

## FOREWORD

The primary purpose of Champ Car is to enhance the sport of automobile racing through, among other things, conducting and sanctioning Champ Car races. In furtherance of this supervisory and regulatory function, Champ Car has adopted the safety and competition rules set forth in this book. These rules, as amended, supplemented or superseded per Chapter 1, are in effect for the 2007 Champ Car World Series racing season unless otherwise expressly provided. All Champ Car members, and all team, race and series sponsors, as well as every other person participating or involved in any way in a Champ Car sanctioned racing event, shall be bound by these rules, as amended, supplemented or superseded from time to time and shall be responsible for compliance therewith. It is, therefore, recommended that you read this Rule Book carefully to assure your familiarity with the rules and regulations contained herein.

The rules and regulations that govern the activities of Champ Car are intended to assist in the orderly conduct of these activities and have been set forth to establish minimum acceptable requirements. No express or implied warranty of safety shall result from publications of or compliance with these rules and/or regulations. They are intended as a guide for the conduct of the sport and are in no way a guaranty against injury or death to participants, spectators or others.

Chapter 9 of this Rule Book is new. All other additions or changes in the rules as printed in the previous edition of this Rule Book are denoted by the line in the right margin. Paragraph numbering may not be consistent with the previous edition.

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# TABLE OF CONTENTS

	Page
STAFF AND OFFICIALS .....	1
<b>CHAPTER ONE: GENERAL</b>	
1.1. Interpretation of Rules .....	3
1.2. Amendment of Rules .....	3
1.3. Appurtenant Documents .....	3
1.4. Request for Opinion .....	3
1.5. Compliance .....	3
1.6. Captions .....	3
1.7. Championship .....	3
1.8. Currency .....	3
1.9. Person .....	3
<b>CHAPTER TWO: LICENSES, CONDUCT AND ENTRIES</b>	
2.1. License .....	4
2.2. License Qualifications .....	4
2.3. Liability .....	4
2.4. Driver Requirements .....	4
2.5. Entrant Requirements .....	5
2.6. Conduct .....	6
2.7. Ancillary Activities .....	6
2.8. Entries .....	6
<b>CHAPTER THREE: OFFICIALS AND EVENT STAFF</b>	
3.1. General .....	7
3.2. Appointment of Officials and Event Staff .....	7
3.3. Race Director .....	7
3.4. Technical Director .....	7
<b>CHAPTER FOUR: ORGANIZATION OF EVENTS</b>	
4.1. General .....	8
4.2. Duties of Organizers/Promoters .....	8
4.3. Insurance .....	8
4.4. Companion Races .....	8
4.5. Courses .....	8
4.6. Credentials .....	8
<b>CHAPTER FIVE: TESTING</b>	
5.1. Testing Notification .....	9
5.2. Annual Testing Calendar .....	9
5.3. Testing Allocation .....	9
5.4. Miscellaneous .....	9
5.5. Testing During the Season .....	10
5.6. Testing During Event .....	10
5.7. Tire Use .....	10
<b>CHAPTER SIX: EVENTS</b>	
6.1. General .....	11
6.2. Official Notices .....	11
6.3. Access .....	11
6.4. Team Personnel .....	11
6.5. Event Schedule .....	11
6.6. Pre-Race Meeting .....	12
6.7. Technical Inspection .....	12
6.8. Primary and Spare Car .....	12
6.9. Defacing Facility Property .....	12
6.10. Pit Lane – General .....	13
6.11. Data Distribution and Telemetry Data Collection .....	14
6.12. Radio Frequency Registration and Coordination .....	15
6.13. Flag Codes .....	15
6.14. Race Car Assistance and Recovery Procedures .....	17
6.15. Driver On Course Demeanor .....	18
6.16. Practice Sessions .....	18
6.17. Qualifying Sessions .....	18

6.18.	Starting Field .....	19
6.19	Grid .....	20
6.20.	Parade and Pace Laps .....	20
6.21.	Starting the Race.....	21
6.22.	Race Pit Rules & Pit Stop Requirements.....	22
6.23.	Red Flag Race Stoppage Procedures.....	24
6.24.	Realignment and Restart Procedures.....	24
6.25.	Pace Car Procedures .....	25
6.26.	Traffic .....	25
6.27.	Shortcutting During the Race .....	25
6.28.	Race Car Conditions, Accidents and Mechanical Failures.....	26
6.29.	Race Time and Finish .....	26
6.30.	Finishing Positions .....	26
6.31.	Official Results .....	26

**CHAPTER SEVEN: SERIES CHAMPIONSHIP, AWARDS,  
PROPRIETARY RIGHTS AND COMMERCIAL ACTIVITIES**

7.1.	Selection of Champion .....	27
7.2.	Championship Awards .....	27
7.3.	Official Champ Car Designation .....	28
7.4.	Required Emblems and Decals.....	28
7.5.	On Board Television Camera.....	28
7.6.	Application of Champ Car Rules .....	28

**CHAPTER EIGHT: SAFETY**

8.1.	General .....	29
8.2.	Safety of the Course .....	29
8.3.	Fire Prevention .....	29
8.4.	Safety Inspections .....	29
8.5.	Safety Equipment.....	29
8.6.	Personal Medical/Safety Provisions .....	30
8.7.	Refueling .....	31
8.8.	Waste Management.....	33
8.9.	Vehicles.....	33

