



ChampCar Endurance Series

2018 Member Rules Petitions

2/28/2018



Name: Matt Terrico

Member #: CC012438

Email Address: matttv10@gmail.com

Date Submitted: 6/6/17

Identify the issue as you perceive it:

Cars not keeping pace or not catching up to the pace car/field under full-course caution.

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

Currently there is no rule for this, but is mentioned in EVERY driver's meeting. There should be a rule along with a penalty for teams/drivers that do not catch the field thus penalizing all teams and drivers behind them.

Propose a solution or revised rule:

Under full-course caution with a pace car deployed, all drivers shall make every effort to safely catch and keep up with the car in front of them without passing. Failing to do so shall result in a black flag and 5-minute penalty. If a car cannot maintain pace car speed, it should NOT pass Start/Finish and immediately pit without penalty.

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

This rule will help the races be more organized, safer, and prevent many teams from being penalized due to a single drivers/team inability to follow directions from the driver's meeting.



Name: Dan

Member #: CC

Email Address: dan@becauseracecar.us

Date Submitted: 6/9/17

Identify the issue as you perceive it:

We need to define what an “adjustable” shock is.

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

Years ago, prior management wanted to keep cost under control, and perceived adjustable shocks as an avenue to excessive spending. I also view adjustable as something that is field-adjustable.

Propose a solution or revised rule:

In my opinion, adjustable is something that is field adjustable- once welded it is no different than if I took my stock-spring perch, ground it off and welded it in a different location. After a shock is welded, it is a non-adjustable shock.

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

If we are able to rebuild our shocks and seal them, this can save money, and it’s still not adjustable.



Name: Nathan Gardiner

Member #: CC007996

Email Address: n.a.gardiner@gmail.com

Date Submitted: 7/12/17

Identify the issue as you perceive it:

To keep up with the field, you are almost required to install a +2 gallon fuel cell. This represents a high cost to our racing.

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

Many cars don't have a stock fuel tank capacity capable of allowing the car to drive for up to 2 hours without fueling. The +2 gallon rule was put in place to allow a little more range without cars carrying excess fuel around the track.

Propose a solution or revised rule:

Larger surge tanks can be used (up to 2.5 gallons), if fuel capacity is not already increased by using the larger fuel cell allowance.

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

It allows the retention of the OEM-engineered and safely installed fuel tank, while still allowing an extra 2 gallons of fuel to meet the current rule. It is also less expensive.



Name: Matt Terrico

Member #: CC012438

Email Address: matttv10@gmail.com

Date Submitted: 7/29/17

Identify the issue as you perceive it:

Currently there is no limit to octane level or fuel type for the series. More teams are starting to use real racing fuel during pit stops (it's blue, you can tell- you can also smell it). Any LEGAL chump car shouldn't need to run on this type of fuel. If you don't need to run on this type of fuel, you are also probably not opting to triple your gas bill for the race weekend. Allowing race fuels allows teams to cheat by internally modifying their engines and not claiming them on their Tech sheet. Tech cannot possibly catch these internal changes as there is no way to inspect these areas of the engine. By limiting the octane level, you can essentially help tech police these teams cheating with no way of catching them currently, as nobody is tearing down any engines during protest.

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

There is currently no rule or process in place.

Propose a solution or revised rule:

Proposed rule of limiting the octane level of any competing car in the series to 93 octane. Octane-boosting additives are also prohibited.

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

Keeps teams from cheating. Keeps the cost of racing down. This rule is pretty easily policed by other teams sharing the pit with a would-be offending team and also teams around the pits. It's easy to see and smell race fuel. If this rule is approved, it will not affect many teams, just the ones that are being cheaty.



Name: James Ballenger

Member #: CC000402

Email Address: jamesb@bmotorsports.com

Date Submitted: 8/27/17

Identify the issue as you perceive it:

The statement, "The seatback must be within 3" of the shoulder harness bar or the diagonal main-hoop bar in its furthest forward position. For seats on sliders, or permanently affixed seats which do not meet this requirement, a seatback support MUST be used," in it's original makes it sound like there are two different classes/treatments for sliders/permanent mount.

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

Propose a solution or revised rule:

Change it to, "The seatback must be within 3" of the shoulder harness bar or the diagonal main-hoop bar in its furthest forward position. For seats which do not meet this requirement, a seatback support MUST be used."

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

It obfuscates the points as no distinction needs to be made here as any seat needs to meet the 3" rule in its most forward position.



Name: James Ballenger

Member #: CC000402

Email Address: jamesb@bmotorsports.com

Date Submitted: 8/27/17

Identify the issue as you perceive it:

Allowing Lithium Iron, Lipo batteries are subject to thermal runaway and the fires are very difficult to put out. The chemical fire is dangerous and extreme. It can cause secondary explosions and all manner of problems. Robust cells need to be design to contain such an event. Fires can result from improper charging, puncture, or debris in the material. Thermal runaway ensues.

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

There is no rule or process addressing this concern.

Propose a solution or revised rule:

Disallow them and allow Lithium Iron Phosphate (LifePO4).

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

LifePO4 does not have the same charging or puncture damage risks. While it is not quite as light or as power dense as LiPO, safety is far more important in this series. LifePO4 is still a much lighter option compared to a standard battery or AGM cell.



Name: Alex Rockwell

Member #: CC012290

Email Address: drsrock@aol.com

Date Submitted: 9/8/17

Identify the issue as you perceive it:

Reliability modifications are currently assessed a point value just like performance modifications.

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

With our current/original rule set, any changes from the stock car incurred additional points to try and keep people from spending money.

