

# ChumpCar Member Petitions for Spring 2017

## Petition #1

**Name:** Bruce Mills

**Member #** CC010222

**Date Submitted:** 9/22/2016

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

Rule 9.10.2.6. limits all cars to +/- 2 gallons of stock. An American V8 car many times has the same size fuel tank as a 6cyl BMW, but with the larger engine it cannot run as long as the BMW. This puts large engine cars at a disadvantage.

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

I believe the fuel rule was put in place to keep the cost of racing down as well as for safety reasons. Cars carrying around 30 gallons of fuel would be dangerous.

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

Add a price for a gallon of fuel over +2 to the Fixed Point List (4.3.2.). If I have a 16 gallon factory tank and I want to install a 22 gallon fuel cell, I would have to pay for 4 gallons of gas (22-[16+2]=4). If the price for a gallon of fuel is 50 points, I would have 200 points added to my VPI.

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

I believe this would allow large V8 cars the chance to run enough fuel to complete a 2-hour driving stint and therefore be competitive with the smaller and more fuel efficient cars. This would allow a more diverse field to compete in ChumpCar races and keep the cost of racing down for team who already own V8 cars since they would not have to pick a new car to be competitive.

## Petition #2

**Name:** Shaan Mohammed

**Member #** CC000151

**Date Submitted:** 10-6-16

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

Fueling is permitted from open top containers, which creates a large risk for fires and spills. Teams have been spotted standing in the back of their car pouring fuel directly into the top of the cell. Should there be a fire, the fueler is now holding a 5 gallon fire bomb while standing in a jungle gym of roll bars.

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

Current rules state that fueling must be done from an “approved” container but does not specify the method. Section 8 outlines the safety rules required for fueling but fail to realize and mitigate the potential hazard from open container fueling.

**Propose a solution or revised rule:**

Addition to section 8.2 which reads:

1. All fueling must be completed from an approved container with an opening not to exceed 1”.
2. The fuel must be enclosed from the container to the fuel tank/cell- i.e. no funnels
3. Fueling must be completed while standing outside the vehicle

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

Fueling from a jug with an opening not exceeding 1” will eliminate the open top pouring of fuel into funnels while still allowing for fast fuel delivery. Eliminating open top pouring of fuel will reduce the amount of spills and reduce the risk of fires. Requiring the fueler to be standing outside the vehicle while fueling is safety and will eliminate the possibility of them falling over the side of the vehicle or getting trapped in the vehicle in the event of a fire.

**Petition #3**

**Name:** Paul Kruse

**Member #** CC001594

**Date Submitted:** 10-19-16

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

4.3.2. “.....*Exemption: Competition vehicles may replace OE coil springs for 0 pts provided that the replacement maintains the exact same ID/OD measurements as the OE spring (+/- 0.25”)*”

Spring rate depends on coil diameter, wire thickness, and wire material. Regulating coil spring diameter just forces the racers to focus on the other two. This leaves racers to either cut springs, deal with really, really soft suspension, or have custom springs made. Custom springs cost a lot of money.

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

No clue. Allow people to change their car?

**Propose a solution or revised rule:**

Open up spring diameter, allowing the use of standard off the shelf springs of various diameters (cheap and available everywhere). Teams would end up with the same spring rate but it would take less work and money to get there, allowing them to focus more on the racing.

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

Teams would end up with the same spring rate but it would take less work and money to get there, allowing them to focus more on the racing.

**Petition #4****Name:** Michael Chisek**Member #** CC000004**Date Submitted:** 03-13-17**Identify the issue, as you perceive it. Reference any existing rule(s) that pertains to the issue:**

7.2.2. The responsibility for passing another car and accomplishing that pass safely rests with the overtaking driver.

Current passing rules (the same since ChumpCar's inception), assign all blame to one party – the car making the pass. While it is true that in most cases the overtaking car has more awareness and control over the situation, contact during a pass is not always 100% the passing car's fault.

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

Current rules were written to make judging an incident and assigning fault more black and white than with other sanctioning bodies. It used the fact that the overtaking car was usually in the wrong as the basis for making a rule that was quick and easy to implement.

**Propose a solution or revised rule:**

Rewrite section 7.2.2. to more closely resemble other sanctioning body rules on the subject of passing, including, but not limited to, the following points:

- Both the car being passed and the car making the pass have a responsibility to be aware of their surroundings.
- At some point during a pass, the car being passed has a responsibility to know someone is next to him and leave room.
- There could be up to four conclusions from an incident: passer at fault, passee at fault, both at fault, neither at fault (racing incident).

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

By making our passing rules more in line with the majority of racing organizations, we can help transition drivers from other racing experiences to our events. It would also serve to train drivers that they share some responsibility when on a race track and not fall back on our current rule to say that "he was passing me, it's not my fault!".

**Petition #5****Name:** Phil McKinney**Member #** CC014522**Date Submitted:** 11-8-16**Identify the issue, as you perceive it. Reference any existing rule(s) that pertains to the issue:**

9.1.1. All window and/or sunroof glass (except front OE Safety-Glass windshields) must be removed from all competition vehicles participating in ANY ChumpCar event prior to the car being allowed on the race track. This INCLUDES all EC cars.

Many cars run in multiple series. Some series actually mandate that cars must leave in their back glass and it cannot be removed. This creates a conflict that forces a car to choose one club to race with.

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

Current rules call for the removal of all glass (except windshield) to prevent glass on the track in the event of an accident, and the subsequent potential for tire damage to other cars. The windshield is exempt due to the fact it is laminated safety glass.

**Propose a solution or revised rule:**

Addition to section 9.1.1. which reads:

- Cars may leave in their back glass provided it has been laminated on both sides with a safety film such as 3M Safety & Security Window Film.