**CHAPTER NINE: RACE CAR AND ENGINE SPECIFICATIONS**

9.1.	General .....	34
9.2.	Race Car Specifications .....	35
9.3.	Chassis and Bodywork.....	35
9.4.	Wings and Mounts .....	36
9.5.	Engine Specifications .....	36
9.6.	Fuel System .....	37
9.7.	Electronics.....	38
9.8.	Transmission/Differential .....	40
9.9.	Oil Tank .....	40
9.10.	Suspension System .....	41
9.11.	Bellhousing.....	41
9.12.	Brakes .....	41
9.13.	Inspections – Nondestructive Testing .....	42
9.14.	Tires .....	42
9.15.	Wheels.....	43
9.16.	Cockpit Provisions.....	44
9.17.	Miscellaneous Provisions .....	46
9.18.	Race Cars Numbers .....	47

**CHAPTER TEN: PENALTIES**

10.1.	General .....	48
10.2.	Fines .....	48
10.3.	Competition Penalties .....	48
10.4.	Disqualification.....	48
10.5.	Exclusion .....	49
10.6.	Suspension .....	49
10.7.	Suspension/Revocation of Credential .....	49
10.8.	Loss of Points.....	49
10.9.	Loss of Prizes, Awards and Distributions .....	49
10.10.	Probation.....	49
10.11.	Bonds .....	49
10.12.	Publication .....	49

**CHAPTER ELEVEN: PROTESTS**

11.1. Right to Protest .....	50
11.2. Protest Procedures .....	50
11.3. Time for Protests .....	50
11.4. Hearing of Protests .....	51
11.5. Publication .....	51

**CHAPTER TWELVE: APPEALS**

12.1. Right to Appeal.....	52
12.2. Appeal Procedure.....	52
12.3. Hearing of Appeals .....	53
12.4. Powers of the Appellate Panel.....	54
12.5. Publication .....	54
12.6. Appeals to a Civil Court.....	54

## **ADDENDA**

<b>ILLUSTRATIONS.....</b>	<b>Illustration 1 thru Illustration 20</b>
<b>TABLES .....</b>	<b>T-1 thru T-2</b>
<b>INDEX .....</b>	<b>I-1 thru I-4</b>

## **COMPETITION STAFF AND OFFICIALS**

Vice President of Operations – Tony Cotman

Director of Logistics – Billy Kamphausen

Director of Medical Affairs – Chris Pinderski

Director of Operations– Paul “Ziggy” Harcus

Director of Safety – Lon Bromley

Director of Technology – Scot Elkins

Manager of Accreditation / Registrar – Nicole Norris

Manager of Competition – Denise Swintal

Manager of Logistics – Brian Hughes

Manager of Timing and Scoring / Timekeeper – Bill Skibbe

Clerk of Course– Jim Swintal

Steward – Beaux Barfield

Steward – Gary Barnard



## **CHAPTER ONE GENERAL**

### **1.1. INTERPRETATION OF CHAMP CAR RULES.**

The interpretation, construction and application of these rules and any supplementary regulations by Champ Car shall be final and binding, subject to the protest and appeal procedures contained in this Rule Book. Judgmental decisions of the Officials are not subject to protest. Similarly, specific matters contained herein are expressly stated to be not subject to protest or appeal. Matters not subject to protest are also not subject to appeal.

### **1.2. AMENDMENT OF RULES.**

Champ Car reserves the right to revise these rules and to issue supplements to them at any time without prior notice. Under extreme circumstances or emergency conditions, Champ Car may promulgate special rules and make any modifications which it deems conducive to the well-being of an event.

### **1.3. APPURTENANT DOCUMENTS.**

Any and all agreements between Champ Car and participants shall be subject to the terms and conditions contained herein, in addition to the terms of such individual agreement. In the event of an irreconcilable conflict between the agreement and this Rule Book, the Rule Book terms shall be controlling.

### **1.4. REQUEST FOR OPINION.**

Any entrant may request that Champ Car issue a ruling or interpretation of any rule or procedure. All inquiries must be made in writing and electronically submitted to rules@champcar.ws. Upon receipt of an inquiry, Champ Car will answer the inquiry electronically in a timely manner and communicate the response to all entrants.

### **1.5. COMPLIANCE.**

All Champ Car members, and all team, race and series sponsors, as well as every other person participating or involved in any way in a Champ Car sanctioned racing event, shall be bound by these rules, as amended, supplemented or superseded from time to time and shall be responsible for compliance therewith. Failure to comply with any provision will result in penalties per Chapter 10 or as otherwise specifically stated.

### **1.6. CAPTIONS.**

The division of this Rule Book into separately numbered chapters, sections and subsections, and the captions and headings accompanying the different sections are utilized and inserted for convenience and ease of reference only. It shall not be deemed to constitute a part of the Rule Book or to be indicative of the substantive meaning of any portion of this Rule Book, which is intended to be read, understood, construed and interpreted as a single document for all purposes.

### **1.7. CHAMPIONSHIP.**

Any reference to "Championship" in this publication refers to the Champ Car World Series, all Champ Car activities and the points awarded to such competition.

### **1.8. CURRENCY.**

Any reference in this Rule Book regarding the payment of funds shall be payable in U.S. dollars only.

### **1.9. PERSON.**

The term "person" when used in this Rule Book shall be deemed to include individuals, partnerships, limited partnerships, corporations, associations, joint ventures, trusts or any other entity.



