previous examples would be a min of 65 points)  
Original Horsepower 140. New Horsepower 190, points added 50 min + 75 = 125.  
Original OBDI, or carbureted, Horsepower 140. New Horsepower 190 and OBDII, points added is; 65min + 75 = 140.

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

This rule proposal is relatively simple and easy to administer. It will support single class racing by limiting performance modifications that can be made to stock vehicle and teams will have to choose between power, reliability and handling when striking a balance to achieve the performance they are looking for. Horsepower numbers can be easily looked up with sources such as Wikipedia.

**Petition 0716-6**

Name: Mike Harris

Member # CC005912

Email Address: [mharris@borgwarner.com](mailto:mharris@borgwarner.com)

Date Submitted: 7/1/2017

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

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

Exemption: Competition vehicles may replace OE coil springs with replacements PROVIDED that the replacement maintains the exact same ID/OD measurements as the OE spring (+/- 0.25")

With the petition last year to change the value for Non-OE springs to exempt springs that were the same ID/OD as stock springs ChumpCar created a situation where a specific few cars that have a strong aftermarket racing parts availability (mainly BMW and Miata) to get an advantage. Those cars can run racing springs for no value add while the vast majority of other cars in the series do not have anything available that fits within the rules and therefore have to spend points to get to the same place that a few teams get to for free. By far the most cost effective way to get proper racing springs on a car is to use a low cost coil over kit. Once you get the kit on a car 2.5 inch springs are available in almost any length and rate to suit about any car.

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

The existing rule is the result of a petition submitted last year by a team who was significantly helped by the new rule while seriously disadvantaging the vast majority of other teams running in ChumpCar. This seems like the exact opposite of what ChumpCar should be trying to do to level the playing field between multiple different platforms and favoring a very few already very competitive cars.

**Propose a solution or revised rule:**

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

Non-OE coil springs (including 'coil-over' kit): 0 points

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

This will help even the playing field between different platforms. If you are going to give free springs to the few teams who happen to be able to get Race Kit springs that fit into the existing rule but then charge points to every other car who doesn't have the same availability that hurts the competitiveness of the series. The BMW and Miata guys can run coil overs too if they want to so nobody is being disadvantaged, and it would probably save those teams some money too.

**Petition 0716-7**

Name: Justin Lee

Member # CC003914

Email Address: [thing3racing@gmail.com](mailto:thing3racing@gmail.com)

Date Submitted: 7/2/2017

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

Retaining limbs inside of a racecar is critical for safety in the unfortunate circumstance of an issue on track. This can be accomplished several ways. The side net is a requirement for all cars. Convertibles are currently required to run arm restraints but this is only one possible solution.

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

Current rules require convertibles to run arm restraints.

**Propose a solution or revised rule:**

Allow all convertible cars the option of using one of the following options as an OR option, but one option must be followed: 1) driver SFI/FIA arm restraints 2) SFI/FIA roof nets covering the driver and 1/2 of the passenger side firmly secured (as in previous CCWS rule set) 3) permanently secured hard top, or similar solution covering the driver and at least 1/2 of the passenger side.

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

Increased safety and options for teams to run convertible cars.

**Petition 0716-8**

Name: Justin Lee

Member # CC003914

Email Address: [thing3racing@gmail.com](mailto:thing3racing@gmail.com)

Date Submitted: 7/2/2017

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

Fuel cells were allowed in early rules to enable cars with fuel starvation issues to be able to resolve this issue and compete. Fuel cells only come in certain sizes so a +/-2 gallon allowance was included so that team could avoid costly sized cells. With the introduction of new technologies such as the Holley Hydramat ([www.holley.com/products/fuel\\_systems/hydramat/](http://www.holley.com/products/fuel_systems/hydramat/)) the fuel starvation issue can be dramatically reduced and in most cases eliminated, and is much cheaper solution than a fuel cell. Now the installation of a fuel cell is purely for a competitive gain but no points are assessed when a team gains the extra capacity.

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

Current rules allow a +/- 2 gallon allowance in reference to the OEM fuel capacity when installing a fuel cell.