Propose a solution or revised rule:

If the FPV list was not to penalize reliability and cooling of major components, ChampCar could bring in teams from other series. Competitiveness should come less from reliability and more from car prep, teamwork, driver skills, pit stop and race management.

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

The ability to bring in teams from other series. If cars were classed according to their performance only, this would create diversity of platforms and better competition.



Name: Dennis Morgan

Member #: CC

Email Address: djmorganracing@gmail.com

Date Submitted: 10/24/17

Identify the issue as you perceive it: Multiple safety infractions on pit road, especially as the day gets later.

Identify, if possible, your understanding of why the current rule or process was initiated and put into place: Pit road rules are to keep drivers safe.

Propose a solution or revised rule: There should be an infraction penalty time instituted for drivers who don't follow pit road safety rules. These infractions should be listed in the Supps.

Provide a list of the positive changes and/or rationale for implementing the proposed solution or revised rule: It would keep drivers safer.



Name: Barry Greenaway

Member #: CC

Email Address: barry.greenaway@gmail.com

Date Submitted: 10/25/17

Identify the issue as you perceive it: USDM engines are getting harder to find at reasonable prices, but JDM engines are plentiful and cheap. Currently the rules are not clear as to whether a JDM engine can be used or not.

Identify, if possible, your understanding of why the current rule or process was initiated and put into place: All engines are required to be from cars on the VPI list to avoid teams from finding and using rare out of market engines.

Propose a solution or revised rule: I would like to see JDM engines allowed as replacements for original USDM engines as long as they are nearly identical to the OEM engine. Perhaps a variance of 5% of something would be allowed. Same displacement required.

Provide a list of the positive changes and/or rationale for implementing the proposed solution or revised rule: Allowing JDM engines would allow teams access to much cheaper engines to replace their blown USDM engines. This would help keep the cost of racing low.



Name: Nathan Gardiner

Member #: CC007996

Email Address: n.a.gardiner@gmail.com

Date Submitted: 10/25/17

Identify the issue as you perceive it: Automatic transmission point reduction is unclear. If a car is raced with an automatic transmission, does it get a 75 point deduction from its listed VPI or only if the car had a manual option? Are the VPI numbers based on manual cars? If so, why do they incur a 25 point value increase if a car that was only offered with an automatic is run as a manual?

Identify, if possible, your understanding of why the current rule or process was initiated and put into place: Racing an automatic transmission is a performance disadvantage over a manual. The auto has heat and slippage to deal with whereas the manual does not. The 75 point credit is there to compensate the auto cars for their weak link.

Propose a solution or revised rule: The VPI table should state that all cars listed are manual transmission versions. The 75 point deduction listed on the top of the VPI table is applied to any car raced as an automatic. For cars not offered with a manual transmission from the factory, transmission/transaxle swap to manual is 0 points.

Provide a list of the positive changes and/or rationale for implementing the proposed solution or revised rule: By clarifying the intent and application of this rule, all teams will understand where their car's base value will start from. Also, prevents unfairly penalizing teams who want to run a car that only came with an automatic as a manual.



Name: Nathan Gardiner

Member #: CC007996

Email Address: n.a.gardiner@gmail.com

Date Submitted: 11/8/17

Identify the issue as you perceive it: Current swap formula adds more than 50 points for a swap to a lower horsepower.

Identify, if possible, your understanding of why the current rule or process was initiated and put into place: The swap formula can't handle negative number and returns strange values when asked to. Presumably no one predicted that teams would reduce their HP so this glitch was not a concern to them.

Propose a solution or revised rule: Add a line to the swap rule that states "All reductions in swapped horsepower will be valued at a flat 50 points."

Provide a list of the positive changes and/or rationale for implementing the proposed solution or revised rule: This will prevent teams from having to email tech and get a special interpretation of their swap value.



Name: William Guarino

Member #: CC004449

Email Address: Guarino.will@gmail.com

Date Submitted: 11/27/17

Identify the issue as you perceive it: Teams are supposed to race the same car at the National Championship that they qualified in. But what if they total that car after they qualify?

Identify, if possible, your understanding of why the current rule or process was initiated and put into place: Requiring teams to race the same car they qualified in prevents anyone from building a new better car to try and win the Championship with.

Propose a solution or revised rule: If a team totals their qualified race car, they can build a replacement car and remain qualified for the Championship as long as the new car is the same Make/Model/generation as the original car.

Provide a list of the positive changes and/or rationale for implementing the proposed solution or revised rule: Accidents happen and by allowing a team to rebuild their qualified race car, more teams will be able to make the National Championship race.



Name: Nathan Gardiner

Member #: CC007996

Email Address: n.a.gardiner@gmail.com

Date Submitted: 12/7/17

Identify the issue as you perceive it: When a team does a swap, all the vehicle weights are declared by the club. HP however is open to individual research. This means that the final points given by the calculator can differ between teams doing the same swap.

Identify, if possible, your understanding of why the current rule or process was initiated and put into place: The swap rule was put in place to make swaps more standard and less subject to user research. With a mathematical formula and fixed weights it is almost complete.

Propose a solution or revised rule: Add engine HP to the swap tables used in the calculator. This would ensure that every swap uses a standard weight and standard HP to reach the final value.

Provide a list of the positive changes and/or rationale for implementing the proposed solution or revised rule: The addition of standard HP numbers would ensure that every swap was repeatable by anyone else.