## **CHAPTER TWO LICENSES, CONDUCT, AND ENTRIES**

### **2.1. LICENSES.**

Every person who participates in a Champ Car sanctioned racing event as a car owner, co-car owner, driver, official, sponsor, mechanic or other crew member must be a current member of Champ Car by holding a valid, applicable Champ Car license (hard card credential) authorizing participation. Any person applying for a Champ Car license for participation in the Champ Car World Series must be at least 18 years of age and must be physically and psychologically fit to participate. Verification of age, physical and psychological fitness may be required. All such licenses must be secured prior to entry or participation in any Champ Car sanctioned racing event. The holder of any such license shall produce it on demand by any Champ Car official. Entrant (owner) and driver FIA licenses are a requirement for eligibility to participate in FIA listed and all Champ Car sanctioned events. Licenses will be issued for a period not longer than the season for which the application has been completed and are not transferable. All participants are subject to the indemnity and release of liability provisions set forth in 2.3. A proper release must be signed and on file with Champ Car. Applications for Champ Car licenses as herein required shall be submitted to the Manager of Accreditation. All applications shall be made on such forms as shall be supplied for such purpose.

### **2.2. LICENSE QUALIFICATIONS.**

Champ Car may set and revise from time to time, without prior notice, such qualifications and requirements for issuing licenses to applicants as it deems necessary or appropriate to determine the competency of such applicant to participate both effectively and safely in Champ Car events. Champ Car expressly reserves the right to reject any license application.

### **2.3. LIABILITY.**

Every track owner, race Organizer/Promoter, race car owner, driver, mechanic or other person in applying for or receiving a license or being permitted to participate or participating in a Champ Car sanctioned event, and any person accepting an official appointment or acting in an official or regulatory capacity in connection with any Champ Car sanctioned event hereby agrees to be bound by the rules and regulations, as amended, and the official Organizer/Promoter Agreement and in recognition of the hazardous nature of automobile racing, assumes all of the risk by reason of his participation or association with automobile racing and does for himself or herself, his or her heirs, executors, administrators, successors and assigns, release and discharge Champ Car, the Champ Car World Series and its respective officers, officials, event staff, agents, employees, successors and assigns for any and all liabilities for personal injuries that may be received, and from all claims and damages for injury to person or property growing out of or resulting from any race, races, or any other competitions whatsoever, including qualifications, practice runs and/or exhibitions or other appearances whether contemplated or held under these rules or caused by any construction or condition of any track or tracks, equipment, race cars or other devices used therefore, or by reason of any alleged cause or condition of any nature whatsoever.

### **2.4. DRIVER REQUIREMENTS.**

In addition to the qualifications imposed in the preceding sections, it shall be the responsibility of the applicant for a Champ Car driver license to comply with the following requirements:

**2.4.1.** A "Champ Car Medical Examination Form for Champ Car/FIA Driver's License" must be on file prior to any driver being issued a license. Such form must certify the results of an examination conducted not prior to December 1 of the year preceding the season for which the license application is made.

**2.4.2.** Drivers must possess a valid International FIA Grade A or higher license.

**2.4.3. Driver Eligibility.** New drivers who have not previously participated in a Champ Car World Series race must file a "New Driver Application" form. In addition, new drivers may be required, at the sole discretion of the Vice President of Operations, to successfully complete a driving test prior to the start of the first event in which that driver intends to compete. When required, this test shall be under the supervision of the Vice President of Operations or his assignee. The evaluation of such tests is within the sole discretion of the Vice President of Operations and is not subject to protest. New drivers are responsible for all costs relating to this test, including travel costs incurred by the Vice President of Operations or his assignee. Any driver who has not competed in the preceding Champ Car season may also be subject to the requirements contained in this subsection. All new driver applicants are subject to the indemnity and release of liability provisions set forth in 2.3. A proper release must be signed and on file with the appropriate Champ Car representative.

**2.4.4. Driver Competition Requirement.** Any driver who does not compete in a Champ Car World Series event in a period of 18 consecutive months may be required to pass a driving test to the satisfaction of the Vice President of Operations. Licenses will not be issued to drivers who are not current.

**2.4.5. Rookie Driver.** A rookie driver is defined as a driver who has not competed in more than two Champ Car events in any one season or a total of five in his career. The Vice President of Operations has the discretion to declare any new driver ineligible for rookie status based on the driver's prior career accomplishments in other world class racing series. This decision will be made prior to the first event of any driver and is not subject to protest or appeal.

**2.4.6. Driver Participation Requirements (non-competition).** Each Champ Car licensed driver will be required to participate in meetings, pre-race media and promotional activities, post-session and post-race media activities, ceremonies, and other media/fan-related activities. The "Mandatory Driver Participation Requirements" document will be prepared by Champ Car PR staff and will be distributed to team public relations representatives prior to the first race of the season. The "Race Week Activities Schedule" for each race will be distributed to team public relations representatives no later than Monday of said race week. Amendments and updates may be distributed throughout the season and will take effect immediately upon issuance.

**2.4.7. Penalties.** Any unexcused absence, tardiness or failure to comply with either the "Mandatory Driver Participation Requirements" or the "Race Week Activities Schedule" may result in penalties being assessed. Penalties may include, but will not be limited to, required attendance at additional media, promotional, and/or fan activities. No appearance fee shall be paid and any resultant additional travel expense to serve said penalty shall be the sole responsibility of the driver/team.