**Propose a solution or revised rule:**

Require all fuel cell installations to match OEM fuel capacity exactly with the use of certified displacement blocks.

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

In this petition, there is no need to assign points for the competitive edge gained when installing a fuel cell, simply add displacement blocks to the OEM capacity as the fuel starvation issue can be addressed via other cheaper and simpler methods.

**Petition 0716-9**

Name: Justin Lee

Member # CC003914

Email Address: [thing3racing@gmail.com](mailto:thing3racing@gmail.com)

Date Submitted: 7/2/2017

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

There is no mention of proper fasteners to be used or not used when building cars for competition. This can lead some teams to use wood screws, sheet metal screws, self tapping screws or other sharp tipped screws. Vibrations happen, things loosen, and eventually these fasteners end up on track where damage such as punctured tires, radiators, can occur. This obviously poses a safety concern as well as costly damage. Machine screws, OEM bolts, pop-rivets and or many options should be used.

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

Current rules do not have any guidance on acceptable fasteners.

**Propose a solution or revised rule:**

Mandate that it is not legal for cars to use wood screws, sheet metal screws, self tapping screws or other sharp tipped screws.

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

Increased safety and awareness for all teams.

**Petition 0716-10**

Name: Troy Truglio

Member # CC000261

Email Address: [Troy@trueleo.com](mailto:Troy@trueleo.com)

Date Submitted: 7/6/2017

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

Fuel size sizing really helps some teams and really hurts other teams. The rule can be changed to make it more even for members. ChumpCar has the fuel cell size +2 gallons. The main issue is find fuel cells that

are in the size wanted or needed. Also, cars with very small fuel cells are at a big disadvantage. By changing the fuel size rules teams can afford to go with the common size fuel cells.

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

It sounded good when made years ago.

**Propose a solution or revised rule:**

9.9.4.1. Allowable Fuel Cell Upgrades:

9.9.4.1.1. For those teams having a stock fuel tank of 13.99 gallons or less, Chumpcar will allow the use of an SFT/FIA certified fuel cell of up to 15 gallons

9.9.4.1.2 For those teams having a stock fuel tank of 14.00-15.99 gallons, Chumpcar will allow the use of an SFI/FIA certified fuel cell of up to 18 gallons.

9.9.4.1.3 For those teams having a stock fuel tank of 16.00-17.99 gallons, Chumpcar will allow the use of SFT/FIA certified 20 gallon fuel cell.

9.9.4.1.4. For those teams having a STOCK fuel tank of 18.00-19.99 gallons, Chumpcar will allow the use of an SFI/FIA certified 22 gallon fuel cell.

9.9.4.1.5 For those teams having a stock fuel tank of 20.00-23.99 gallons, Chumpcar will allow the use of SFT/FIA certified 26 gallon fuel cell.

9.9.4.1.6 For those teams having a stock fuel tank of 24.00-25.99 gallons, Chumpcar will allow the use of SFT/FIA certified 30 gallon fuel cell.

9.9.4.1.7. For those teams having a STOCK fuel tank of 26.00-29.99 gallons, Chumpcar will allow the use of an SFI/FIA certified 32 gallon fuel cell.

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

We will have a more uniform fuel cell rule on sizing that is cost effective for teams. It will allow teams with small tanks to be competitive and can take away the large advantage of teams with extremely large stock fuel tank sizes.

**Petition 0716-11**

Name: Troy Truglio

Member # CC000261

Email Address: [Troy@trueleo.com](mailto:Troy@trueleo.com)

Date Submitted: 7/6/2017

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

ChumpCar name simply implies we are Chumps, fools and simply put that we are dumb members. Since AER and WRL have come out we are considered the lower rung series, and we are not. A name change would really help to solve that issue. When we tell friends, family, other racers of other series that we race ChumpCar the thought always goes back to the word Chump and it is just not good.

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

It sounded good when made years ago when we were compared to Lemons, but not anymore.

**Propose a solution or revised rule:**

A new name and two stage process.

1- Have member submit possible name change options.

2- Put them on the website have have members vote on which name would be best.