Name: Scott Giles

Member #: CC015128

Email Address: sgiles2222@gmail.com

Date Submitted: 12/11/17

Identify the issue as you perceive it: Cars with small fuel tanks (less than 12 gallons) are disadvantaged over cars that come with larger tanks (over 16 gallons).

Identify, if possible, your understanding of why the current rule or process was initiated and put into place: The current rule only allows a team to add up to 2 gallons over the stock capacity. This was to prevent teams from carrying too much fuel around and from adding too much HP.

Propose a solution or revised rule: I propose that vehicles that originally came with a gas tank of 12 gallons or less capacity be allowed to use a spec fuel cell of 3 gallons in size to supplement their OEM gas tank. It must gravity feed the OEM tank and still meet all sound mounting practices.

Provide a list of the positive changes and/or rationale for implementing the proposed solution or revised rule: This rule would allow small cars the ability to go a full two hours on one fuel stop without removing the safety of the OEM gas tank.



Name: Nathan Gardiner

Member #: CC007996

Email Address: n.a.gardiner@gmail.com

Date Submitted: 12/12/17

Identify the issue as you perceive it: Many parts and modifications are listed in the rulebook, but not all. In the case of a modification that is not listed, teams are asking tech for a ruling each time and the answer may not always be the same AND it is not publicized. Teams are left to wonder if a modification they want to attempt is going to earn them points, and if so how many?

Identify, if possible, your understanding of why the current rule or process was initiated and put into place: The rule book as currently written tries to spell out many of the common modifications that are done. The points table is there to guide the build of a new car.

Propose a solution or revised rule: I propose a litmus test of sorts that will guide the club as to whether or not a modification will add points. Points will be added if the answers to all these questions are yes:

- 1) A part/material was added to the car that wasn't present from the factory.
- 2) A performance gain was had from the part/modification.
- 3) The part/modification does not fall under the points exempt list (lexan windows, poly bushings, ECUs, etc)

If only one of the questions can be answered yes, then no points would be added. Example – removing weight from the car. Answer to #1 is no, but #2 is yes. No points added to car.

Provide a list of the positive changes and/or rationale for implementing the proposed solution or revised rule: This simple test will allow the club to consistently apply the rules to all teams and ensure no one gets in trouble for misinterpreting the intent of the club BCCR.



Name: Mike Chisek

Member #: CC000498

Email Address: michael.chisek@ChampCar.org

Date Submitted: 12/26/17

Identify the issue as you perceive it: Teams can get around the HP limiting function of the swap formula by changing engine parts out AFTER they complete the swap. A loophole exists in the rules that would allow a team to swap in a bigger engine and leave 100 or more points on the table. These last 100 points are then used to pay for a head swap that yields more HP than the swap formula would allow. These cars are now faster than any other swap car can get to.

Identify, if possible, your understanding of why the current rule or process was initiated and put into place: The swap formula was designed to limit the amount of HP that can be swapped into a car. The more HP that is added, the faster the points add up. So each car has a theoretical limit to how much HP they can swap into their car.

Propose a solution or revised rule: Add a single line to the swap formula that states that "Swapped engines must retain all factory parts. No head, intake or throttle body changes can be made."

Provide a list of the positive changes and/or rationale for implementing the proposed solution or revised rule: This clause will prevent circumventing the HP limits built into the swap formula.



Name: Troy Truglio

Member #: CC000261

Email Address: Troy@trueleo.com

Date Submitted: 1/1/18

Identify the issue as you perceive it: Race starts should always be started with a pace car to keep the field on a group and not spread out over the entire track with big gaps.

Identify, if possible, your understanding of why the current rule or process was initiated and put into place: There is not rule for this now and often it is done, but not always and not in all regions.

Propose a solution or revised rule: Just start with a pace car and set the speed to around 35mph to keep the cars lined up.

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



Name: Troy Truglio

Member #: CC000261

Email Address: Troy@trueleo.com

Date Submitted: 1/1/18

Identify the issue as you perceive it: Race starts are longer and single file. We should start double file and this has happened in past a few times and worked. We should make this a rule as with the name change we can start at a higher level.

Identify, if possible, your understanding of why the current rule or process was initiated and put into place: There is no rule for this now and no consistency.

Propose a solution or revised rule: Start the race double file behind a pace car.

Provide a list of the positive changes and/or rationale for implementing the proposed solution or revised rule: Fair starts for all and a higher level of starting procedure like most organizations.



Name: Troy Truglio

Member #: CC000261

Email Address: Troy@trueleo.com

Date Submitted: 1/1/18

Identify the issue as you perceive it: Start the race with a random pit stall pick. We have started to do this in 2017 late, but it is not consistent throughout the regions or from race to race when a double it done. There needs to be consistency in starting procedures and expectations.

Identify, if possible, your understanding of why the current rule or process was initiated and put into place: There is no rule for this now and no consistency.

Propose a solution or revised rule: Use a random number generator and pick a starting pit stall and then go down the line for each person to line up. If a double race then go the opposite day two to be fair to all racers.

Provide a list of the positive changes and/or rationale for implementing the proposed solution or revised rule: Fair starts for all racers.



Name: Troy Truglio

Member #: CC000261

Email Address: Troy@trueleo.com

Date Submitted: 1/1/18

Identify the issue as you perceive it: There is not a rule stating a driver should be able to get out of a car in a timely manner. We should have an egress test rule of 10 seconds, give or take. This is for the safety of all drivers. I have seen on multiple accounts where a driver was unable to get themselves out of the car for a simple fuel and driver change. If that car is on fire then that driver would simply die and burn and no one wants that.

Identify, if possible, your understanding of why the current rule or process was initiated and put into place: There is no rule for this now.