## **2.5. ENTRANT REQUIREMENTS.**

An entrant is a race team that is properly registered with Champ Car, that has the equipment, resources and personnel (including a Champ Car licensed race car driver) necessary to compete and has been assigned a competition race car number. In addition to a license and other qualifications set by Champ Car, all entrants (race teams) must obtain a current FIA Entrant's License.

**2.5.1. Entrant Participation Program.** All entrants shall subscribe and adhere to the Entrant Participation Program. Failure to comply will result in denial of competition privileges and/or penalties may be assessed.

**2.5.2. Entrant Ceremony Participation.** Team owners and race cars are required to participate in all winners circle and podium ceremonies as required by Champ Car. Failure to appear and participate will result in loss of all Championship points earned at the event.

## **2.6. CONDUCT.**

Persons whose appearance, conduct, associations or affiliations, on or off the track, are deemed not conducive to the best interest of this sport or who exhibit conduct which is inappropriate, offensive, abrasive or in bad taste, and persons who have been convicted of criminal activity may be denied membership or license or may be excluded or suspended from Champ Car at the discretion of the Vice President of Operations. Participants engaged in any event, public appearance, media activity or any other situation relating to their participation in the series must refrain from intentional physical contact with any participant, inappropriate or profane language, fraud, and unsportsmanlike behavior. At the sole discretion of Champ Car, participants who exhibit behaviors deemed inappropriate or unsportsmanlike, prejudicial or detrimental to the best interests of the sport, or detract from the enjoyment, appreciation or interests of the fans, sponsors or other supporters of the sport, may be penalized. Such penalties are not subject to protest or appeal.

**2.6.1. Conduct Detrimental to the Corporation.** The Champ Car President is empowered to impose a fine up to \$500,000.00 and/or impose suspension of any participant or team that is found guilty of conduct detrimental to the corporation or the corporation's clients.

**2.6.2. Following the Instructions of the Officials.** Every participant must follow the instructions of the Officials as such pertain to the procedures and rules that govern the organization and competition of any Champ Car sanctioned activity.

**2.6.3. Criticism of the Officials.** Any participant that publicly criticizes the Officials will be considered to be acting in an unsportsmanlike manner, prejudicial or detrimental to the best interests of this sport.

## **2.7. ANCILLARY ACTIVITIES.**

Entrants shall participate in ancillary activities held in conjunction with Champ Car World Series events as prescribed from time to time by Champ Car. Non-participation in scheduled activities shall result in the assessment of penalties.

## **2.8. ENTRIES.**

**2.8.1. Eligibility.** No entrant shall be eligible for participation in a Champ Car sanctioned competition unless such entry is approved to compete by the Vice President of Operations and the following provisions are met:

**2.8.1A.** A current entrant (owner) membership fee for that entry is paid, including required insurance coverage payments, or has previously been paid, unless otherwise provided in this Rule Book.

**2.8.1B.** The entrant (owner) must possess a current FIA Entrant's License.

**2.8.1C.** An Official Entry Form for that entry has been completed and returned to the Manager of Accreditation.

**2.8.1D.** All applicable fees, as prescribed by Champ Car, have been paid.

**2.8.2 Entry Deadline.** All single event entries, or changes of any type to an annual entry, must be submitted in writing to Champ Car no less than 10 days before the race date. An official entry list will be published at the close of business on the 10<sup>th</sup> day before each race.

**2.8.3. Withdrawal.** An entry once made and accepted shall constitute a legally binding contract and an entry may only be withdrawn without penalty with the consent of the Vice President of Operations for good cause shown. An entrant or driver accepted to participate in a competition who fails to participate shall forfeit the entry fee and may also be penalized.

## **CHAPTER THREE OFFICIALS AND EVENT STAFF**

### **3.1. GENERAL.**

The Champ Car Staff and Officials, whose duty it shall be to direct and control all Champ Car sanctioned racing competitions, shall include at least the following positions:

- Race Director
- Stewards
- Starter
- Timekeeper
- Technical Director
- Director of Safety
- Registrar

The Vice President of Operations shall be the chief representative of Champ Car at Champ Car sanctioned events and shall have broad authority over all participants and activities, in cooperation with civil authorities, to maintain the proper conduct of all events. Any of the aforesaid Staff and Officials may have assignees to which specific duties may be delegated. The Officials shall be responsible for the administration of these rules. Such Officials and event staff personnel shall have the authority set forth in this Rule Book to perform their prescribed duties. Champ Car Officials, event staff and their assistants shall not be excluded from any applicable insurance coverage provided by a race Organizer/Promoter.

### **3.2. APPOINTMENT OF OFFICIALS AND EVENT STAFF.**

The Vice President of Operations shall maintain a list of qualified individuals from which the selection of the Officials and event staff for all Champ Car sanctioned racing competitions shall be made. The Officials, event staff and their assistants must be licensed members of Champ Car. No licensed owner, co-owner, driver, mechanic, crew or other team member, Race Organizer/Promoter or employee thereof may qualify as a Champ Car official or event staff person. Champ Car may set and revise such qualifications for Officials and event staff personnel as it may deem necessary or appropriate. The Race Director will be appointed by Champ Car. All other Officials and event staff will be appointed by the Vice President of Operations.

### **3.3. RACE DIRECTOR.**

The Race Director shall be the chief authority over all on-track racing activities. All Officials shall function under the direct supervision of the Race Director at all events. The Race Director shall be responsible for all judgmental decisions during all on-track sessions and during the race, any resulting actions, penalties and dispute resolution.