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

By allowing laminated glass, we can now accept cars from other clubs that require the back glass to remain in the car, while still addressing our own concerns about broken glass getting on the racing surface. The cost is similar to the cost of replacing the back glass with plexiglass and the glass helps prevent fumes from entering the cabin.

**Petition #6****Name:** Hillar Kalda**Member #** CC003716**Date Submitted:** 9-20-16**Identify the issue, as you perceive it. Reference any existing rule(s) that pertains to the issue:**

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

- CLASS A – All cars with engine displacement of 1.91 liters and under
- CLASS B – All cars with engine displacement between 1.91 liters and 2.4 liters
- CLASS C – All cars with engine displacement between 2.41 liters and 3.91 liters
- CLASS D – All cars with engine displacement of 3.92 liters and higher

- CLASS EC – All EC cars

The current classing system is arbitrary and does not class cars of like performance together.

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

Classes were probably created as a way to break down the field into sub groups and allow people to compete for a trophy with other cars similar to their own.

**Propose a solution or revised rule:**

Change the ChumpCar class structure to a more performance balanced option. Ideas might be:

- Using the HP and weight of the car. ChumpCar already lists the car weights on its website and HP can be found easily.
- VPI based. Cars closer to 500 VPI would run together vs cars with lower VPIs like 250 would run together.
- Add a separate swap class making the total number of classes six.

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

If cars of true like performance would be classed together, racing inside the classes would be closer. Teams would feel like they had a chance to win at least their class even if they didn't believe they could win the overall.

**Petition #7**

**Name:** Bruce Mills

**Member #** CC010222

**Date Submitted:** 12-11-16

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

A number of commonly active (and potentially desirable) cars currently eligible in the Chumpcar World Series are at a disadvantage by virtue of the fact that (in comparison to EFI or throttle body induction systems controlled by an ECU) carbureted engines flow fuel during off-throttle periods and generally have less precise fuel metering throughout the operating RPM range.

In practice, the efficiency of the EFI cars gives them an advantage over non-EFI cars by enabling them to race for 2 hours while carbureted cars cannot. A 2.5 liter BMW 3 series, for instance, can easily race for 2 hours while a 2.4 liter Datsun 240Z cannot (both cars with stock induction) with virtually the same size fuel tanks. Therefore, a carbureted car effectively has an automatic 5 minute penalty in an 8 or 10 hour race (2 to 4 laps depending on track length).

Additionally, Section 4.3.2 of the 2017 BCCR allow for “ECU, non-OE or chip replacement or chip reprogramming: 0 pts” which will further increase the performance and efficiency of fuel injected and throttle body cars.

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

There is no current rule that addresses the disadvantage of carbureted cars. Rather, the current rule (9.10.2.6) allows fuel cells of up to “plus or minus” 2 gallons in order to allow competitors to install fuel cells in their cars in the interest of safety and to resolve fuel pickup problems in certain vehicles. This allows a carb car to carry more fuel, but then so can everyone.

**Propose a solution or revised rule:**

Allow non-supercharged, non-turbocharged, normally aspirated, carbureted cars to purchase up to 2 gallons of additional fuel capacity for 25 points per gallon beyond the +2 currently allowed.

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

To make up a 2 lap disadvantage at COTA or 3 lap disadvantage at Laguna Seca in an 8 hour race (the penalty of an extra fuel stop) many cars have “lots of headroom” to use their points toward camshafts, headers, cylinder head modifications, turbochargers, or other performance increasing parts. Unfortunately, this increases the cost of racing, can decrease reliability, and might diminish safety through a larger disparity in straightaway speeds. Not to mention the mindset of drivers trying to make up three laps. I would much rather spend my points on two gallons of fuel, which costs me no added money for parts, and puts me on a level playing field in an 8 or 10 hour race with the more efficient ECU cars.

I realize allowing added fuel could be construed as “opening the door” to more horsepower, but if the rule is restricted to normally aspirated, carbureted cars (specifically exclude supercharged, turbocharged, throttle body and fuel injected ECU cars), I believe this will increase the competitiveness and participation numbers of pony cars, Z cars, RX7's, and Civics without increasing the cost of racing.

**Petition #8**

**Name:** Mike Ogren

**Member #** CC010415

**Date Submitted:** 2-7-17

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

4.3.2. Materials will be charged at the following rate:

- plywood: 1 pt per sq. ft.
- sheet aluminum/steel: 2 pts per sq. ft.
- sheet plastic/polycarbonate: 3 pts per sq. ft.

Currently Lexan/Polycarbonate are charged at the same rate as roll plastic, but roll plastic sells for 1/10<sup>th</sup> the price of Lexan in reality.

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

John hated Lexan.

**Propose a solution or revised rule:**

Change the price for roll plastic to \$1 per sqft.

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

Allow for a fair value to be applied to a team's VPI for a product that is nowhere near as strong as Lexan.

**Petition #9**

**Name:** Max Fulton

**Member #** CC013231

**Date Submitted:** 3-11-17

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

Old cars (ie. Pre 1980) are limited by antique suspension design and also carburetors. These two things make it very hard to compete with any car from the 90's and later.

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

The only rules on car type are max weight and minimum production numbers. Once met any car from any year can compete. All cars run together.

**Propose a solution or revised rule:**

I propose one of two options:

1. Cars made prior to 1980, that run the factory induction, get to run one class lower than their engine displacement.
2. Cars made prior to 1980 get to run in a new class called Vintage Class or VC.

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

A class bump or new class would not immediately make old cars competitive, but they would be in a smaller class and would find the potential for doing better against their peers as a nice challenge.