Propose a solution or revised rule: Have a test at tech and be in full gear. They get a special sticker when completed that goes below their annual tech sticker on their helmet and all is good to go. They just need to tech once year and simple and done. Have a separate line at tech for this with a car as needed.

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



Name: Troy Truglio

Member #: CC000261

Email Address: Troy@trueleo.com

Date Submitted: 1/1/18

Identify the issue as you perceive it: Accusumps are worth 10 points and should be free and encouraged. It does not add a performance advantage and saves engines.

Identify, if possible, your understanding of why the current rule or process was initiated and put into place: The current rule is from the John Condren era when he would like to see cars blow up so he added points and wanted teams to choose to add points, which is laps, or take the risk and blow up. We are stuck in the past on this rule.

Propose a solution or revised rule: Have the accusump as zero points and encourage teams to finish races.

Provide a list of the positive changes and/or rationale for implementing the proposed solution or revised rule: Accusumps save engines. A team or customer that finishes a race has a good time and will want to come back. A team that blows up an engine does not have that good time and will need to spend a lot of money and time to fix the car, which they may or may not have. If we want to encourage teams to participate in ChampCar we should promote those teams finishing and having a good time.

From a safety aspect it makes no sense to point a system that can cause oil to be on the track. The car that blows up can crash or catch on fire, as me how I know that one. The car will put oil on track and cars can crash, examples are numerous on this. The safety crew has to clean it up, which is not safe for them to be on track any more than they need to be. Racing is full course yellow flag or red flag and we all want to race so it effects the entire field. We should encourage teams to put accusumps on. Teams can not take a 1 lap penalty for it and expect to do well anymore with the competition and will choose to risk it when needed. We should not encourage this. Also, some engines do not need an accusump and some do so why are we giving an advantage to the teams that do not need it as this will make it fair for everyone. It also adds a significant amount of weight to the car so in theory it will make you slower.



Name: Troy Truglio

Member #: CC000261

Email Address: Troy@trueleo.com

Date Submitted: 1/1/18

Identify the issue as you perceive it: Engine oil coolers are worth 20 points and should be zero.

Identify, if possible, your understanding of why the current rule or process was initiated and put into place: The current rule is from the John Condren era when he would like to see cars blow up so he added points and wanted teams to choose to add points, which is laps, or take the risk and blow up. We are stuck in the past on this rule.

Propose a solution or revised rule: Have oil coolers as zero points.

Provide a list of the positive changes and/or rationale for implementing the proposed solution or revised rule: Oil coolers can save engines. A team or customer that finishes a race has a good time and will want to come back. A team that blows up an engine does not have that good time and will need to spend a lot of money and time to fix the car, which they may or may not have. If we want to encourage teams to participate in ChampCar we should promote those teams finishing and having a good time.

From a safety aspect it makes no sense to point a system that can cause oil to be on the track. The car that blows up can crash or catch on fire, as me how I know that one. The car will put oil on track and cars can crash, examples are numerous on this. The safety crew has to clean it up, which is not safe for them to be on track any more than they need to be. Racing is full course yellow flag or red flag and we all want to race so it effects the entire field. We should encourage teams to do what they need to finish races. Teams can not take a 2 lap penalty for it and expect to do well anymore with the competition and will choose to risk it when needed. We should not encourage this. Also, some engines or transmission do not need an oil cooler and some do so why are we giving an advantage to the teams that do not need it as this will make it fair for everyone. It also adds a significant amount of weight to the car so in theory it will make you slower. I see no downside to having free oil coolers.



Name: Troy Truglio

Member #: CC000261

Email Address: Troy@trueleo.com

Date Submitted: 1/1/18

Identify the issue as you perceive it: Aluminum radiators are 20 points and if the same size, dimensions and capacity as a stock radiator should be zero for cost perspectives. A lot of ChampCars are getting really old and finding stock radiators are becoming impossible and manufacturers are not continuing to make parts for them anymore.

Identify, if possible, your understanding of why the current rule or process was initiated and put into place: Currently the rule is 20 points for an aluminum radiator as a much larger radiator can aid in overheating for certain cars.

Propose a solution or revised rule: Make aluminum radiators zero points if the aluminum radiator is the same basic dimensions and capacity of the stock radiator.

Provide a list of the positive changes and/or rationale for implementing the proposed solution or revised rule: This is a cost and availability solution with no performance gain so it should be zero. It was hashed out on the forum and came to conclusion that if it has the same dimensions and capacity as stock it gives not advantage and should be zero points added. Some makes are not continuing to make radiators and once the supply is used up there is not solution except cheap aftermarket ones. A simple aluminum radiator can save teams hundreds of dollars and should be an option for free.



Name: Troy Truglio

Member #: CC000261

Email Address: Troy@trueleo.com

Date Submitted: 1/1/18

Identify the issue as you perceive it: Teams are using race gas, which usually indicates the engine has been worked over and the need for race gas. We should have a 93 octane rule on fuel.

Identify, if possible, your understanding of why the current rule or process was initiated and put into place: There is no rule for fuel right now.

Propose a solution or revised rule: We should only be able to use 93 octane or less fuel. If a team uses race fuel they will be in EC. If it came up a team was suspected of using race fuel of above 93 octane they could go with a ChampCar official to get a gas station, put 93 in their gas cans and run that fuel in their cars. There might be other solutions also, but that is one idea on how to enforce it. Race fuel has different colors and smell and most know what it is so it should not be hard to figure out.