### **3.4. TECHNICAL DIRECTOR.**

In all Champ Car sanctioned racing competitions, the Technical Director shall supervise the technical aspects of the competition. The Technical Director shall have authority to conduct before, during and after a competition such inspections and examinations of the race cars entered in such competition as may be deemed necessary or appropriate to determine compliance with all rules and supplementary regulations applicable to such competition and to ascertain whether any potentially dangerous condition may exist. Any such violation or condition shall be reported immediately to the Vice President of Operations.

## **CHAPTER FOUR ORGANIZATION OF EVENTS**

### **4.1. GENERAL.**

Champ Car will sanction and/or conduct racing competitions (in conjunction with FIA affiliates, as required) organized and promoted by race Organizers/Promoters approved by Champ Car, which shall be associate members of Champ Car, through the execution of the Official Champ Car Organizer/Promoter Agreement. The Official Organizer/Promoter Agreement will become effective upon written acceptance by Champ Car. Champ Car retains the sole and exclusive right to refuse to sanction, withdraw or cancel any agreement it deems to be in violation of its powers, duties or responsibilities.

### **4.2. DUTIES OF ORGANIZERS/PROMOTERS.**

The Race Organizer/Promoter agrees to abide by all provisions of the Champ Car Rule Book. It shall be the responsibility of the Organizer/Promoter to effectively organize the racing event at its expense, i.e., to procure the required insurance, implement appropriate safety measures, provide complete course security, provide the necessary personnel and adequate facilities as required by Champ Car for officials, competitors and other participants to ensure the appropriate environment for a Champ Car sanctioned competition as required by Champ Car, assist Champ Car in the securing of entries, etc., as required by Champ Car and Champ Car shall incur no liabilities for any of the Organizer/Promoter functions. It is incumbent upon the Organizer/Promoter to maintain the course in a safe condition and the Organizer/Promoter shall take whatever action may be directed by the Vice President of Operations to assure safe track conditions. Approved barriers and safety devices must be installed as specified by Champ Car. The Organizer/Promoter must provide such safety equipment, i.e., fire equipment and personnel, medical staff and ambulances, wreckers and tow trucks, course communication system, etc., as specified by Champ Car.

### **4.3. INSURANCE.**

Organizer/Promoters of Champ Car sanctioned events will provide such insurance coverage as is required in the Official Organizer/Promoter Agreement. In no event shall the scope or limit of such insurance be less than as required by Champ Car. Any accident or liability insurance provided by the Organizer/Promoter specifically for Champ Car participants must be endorsements to the existing Champ Car policy. Proof of Insurance must be made available to Champ Car at least 30 days before the event.

### **4.4. COMPANION RACES.**

Champ Car will not provide personnel or services to any companion race not sanctioned by Champ Car. Any companion race will be run according to the rules and regulations of the sanctioning organization of the companion race.

### **4.5. COURSES.**

The selection of any course for competition shall be subject to inspection and approval by Champ Car in accordance with FIA guidelines. In the event that the course is not so approved, the Organizer/Promoter Agreement for the competition may be revoked by Champ Car without further liability.

### **4.6. CREDENTIALS.**

The Organizer/Promoter shall issue passes to areas appropriate for the duties of non-Champ Car personnel, including the press, radio and TV personnel, and to employees of the Organizer/Promoter directly involved in the conduct of the event. Champ Car shall issue passes to licensed Champ Car personnel, including drivers, mechanics, officials, event staff, etc., who may be involved in the event, and to any other personnel as Champ Car may deem appropriate. Notwithstanding the foregoing, the Vice President of Operations or Race Director shall retain authority at all times over all personnel in or adjacent to the racing area and may remove any person not directly involved in the operation of the race. All credentialed persons are bound by the rules set forth in this Rule Book which pertain to conduct and safety. In addition to penalties stated in this Rule Book, misuse of a pass or credential is subject to severe civil and criminal penalties and violators will be prosecuted to the fullest extent possible. The mandatory minimum penalty for misuse of a credential issued by Champ Car is a fine of \$5,000.00 or the suspension from participation at a minimum of 15 Champ Car sanctioned events. Access is limited as set forth by the provisions of this Rule Book.

## CHAPTER FIVE TESTING

### 5.1. TESTING NOTIFICATION.

Written notification of all testing or any other activity per Chapter 5 must be registered with Champ Car 14 days prior to the commencement of any such activities. No team may test at a facility to the exclusion of other Champ Car World Series teams. The facility, however, may determine in the interest of safety the number of teams that will be permitted to test during a test session. Penalties may be imposed by the Vice President of Operations for any testing done without prior registration. Each team is responsible to accurately report and document their test activity to ensure compliance with the published test policy. Champ Car shall maintain a record of all testing done by each entrant.

### 5.2. ANNUAL TESTING CALENDAR.

Testing prior to the conclusion of the first race event of the 2007 season is limited to Champ Car sanctioned Open Tests. Team Testing and Rookie testing may begin at the conclusion of the first race event of the 2007 season and ends with the last race event of the 2007 season.

### 5.3. TESTING ALLOCATION.

Test mileage and tires are allocated to Champ Car entrants and are not transferable to any other team.

**5.3.1. Off Season Testing.** Unlimited testing of the Lola chassis using remaining engine miles is allowed between November 13, 2006 and December 15, 2006. Entrants are limited to four sets of tires per day for this purpose. These tires may not be carried forward to any other testing or event use.