Examples

GERA- Global Endurance Racing Association

REGS- Racing Endurance Global Series

IES- International Endurance Series

NES- National Endurance Series

REGA- Racing Endurance Global Association

RREA- Road Racing Endurance Association

REA- Racing Endurance Association

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

With a simple name change we will show the racing community we are not just Chumps anymore and an organization that is at a much higher level and compared to SCCA, NASA, AER, WRL, ETC and not be put on the bottom rung of Lemons and ChumpCar.

**Petition 0716-12**

Name: Troy Truglio

Member # CC000261

Email Address: [Troy@trueleo.com](mailto:Troy@trueleo.com)

Date Submitted: 7/6/2017

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

We have 3 regions (east, mid, west) 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, but that track was a roval and almost no members wanted to even drive on a Roval and most current members have the same feelings. If we have the event at a track that would be of the caliber of a national event members will come. I propose with have a National Annual World Chumpionship. This would happen once every year in the Spring of the following year and invited teams would be from the previous year of racing. The race track would not be a roval or small venue, but one of the bigger tracks and examples would be. Road America, Road Atlanta, COTA, VIR Full, ETC. Regional Chumpionships are good, but what about the

best of the best, an event that would encompass all of ChumpCar as the biggest and greatest race ever!  
Basically a World Chumpionship Champion!

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

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

**Propose a solution or revised rule:**

1.9. A World Chumpionship 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 Chumpionship 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 year or current year (to the date of the Chumpionship). "One-race Wonders" are, hereafter, excluded from Chumpionship event podiums and awards.

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

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

1.9.3. Non-qualifying teams will NOT compete for the World 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.

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

1.9.5. 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.

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

1.9.5.2.1. 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 0716-13**

Name: Troy Truglio

Member # CC000261

Email Address: [Troy@trueleo.com](mailto:Troy@trueleo.com)

Date Submitted: 7/6/2017

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

When reading the rules of other organizations (WRL, AER, NASA, ETC) the rules are vastly different in the area of making a car last in endurance racing. Chumpcar current rules do the opposite with adding points for oil accumulators, alum or non stock radiators, oil coolers, trans coolers, diff coolers and baffled oil pans. This encourages teams to race on the edge of expecting to blow up and have issues and some teams just do not do this and leave ChumpCar. The other series do not have values added for such items and actually encourage you to put such items on your vehicle to make it last. This actually leads teams to go to other series and we cannot have that.

The reason I am writing this petition is that I had a team member for the last 5+ years started his own team now and races AER and WRL. I asked him why he does not race ChumpCar and he said the rules that do not make sense on added items. He has an accusump, trans cooler, oil cooler and radiator from ebay. His answer was that he would have to get too many points to be competitive and EC was not his place to be. He wanted to race, but the rules put so many points on those items he does not. He said he needs his car to last as he does not have extra money to be putting in new engines, trans, etc and he does not have the time to do these changes as he has a job and family he has to also spend time with. It is sad that we had a racer with 5+ years of experience, 20+ races, wants to race with ChumpCar but does not over rules that simple do not make any sense at all.

The added items do not add speed or performance to your car and actually get you last the entire race. We as members want a few things. One is to actually get out there and race. We have all taken the time to get to the track and want to actually drive and race. A broken car does nothing to help in that aspect. Also, a broken car on track is utterly dangerous on many levels and examples are here. A broken down car on track can get hit by other vehicles either while it is in the process of breaking down, going slow on track, or just on track or slightly off track broken. A broken car can leak fluids on the track, such as engine oil, diff oil, trans fluid/oil, radiator fluid. All these items on track are extremely dangers for everyone. For the person that broke down it can lead to getting hit by another car, their own car going off track in an unexpected way in which it could hit a wall or other barrier. Also, track workers would need to be on track to clean up the car or mess and that is added danger to them.

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, Radiators, Coolers or Baffled Oil Pans and adds performance.

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

Because a certain person put them in the rulebook as it was their way and steam rolled others into his thoughts. As a member based organization the members do not want to add these items and want to encourage teams to come to Chump car.