Provide a list of the positive changes and/or rationale for implementing the proposed solution or revised rule: Provides a cost effective racing and this might keep teams from doing full out race engines.



Name: Troy Truglio

Member #: CC000261

Email Address: Troy@trueleo.com

Date Submitted: 1/1/18

Identify the issue as you perceive it: We have classes based on engine displacement and have a rule set that is based on points. We should have classes based on points.

Identify, if possible, your understanding of why the current rule or process was initiated and put into place: We added classes to add for others to be involved in the fight throughout the field. It does not really work as fast cars with high points can be in all classes.

Propose a solution or revised rule:

2.1 Endurance Racing

2.1.0.1 WE STILL HAVE AN OVERALL WINNER!

2.1.1 Within ChampCar's Endurance Racing program there are (4) classes of racing

-Class C- All cars with 450-550 points. (above 500 1 lap per 10 point increments)

-Class B- All cars with 400-450 points

-Class A- All cars with 0-400 points

-Class E- All cars with 551+ points

2.1.2- All cars with the follow modifications will be moved up to class C

2.1.2.2 Engine Swap

2.1.2.3 Cylinder head swap

2.1.2.4 Valve train modification

2.1.2.5 Turbocharger or supercharged added

2.1.2.6 Cylinder head or engine porting or polishing or Rotary changing the port shapes or sizes. (basically if you open up the engine to make it faster you will be in class C)

2.1.3 Any team wanting to move up in class or classes when lower in points can move up.

1.4.3.3 Trophies based on number of entries per class.

1.4.3.3.1 - 1-5 = 1st trophy, 6-10 = 2 trophies, 11-19 = 3 trophies, 20-29 = 4 trophies, 30+ = 5 trophies.

1.4.4.2 Credits shall be issued based on number of entries and then used the multiplier for race length.

1.4.4.2.1 (entires1-5 = 1st- \$100) (entries 6-10 = 1st-\$200, 2nd \$100) (entries 11-19 = 1st \$300, 2nd \$200, 3rd \$100) (entries 20-29, 1st \$400, 2nd \$300, 3rd \$200, 4th \$100) (entries 30+ = 1st \$500, 2nd \$400, 3rd \$300, 4th \$200, 5th \$100)

1.4.4.3 Event length determines credit amount multiplier.

1.4.4.3.1 For events 10 hours or less use a 1.0 multiplier.

1.4.4.3.2 For events 11-18 hours use a 1.5 multiplier.

1.4.4.3.3 For events 19+ hours use a 2.0 multiplier.



Provide a list of the positive changes and/or rationale for implementing the proposed solution or revised rule. The list is long and good. I have done the math on the classes and used multiple races from 2017 to show the number rule change works. The cars that currently in the top are still on the top, but cars that are slower with less points will have their own battles throughout the field. Racers want the battles and that is what racing it all about. This will bring that. This will also be very inviting for new teams. Example, a team wants to race, gets a 1990 Miata, puts a cage in, tires, good brake pads, ect. Does not add any points so they will be slower. They will be in the lower class that is slower. The speed creep up top will not affect the slower teams with less points and they can progress up the classes as their speed comes up from car improvements and points added. This is a great stepping stone of classes to do.



Name: Troy Truglio

Member #: CC000261

Email Address: Troy@trueleo.com

Date Submitted: 1/1/18

Identify the issue as you perceive it: We have park ferme races for Championship races and should also have the main cars not racing for the Championship have a standard double day.

Identify, if possible, your understanding of why the current rule or process was initiated and put into place: There is no rule for it.

Propose a solution or revised rule: Have the main part of the field not racing for the Championship race do a double race with the same rules set forth. Championship teams will be park ferme.

Provide a list of the positive changes and/or rationale for implementing the proposed solution or revised rule: Teams will be able to have a double race event and be able to work on the cars as needed. Most would rather have a double race anyway so this can help them. It can add entries to a race and increase participation at races.



Name: Troy Truglio

Member #: CC000261

Email Address: Troy@trueleo.com

Date Submitted: 1/1/18

Identify the issue as you perceive it: We have 24 hour races and can have a double event during this race. Not everyone wants 24 hour races.

Identify, if possible, your understanding of why the current rule or process was initiated and put into place: There is no rule for it.

Propose a solution or revised rule: Race starts for all at same time. 7 or 8 hours in there is a checkered flag for the racers in the d7 or d8 group. They pit and go to the paddock area for tech on those cars. When 7 or 8 hours towards the end the cars will line up 30 minutes that time in the paddock. With 10 min towards the time to go out a full course yellow it brought out and a pace car. The group will go out and take one lap and all course goes green and everyone races to the end. Cost to race the 24h and D7 or D8 is the same so not cost lost to ChampCar and it will have more entries.

Provide a list of the positive changes and/or rationale for implementing the proposed solution or revised rule: Not all teams like the 24 hour format and this will give more teams the opportunity to race. There are only positive changes here.



Name: Troy Truglio

Member #: CC000261

Email Address: Troy@trueleo.com

Date Submitted: 1/1/18

Identify the issue as you perceive it: Fuel tank size limit for smaller gas tank sizes to 15 gallon minimum. Current rule is +2 gallons and many cars come with 11-12 gallon fuel tanks. This causes that car, even with a +2 fuel cell that would need to be custom and expensive size to not be able to do the 1:40 on fuel.

Identify, if possible, your understanding of why the current rule or process was initiated and put into place: Current rule is +2 gallon with fuel cell.

Propose a solution or revised rule: New rule would be if you have a stock fuel tank size below 13 gallons you can go to a maximum fuel cell size of 15 gallons.