**5.3.2. Open Tests.** Three sanctioned open tests will be scheduled in 2007 as indicated below. There is no mileage restriction at open tests.

- |            |        |                  |
|------------|--------|------------------|
| • January  | 3 Days | 10 sets of tires |
| • February | 2 Days | 7 sets of tires  |
| • March    | 2 Days | 7 sets of tires  |

**5.3.3. Team Testing.** Each full season entrant is limited to 16 sets of tires, 600 miles and 6 days maximum testing during the 2007 testing calendar. Testing within these limitations is at the discretion of the team.

**5.3.4. Rookie Tests.** Each entrant, with a licensed rookie driver who is entered to drive in the current Champ Car World Series season, shall be allowed an additional 300 miles and 8 sets of tires for rookie testing.

**5.3.5. New/Partial Season Entrants.** New entrants to the series during the course of the season and partial season entrants may be allowed testing miles beyond the normal scope of these rules at the discretion of the Vice President of Operations.

**5.3.6. Wind Tunnel Testing.** All wind tunnel testing of any type is strictly prohibited for the 2007 season. This ban includes testing of any representation of a Panoz DP01 chassis in any physical facility that is representative of a wind tunnel.

**5.3.7. Shaker Rig Testing.** Shaker rig testing is permitted.

**5.3.8. Other Testing.** Any other testing request will be at the sole discretion of the Vice President of Operations who may insist upon the presence of a Champ Car Official at the team's expense.

### 5.4. MISCELLANEOUS.

**5.4.1.** Any entrant who exhibits control over more than one entry regardless of the name of the entry will be allocated testing mileage/tires per 5.3.

**5.4.2.** On-track testing of Champ Car components by means other than a current Champ Car chassis is strictly prohibited.

**5.4.3.** Activities of a team that tests during the season but does not compete will be investigated for subterfuge. Appropriate penalties and assessment of test days will be imposed upon any knowing beneficiary of tests completed by a non-participating entry or entity.

**5.4.4.** Champ Car may require additional tests at any facility when such tests are deemed necessary for safety purposes or for the well-being of the series.

**5.4.5.** Other than specifically provided for herein, the in season testing of any Champ Car by any team, driver, team member or any other person(s) or organization for the benefit of, in collusion with or with the expressed or implied consent of any such team, will not be allowed except as specifically provided for herein. Any knowing use of any such test by any team, participant, other persons or organization that participates or demonstrates intent to participate during the current season contrary to any provision herein will be considered a violation of this rule. Any act of subterfuge, as may be determined by Champ Car to conceal such test, shall not be allowed and will be considered a violation of this rule. The mandatory penalty for violation shall be the loss of all series points awarded during the then current season, exclusion from one Champ Car sanctioned Champ Car World Series event (the event to be determined by Champ Car) and a fine of \$50,000.00. The decision by Champ Car as to whether any testing provision has been violated and the assessment of the prescribed penalty is not subject to protest.

#### **5.5. TESTING DURING THE SEASON.**

Testing at a facility where a Champ Car sanctioned Champ Car World Series event will be held must end on the fourteenth (14) day prior to the scheduled race date.

#### **5.6. TESTING DURING EVENT.**

Testing is prohibited at a facility once an event begins through the conclusion of the event even if the event is postponed or rescheduled.

#### **5.7. TIRE USE.**

Tires for testing may be used as follows:

**5.7.1.** Tires supplied for Team Testing may be used at the teams discretion within the overall limitations of Team Testing per 5.3.3. Tires supplied for Team Testing may not be used for any other type of testing or race event.

**5.7.2.** Tires supplied for Open Testing may not be used for any other type of testing, any other open test or race event.

**5.7.3.** Tires supplied for Rookie Testing per 5.3.4. may not be used for any other testing or race event.

**5.7.4.** Under no circumstances may a team transfer test tires to any other team. Tires must be returned to the manufacturer except as may be provided for in the rules. Multi-entry teams may use tires supplied for testing per these rules for any car that team is testing.

**5.7.5.** Wet weather tires may be used on course when wet weather surface conditions exist. Under dry track conditions, scuffing wet type tires is limited to one lap (out and in only) per set. Wet weather tires allocated specifically for testing will count against that teams test tire allocation.

**5.7.6.** Damaged test tires will not be replaced.

**5.7.7.** Unused tires supplied for Team Testing or Rookie Testing may be returned to the manufacturer for a test tire allotment credit.

**5.7.8.** Each team is responsible to maintain accurate records of all tires allocated, supplied and/or used for testing. Teams may not use tires for testing in excess of these rules.

**5.7.9.** Upon request, the tire manufacturer must provide Champ Car an accurate report of test tire distribution. This report shall identify the team, date released, type and quantity of tires distributed for test purposes.

## CHAPTER SIX EVENTS

### 6.1. GENERAL.

The term "event" when used in this Rule Book shall include the particular competition as well as any other race related activities or any other activities associated with such competition. Every person involved in any way with Champ Car or a Champ Car sanctioned racing event shall maintain proper behavior and sportsmanship and shall not detract from the reputation of Champ Car or the sport of automobile racing. The consumption or unauthorized presence of alcoholic beverages by any participant in the working paddock, garage and pit areas and on the race track and in any other area under the control of the Officials is prohibited until the day's scheduled activity has been concluded. The illegal possession or use of controlled substances by participants is strictly prohibited. Any person who at any time or place is guilty of improper conduct (ref. 2.6.) relating to Champ Car or a Champ Car sanctioned racing event may be penalized.