**Propose a solution or revised rule:**

Remove Accusump and/or Oil Accumulator, Alum Radiators, no OE radiators, Oil Coolers, Trans Coolers and Baffled oil pans from the non-exempt list and put it on the exempt list.

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

As listed above, but bulleted out.

- Encourage new teams to come to Chumpcar
- Simply the rules and tech process
- Safety for drivers
- Safety for marshals
- Safety for EV and EMT persons
- Cars will last longer and this will make members happy!

**Petition 0716-14**

Name: Troy Truglio

Member # CC000261

Email Address: [Troy@trueleo.com](mailto:Troy@trueleo.com)

Date Submitted: 7/6/2017

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

The current crop of ChumpCars is getting very old in the tooth and new chumps are just not going out looking for these old cars anymore. If a team has an old car and it has worked her magic out they will probably not want that same car again. Other series are not specific to the year or type of car and address the speed potential of that car. We need to do the same and look at what is running in other series to add them to the specific MPV table.

A few examples- Miata NC- That car should be on the list at a value higher than 500, but not that much higher. The BMW Z4 2.5 for example is not a super fast car, but something that can be raced. There are probably a good 25-50 cars that need to be added to the list.

We need new cars and need to add those to the mpv.

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

The rules were good when we started out, but we need to get more modern with the cars that are racing in different series also.

**Propose a solution or revised rule:**

Update MPV table with new cars. We can look at the new cars to be added and adjust the mpv for those according the speed potential of that vehicle and also can look at the entire mpv table to adjust values as needed with new cars.

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

As listed above, but bulleted out.

- Encourage new teams to come to ChumpCar
- Simply the rules and tech process
- Safety for drivers
- Safety for marshals
- Safety for EV and EMT persons
- Cars will last longer and this will make members happy!

**Petition 0716-15**

Name: Troy Truglio

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Date Submitted: 7/7/2017

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

ChumpCar needs to address the newer cars out there that we are losing out on as customers and support.

1- Add many new cars to the mpv table. We all know we are losing cars and teams to other series or other series are gaining new cars and teams that will not come to us because they are new, nicer, higher values due to our rules, etc. We need to add these cars to the mpv table, but with realistic numbers, not something like 700 that in reality says we do not want you, stay home.

2- Adjust all mpv numbers to reflect base values with new car values in comparison. When the new vehicles are added adjust values for the current vehicle to reflect the overall holistic view of the mpv table to reflect the cars values.

3- Have a mpv starting point and also a TCVmin ending point. Teams will start out with a base MPV value and will have a TVCmin value as to give laps as needed to fast cars, yet allow some modifications. This range will allow teams to modify their cars and make them their own creations. This is what ChumpCar was founded on. If we simply put a value of say 540 points, or 4 laps, for a certain car that car has to basically be bone stock. That is not realistic. We need to start with something like 440 points and then say the min you have to have is 540 points or 4 laps. If you go over that then more. This way cars can come in from other organizations and people can make the car modifications they see fit them best.

4- Update the MPV table to also have TCVmin for values of cars that are considered to be needing laps. The mpv table will have two values with an mpv starting point and tcvmin ending point. So you will see BMW e36 XYZ 440/540 with 440 being the mpv and 540 being the tcvmin value.

5- The MPV and TCVmin will allow many other cars into the series from other series without needing to change their cars.

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

AIV to MPV on our older cars. They are long in the tooth now and we need to also get newer cars in the series with the correct values, but not so high as to in reality get rid of them.

**Propose a solution or revised rule:**

1- Add many new cars to the mpv table. - Examples, Miata NC, 350Z, E46, BMW Z4 2.5, Etc.

2- Adjust all mpv numbers to reflect base values with new car values in comparison.

3- Have a mpv starting point and also a TCVmin ending point. This will be a simple with two numbers on the mpv table with a slash. Examples 350/500 or 440/540. You will have an MPV starting point as we do and also a TCVmin ending point that you will have to use as a minimum value.

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, etc. If all of your stuff equals greater than the TCVmin then you will receive laps due to the TVC value. The list on the MPV Table will have two numbers for each vehicle with a slash. The first number is the mpv starting point and the second is the TCVmin.

**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.