Provide a list of the positive changes and/or rationale for implementing the proposed solution or revised rule: Cars with small fuel tanks will have to stop for fuel every hour or so. They should be able to go to 1:40 for double 7 events and this would give them a chance to do so. We want to race all cars on the field and being fuel limited to not even be able to go 1:40. Races should be won based on driver skill and car prep and not a default of smaller fuel tanks.



Name: Troy Truglio

Member #: CC000261

Email Address: Troy@trueleo.com

Date Submitted: 1/1/18

Identify the issue as you perceive it: We do not have ChampCar licenses and can have license levels and keep track of on track incidents.

Identify, if possible, your understanding of why the current rule or process was initiated and put into place: No rule now.

Propose a solution or revised rule: We should have each ChampCar member have a license level based on how many races they have with ChampCar and also based on points they have with incidents on track. We should keep track of on track incidents and have it in the database to review.

Points for incidents.

1 point as a not at fault incident include accident on track that is not the drivers fault.

1 point for being called into tech for a black flag for too many spins or bad driving.

3 points for causing an on track incident or crash.

Points stay on for a rolling year period.

If a driver has more than 8 points they can be suspended until the points come off based on a rolling year of when the incidents happen.

If a driver has more than 4 points due to not at fault incidents that driver can be suspended until a rolling year when the points fall off. If the driver has that many on track incidents than that driver is to blame and need to evaluate how they are driving and why they are causing such incidents.

ChampCar license level - Rookie- 0-3 races completed. To move to the next level you must have 2 points or less in the last two races and not more than 5 total points.

ChampCar license level - Intermediate- 4-9 races completed. To move to the next level you must have 2 points or less in the last two races and not more than 5 total points.

ChampCar license level- Advanced- 10+ races completed.

Provide a list of the positive changes and/or rationale for implementing the proposed solution or revised rule: There are drivers that continue to have incidents on track and this will track those drivers. This rule can have drivers responsible for actions on the track more and ultimately have less incidents on track. Just knowing there is a tracking system can cause a person to not go for a move that would cause an incident.



Name: Troy Truglio

Member #: CC000261

Email Address: Troy@trueleo.com

Date Submitted: 1/1/18

Identify the issue as you perceive it: Open funnel fueling has a lot of fuel spills and the amount of fuel open to fires is not good.

Identify, if possible, your understanding of why the current rule or process was initiated and put into place: rule is ok for open funnel fueling

Propose a solution or revised rule: ChampCar should not allow open funnel pouring fuelling. It should be done through a hose.

Provide a list of the positive changes and/or rationale for implementing the proposed solution or revised rule: Less chance of a fire and a really bad fire at that. I have done the funnel fueling in the past and had to have two sets of gloves as they were always wet with fuel. I am amazed we have not seen a really bad fire yet from this type of fueling as it is just not as safe as a proper fill tube into the fill cap system.



Name: Troy Truglio

Member #: CC000261

Email Address: Troy@trueleo.com

Date Submitted: 1/1/18

Identify the issue as you perceive it: Proper roll bar padding where a drivers helmet can contact.

Identify, if possible, your understanding of why the current rule or process was initiated and put into place: Current rule for SFI 45.1 padding is optional

Propose a solution or revised rule: ChampCar should require SFI 45.1 padding anywhere a drivers helmet can touch a roll bar padding.

Provide a list of the positive changes and/or rationale for implementing the proposed solution or revised rule: A drivers helmet hitting a roll cage in a crash or hitting a roll cage with the wrong type of padding is a very bad thing. SFI 45.1 roll bar padding is made specifically for this.



Name: Phil McKinney

Member #: CC014522

Email Address: phil.mckinney@ChampCar.org

Date Submitted: 1/2/18

Identify the issue as you perceive it: Tech sheets are not always available to place on impound cars windshields. Log books, however are always at the track.

Identify, if possible, your understanding of why the current rule or process was initiated and put into place: The club would like to be as transparent as possible about what is in cars that podium and how they were teched.

Propose a solution or revised rule: Amend Section 5.4. to remove the word "tech sheet" and use "log book" instead.

Provide a list of the positive changes and/or rationale for implementing the proposed solution or revised rule: Log books are always available at the track and provide a consistent way of reviewing a cars modifications at any track in the country.



Name: Bruce Mills

Member #: CC010222

Email Address: bruce@hamiltonconstruction.com

Date Submitted: 1/2/18

Identify the issue as you perceive it: What punishment or drawback is there for a team that is suspected of breaking the rules or actually breaks the rules to get on the podium? After being disqualified, they are free to enter the next event without having to go through tech until the next season.

Identify, if possible, your understanding of why the current rule or process was initiated and put into place: Currently a team found in violation of the rules in post race impound is disqualified or moved to EC. Nothing else is mentioned in the BCCR.

Propose a solution or revised rule: If a team has been protested and found to be in violation of the rules, if there is other evidence of a nature that leads race management to suspect a team of having violated the rules, or if at any time the tech inspector wishes to re-inspect a team entry, the Annual Inspection will be deemed to be invalid and the team will be required to present their cars for scrutiny prior to participating in another ChampCar event.

Provide a list of the positive changes and/or rationale for implementing the proposed solution or revised rule: Having to through tech at every race and be scrutinized every time is a deterrent to breaking the rules.



Name: Alex Rockwell

Member #: CC012290

Email Address: drsrock@aol.com

Date Submitted: 1/5/18

Identify the issue as you perceive it: Transmission, Oil and differential coolers should not have a point value as they are reliability components and reliability components should be free.