### 6.2. OFFICIAL NOTICES.

In addition to this Rule Book, bulletins, memos, advisories and results containing information pertinent to the series and/or the event will be issued. The Champ Car competition/operations frequency will be 457.0125/PL 203.5, whenever possible. This frequency will be used to periodically broadcast important competition/event information to Champ Car teams. Participants are required to monitor this frequency. During on-track sessions entrants are required to monitor and use the instant message program mandated by Champ Car as the primary means of communication with Race Control. Additionally, entrants are required to monitor the Champ Car timing data stream for electronic messages from Race Control.

### 6.3. ACCESS.

No team participant or team equipment may enter an event facility prior to the facility opening dates and times listed on the event schedule. Any exception must be approved in advance by Champ Car. Persons allowed to enter a facility prior to the start of an event shall not enter the pit lane, race track or any other restricted or secure area. The Vice President of Operations has authority at all times over all personnel in the racing area and may remove any person not directly involved in the conduct of the race. During the course of a race, only the Officials and their assignees shall be permitted on the race track proper. Persons in restricted areas may not enter team areas unless invited. They must obey the instructions given by Champ Car Officials and security personnel in regards to their safety and well-being and may not interfere in any way with the activities of Champ Car participants or the event. Commercial activities unless specifically authorized by Champ Car are prohibited. All credentialed persons are bound by the rules set forth in this Rule Book which pertain to conduct and safety.

### 6.4. TEAM PERSONNEL.

**6.4.1. Team Manager.** At the start of the season, each Team Owner must declare, on the season entry form, the Team Manager for that entry. The Team Manager will be the sole representative for the team to Champ Car at all race events. The Team Manager shall be responsible for his own conduct and for the conduct of all team members, including the Team Owner(s) and Driver(s), at all times. The Team Manager will be subject to disciplinary action resulting from any action or statement of anyone associated with the team.

**6.4.2. Participant Working Areas.** No team personnel other than a competing driver are permitted on the race track, without permission of the Vice President of Operations or the Race Director. Team personnel are restricted to working areas prescribed in this Rule Book and general admission areas and must not interfere with normal activities. Entry without invitation or permission into any area set aside for use by the Officials is prohibited.

### 6.5. EVENT SCHEDULE.

**6.5.1. Schedule.** The event schedule will be governed by the criteria below. Adjustments to the standard schedule for two day, night race or other unique event types will be made by the Vice President of Operations. The Vice President of Operations shall have the authority to revise the event schedule beyond the scope of this criteria should extraordinary circumstances exist.



**6.5.1A. Time Certain.** All activities are time certain unless specifically otherwise noted. Every reasonable effort will be made to start activities on time. Regardless of actual start time, activities will end as listed on the event schedule published by Champ Car.

**6.5.1B. First Day On-Track Activities.** The first day on-track activities at all events will consist of a seventy-five (75) minute practice session and a sixty (60) minute qualifying session. A window of two hours and thirty minutes shall be provided between these sessions. The afternoon session will be scheduled to end no later than 3:00 p.m.

**6.5.1C. Second Day On-Track Activities.** Second day on-track activities will consist of a seventy-five (75) minute practice session and a sixty (60) minute qualifying session. A window of two hours and thirty minutes shall be provided between sessions at all events. The afternoon session will be scheduled to end no later than 3:00 p.m.

**6.5.1D. Warm Up.** The pre-race practice (warm up) will be scheduled to begin four (4) hours prior to the start of the race.

**6.5.2. Paddock Access Restrictions.** Paddock access is limited to the times listed in the published event schedule.

## **6.6. PRE-RACE MEETING.**

Prior to every Champ Car competition the Race Director shall conduct a meeting during which all drivers and team managers shall be briefed on the rules and regulations pertaining to that competition. It shall be held under the sole and exclusive direction of the Race Director. Driver and Team Manager attendance at this meeting is mandatory. Failure to attend shall negate any protest or action for any infraction of rules discussed at the meeting and may result in additional penalties as determined by the Race Director. Approval by the Race Director one day prior to the meeting is required to allow any activity or attendance of any person for any purpose other than stated herein.

## **6.7. TECHNICAL INSPECTION.**

It is the responsibility of the entrant to ensure that their race car is in full compliance with all rules. Mandatory technical inspection will be required following all qualifying sessions and races at the discretion of the Officials. All other technical inspection is at each team's discretion for the team's benefit. Any race car not in full compliance with the rules is subject to penalties.

## **6.8. PRIMARY AND SPARE CAR.**

Entrants may switch race cars one time during an event. Under no circumstance may an entrant use more than one race car in any given practice or qualifying session. When a spare car is declared for use, the entrant must return their primary car timing transponder to Technical Inspection and will receive a timing transponder designated for the spare car. At no time may any entrant be in possession of more than one timing transponder per entry.

Only one race car per entrant will be allowed in the pit lane at any time. The entrant's spare car must remain in the team's assigned garage or transporter area at all times.

In the event that an entrant switches race cars, any previously recorded qualifying laps and any bonus points earned will be forfeited.

In the event that a race car is withdrawn after all qualifying is concluded, all recorded qualifying laps and any bonus points earned will be forfeited and the entrant will start the race from the rear of the field.