Identify, if possible, your understanding of why the current rule or process was initiated and put into place: My guess was to try to keep costs down, but when parts fail due to heat, the cost of racing goes up.

Propose a solution or revised rule: All cooling devices should be free.

Provide a list of the positive changes and/or rationale for implementing the proposed solution or revised rule: Car parts will run cooler and therefore last longer. When parts last longer the cost of racing goes down. Lower cost racing keeps more people involved.



Name: Nathan Gardiner

Member #: CC007996

Email Address: n.a.gardiner@gmail.com

Date Submitted: 1/9/18

Identify the issue as you perceive it: Rear diffusers can be added for 10 points, per Phil McKinney, but this is not listed in the BCCR. Using the price per square foot of material charge (which is listed) an aluminum diffuser would be 40 points. Everyone should have knowledge that a rear diffuser is valued at 10 points by tech.

Identify, if possible, your understanding of why the current rule or process was initiated and put into place: There is no current ruling in print for rear diffusers.

Propose a solution or revised rule: "Wings/splitters/diffusers/underbody pans (carbon fiber not allowed): 10 points each"

Provide a list of the positive changes and/or rationale for implementing the proposed solution or revised rule: Makes the official ruling of tech public and researchable in print.



Name: Nathan Gardiner

Member #: CC007996

Email Address: n.a.gardiner@gmail.com

Date Submitted: 1/10/18

Identify the issue as you perceive it: Current turbo rule does not specify where turbo can come from or what the valued 100 points comes with.

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

Propose a solution or revised rule: Add a line to the turbo value that states: "from a vehicle on the VPI list only, includes manifold".

Provide a list of the positive changes and/or rationale for implementing the proposed solution or revised rule: Will prevent people from using expensive aftermarket turbos meant for racing.



Name: Ron Herrick

Member #: CC010075

Email Address: ronh911@yahoo.com

Date Submitted: 1/14/18

Identify the issue as you perceive it: 4.8.1. The retail price of any NEW replacement wheel, brake caliper, brake rotors, or non-adjustable shock absorber that you put on your ChampCar must be less than twice the cost of a stock replacement wheel, brake caliper, brake rotors, or non-adjustable shock absorber that is available on-line by a nationally recognized auto parts retail chain....

Identify, if possible, your understanding of why the current rule or process was initiated and put into place: This rule was put into place to limit teams from spending large amounts of money to gain an advantage.

Propose a solution or revised rule: Make non-OEM and modified OEM brake calipers and rotors value added at 5 points for each of the 4 wheel areas. If a team uses a non-OEM rotor it adds 5 points. If a team uses a non-OEM rotor and caliper it still only adds 5 points. If a team adds a non-OEM rotor, caliper and caliper adapter it still only adds 5 points. The maximum value added for all four wheels with non OEM braking components would be 20 points. 2 piece rotors and calipers with more than 4 pistons would be illegal.

Provide a list of the positive changes and/or rationale for implementing the proposed solution or revised rule: By instituting this rule it will help slow down the overall speed of the competitors. Teams will now need to balance horsepower with the vehicles braking ability. Vehicles will no longer be built with strictly ultimate speed in mind. This method also makes this rule enforceable and puts the modification on the tech sheet.



Name: Ron Herrick

Member #: CC010075

Email Address: ronh911@yahoo.com

Date Submitted: 1/14/18

Identify the issue as you perceive it: 4.3.2. wings/splitters (carbon fiber not allowed): 10 pts/ea

Identify, if possible, your understanding of why the current rule or process was initiated and put into place: Wings/splitters were given a base value of 10 pts each because it was almost impossible to calculate square footage of materials used given the time frame that vehicles were located at impound after a race.

Propose a solution or revised rule: I propose that front splitters/wings and rear wings be made illegal in this racing series. Front air dams and rear spoilers should remain legal at 10 pts each.

Provide a list of the positive changes and/or rationale for implementing the proposed solution or revised rule: This rule change will help slow vehicles down, especially when cornering. This is where car contact predominately occurs. ChampCar markets itself as an ENTRY level racing series that anyone with a driver's license (even this can be waived) can compete in. Vehicles with large wings and splitters do not invoke an entry level spirit.



Name: Ron Herrick

Member #: CC010075

Email Address: ronh911@yahoo.com

Date Submitted: 1/14/18

Identify the issue as you perceive it: 9.10.2. Stock fuel tanks in stock locations OR approved fuel cells are the only fuel sources allowed for competition.

9.10.2.6. Fuel cells shall be limited to the stock, OEM fuel capacity for the make/model of car, plus-or-minus (+/-) two gallons.

Identify, if possible, your understanding of why the current rule or process was initiated and put into place: This rule was put into place to give the team an option of either installing a fuel cell or keeping their stock fuel tank.

Propose a solution or revised rule: I propose that we allow vehicles to use their stock tank or their stock tank with a 2 gallon fuel cell or a standalone fuel cell.

Provide a list of the positive changes and/or rationale for implementing the proposed solution or revised rule: This rule change will give teams a lower price point for adding 2 gallons of fuel that other teams have gained by installing relatively expensive fuel cells.



Name: Sean Norman

Member #: CC012452

Email Address: snorman9@yahoo.com

Date Submitted: 1/17/18

Identify the issue as you perceive it: As the series grows and competition increases, competitors are exhibiting more creativity, innovation and race craft in constructing race cars. Coupled with multiple regions, numerous Tech inspectors and seemingly subjective interpretation of various provisions of the BCCR, there is often confusion over the “intent” of rules. Questions abound, and they often do not receive timely answers and frequently, there are conflicting responses. A recent example was the issue relative to modified fuel tanks, wherein the Chief Technical Director’s online response conflicted with the post-race impound “ruling” of the CEO at the Sebring race. Ultimately, this issue was required to be addressed by a BoD vote. Clear, consistent and relatively prompt clarification of rules is needed.

Identify, if possible, your understanding of why the current rule or process was initiated and put into place: I would surmise that at the inception of the series and in subsequent years, the “Ask Phil” method of clarifying rules and answering tech questions was adequate. There are also interpretations of the rules made by various ChampCar staff, including the CEO. However, it is apparent that the demands of the Chief Technical Director position may have exceeded the resources that ChampCar has allocated for these duties and responsibilities.

Propose a solution or revised rule: I propose that the series create a Technical Committee. This committee would be comprised of three (3) persons to include the current Chief Technical Director. The committee’s responsibilities would be concurrent review of technical provisions of the BCCR including sections 3, 4, 5 and 9; response to member questions relative to BCCR sections 3, 4, 5 and 9; annual review and recommendation of VPI adjustments; review and recommendation of petitions relative to BCCR sections 3, 4, 5 and 9; clarification and ruling on interpretations of provisions contained within BCCR sections 3, 4, 5 and 9; maintenance and proper implementation of the “Technical Q&A” section on the ChampCar forum.

I propose that this committee convene on a bi-monthly basis via conference call, video conference, Skype or other comparable solution. An agenda and minutes would be kept for documentation purposes. A new “Member Tech Inquiry” form could be created for submission to the Technical Committee, supplanting the current “email the Tech Director” method. Such inquiries would be turned around within a two-week time frame.

This committee would communicate with the membership via the “Technical Q&A” sub-forum. Currently, this sub-forum is unused, however, it could be a repository for technical rulings, responses and recommendations. This section could also be linked from ChampCar’s Facebook page. We need to eliminate racers carrying printed emails to races to document “rulings” made by the Chief Technical Director or CEO.



The Tech Committee would report to the BoD. Technical rulings would go through the Tech Committee only. Individual decisions from the Chief Technical Director or CEO of ChampCar would be eliminated. A three-member committee would always have to ability to reach a majority decision by vote.

ChampCar has myriad members with extensive technical knowledge. Some of these members have built extremely competitive race cars, raced in other series and have decades of racing experience. I recommend that, as with recent BoD appointments, ChampCar request interested members submit a biography. “Qualified” candidates will be voted upon by the general membership for a term of two (2) years. At the end of their term, Tech Committee members would be eligible for reappointment based on general membership vote.

Provide a list of the positive changes and/or rationale for implementing the proposed solution or revised rule: More consistent application of club rules at all events.



Name: Matt Terrico

Member #: CC012438

Email Address: matttv10@gmail.com

Date Submitted: 1/21/18

Identify the issue as you perceive it: I believe the class winners should be subject to the impound process after the race.

Identify, if possible, your understanding of why the current rule or process was initiated and put into place: Current rule just states that only the top 5 overall are subject to impound.

Propose a solution or revised rule: 5.4.1. At the conclusion of every ChampCar Race, the top five (5) finishing vehicles and class winners (with the exception of EC) 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: Class winners should be held to the same standards as Top 5 overall and be subject to the impound process. The class winners are already staying afterwards for the awards ceremony and sometimes this only adds an extra car or 2 to impound after the race. If they are receiving a trophy they should go through impound and let everyone inspect the car as we are a self policing series. This would add a little more transparency to the series without any significant changes.



Name: Nathan Gardiner

Member #: CC007996

Email Address: n.a.gardiner@gmail.com

Date Submitted: 1/24/18

Identify the issue as you perceive it: The current rule states that choosing the turbo option of a car on the VPI list raises the starting value by 100 points. This value should be raised to reflect the reality of the current performance advantage of the factory turbocharged models over their NA counterparts.

Point 1:

Most of the turbo cars on the list come with intercooler, oil cooler, and improved radiators compared to their NA versions. This would cost 100 + 25 + 20 + 5. The point cost to replicate the typical turbocharged car would be 150 points.

Point 2:

The +100 point value was put in place when fuel injectors were not free and ECU tuning was 75 points. Turbocharged cars can achieve huge power gains from making these free changes. Therefore, factory turbocharged cars can see performance today for 100 points, which would have taken 175+ points in 2014-2016.

Identify, if possible, your understanding of why the current rule or process was initiated and put into place: Current rule is a blanket number to cover the addition of a turbocharger.

Propose a solution or revised rule: An increase to something over the current +100 points would be a wise change.

Provide a list of the positive changes and/or rationale for implementing the proposed solution or revised rule: This would close a loophole that currently allows turbo cars the potential for huge power gains for a flat 100 points.



Name: Richard Sainato

Member #:CC001155

Email Address: rich.sainato@champcar.org

Date Submitted: 3/12/2018

Identify the issue as you perceive it:

Dry-break fueling systems are not currently allowed in ChampCar per the rules.

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

The current rule was put in place years ago as an attempt to control expenses. I think that as a series, we've moved beyond the need for this rule. There should be no upper limit to what we can allow teams to do from a purely safety perspective.

Propose a solution or revised rule:

Remove rule disallowing dry-break systems.

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

Allowing teams to use dry-break fueling systems provides no real competitive advantage and promotes a safer atmosphere on a hot pit road. Minimizing fuel spillage is a current point of emphasis in our series and not allowing such a system seems counter-intuitive.