Under extreme circumstances, the Race Director retains the authority to allow usage of another race car for the race.

## **6.9. DEFACING FACILITY PROPERTY.**

Modifying or damaging any event facility property is forbidden. Paint or other permanent markings may not be used to mark any surface at an event facility unless specific permission is obtained in advance. Only tape, chalk or other removable marking materials may be used to mark the pit surface. Teams must remove all markings and signage installed by the team at the end of the event.

## **6.10. PIT LANE – GENERAL.**

**6.10.1. Pit/Garage Assignment.** Teams shall be assigned a pit area to accommodate the race car's equipment, repairs, fueling, etc. All equipment must be organized within the confines of the assigned area and shall not block or interfere with safety lanes.

**6.10.1A. Pit Selection.** The order of pit selection by teams shall be determined by points earned for finishing positions from the official posted results at the preceding event. Selection will start with the highest points earner (or points average, if a multiple car team). Multiple car teams will always be pitted together. Ties will be broken by highest finishing position. Teams that have participated in the previous event and declare additional entries will average the total number of points earned for finishing positions in the preceding race by their total number of entries for the upcoming event. Remaining entries will select their pit location in order of receipt of entry and payment of all applicable fees. Full season entrants without a last event finishing position will be given preference over select event entrants without a last event finishing position.

Pit selection order for the first event of each season will be based on the best finishing position a team earns during the last event of the previous season. Multiple car teams finishing positions will not be averaged for the first event of the season pit selection. Teams with multiple declared full season entries will select pits based on the teams single highest finishing position from the last event of the previous season.

**6.10.1B.** Champ Car reserves the right to reassign pit locations based on the number of entries, the nonparticipation or withdrawal of an entry, or for any other reason necessary to properly conduct the event.

**6.10.1C.** Garage and/or transporter locations will be assigned by Champ Car.

## **6.10.2. Pit Lane Attire.**

**6.10.2A. Participants.** Sleeveless shirts and open-toe/open-back shoes are not allowed for crew members, support personnel or Officials at events. Participants so attired must leave the pit area during any scheduled on-track activity. Full length pants must be worn in the pit lane at all times on race day.

**6.10.2B. VIP and Guests.** Persons not properly attired must remain behind the pit wall during any on-track activity and must leave the pit area fifteen (15) minutes prior to the scheduled start of the race. Required proper attire includes full length pants, shirts fully covering the shoulders and closed toe/closed back shoes. Once the race cars leave the grid, it is recommended that any person remaining in the pit lane wear fire retardant clothing.

**6.10.3. Minors.** All minors must leave the pit area thirty (30) minutes prior to the scheduled start of practice, qualifying or the race.

**6.10.4. Behavior.** Participants are responsible for the safety and behavior of their guests while in the pit and paddock areas.

**6.10.5. Smoking.** Smoking is not permitted in the pit lane at any time.

## **6.10.6. Pit Box Set Up, Equipment and Race Car Placement.**

**6.10.6A. Compressed Air Bottles.** All compressed air bottles, air lines and air hoses must be confined to the assigned pit and kept behind the pit wall. Any air bottle with its protective cap removed must be securely fastened. A guard to protect the regulator and fittings must be in place at all times during the event.

**6.10.6B. Mandatory Fire Prevention Equipment.** Two 2½ gallon pressurized water extinguishers or the equivalent are mandatory in each pit. A third 2½ gallon pressurized water extinguisher with Coldfire is recommended. A gauge or current inspection tag shall be attached to each such fire extinguisher. Several 5 gallon open buckets of water are mandatory in each pit at all times.

**6.10.6C. Scoring Stands.** Scoring stands shall be limited to a maximum height of 72 inches. Shields, awnings or umbrellas may extend above the allowable maximum height when such additions are approved by Champ Car.

**6.10.6D. Equipment Placement.** Any participant who, in the opinion of the Officials, positions equipment so as to create a hazard or disruption of the event or to interfere with the activities of another competitor may be penalized. Work may only be performed on race cars in the pit box, garage or transporter area assigned to that team. Bridging equipment or booms over the race car are prohibited.

**6.10.7. Speed Limit.** A maximum speed limit of 50 MPH will be enforced in the pit lane at all times. During practice sessions, the first observed pit lane speed limit violation for each entrant may be waived. Further violations may be penalized at the discretion of the Race Director.

**6.10.8. Pit Lane Use During On-Track Sessions.**

**6.10.8A. Pit/Track Wall Access.** Up to 2 persons per race car shall be permitted at the wall separating the pit lane and the race track during practice. These provisions do not apply to the pre-race warm up practice session.

**6.10.8B. Exiting Pit Box Under Power.** During practice and qualifying sessions race cars may not leave their assigned pit box under power until the official command to the starter to display the green flag has been given.

**6.10.8C. Final Practice.** During the final Champ Car practice session (warm up), when performing live/wet pit stops only the 6 pit crew members assigned to work on the race car will be allowed over the pit wall (also ref. 8.5.2B. and 8.7.6). Only the signal board man as prescribed in 6.22.2. may be at the pit/race track wall during this session. Crossing the pit lane is not permitted.

**6.10.9. Race Day Pit Access Restrictions.** At specified Champ Car events a limited number of special credentials may be issued to allow only necessary and appropriate personnel access to the pit area 30 minutes prior to and during the race.

**6.10.10. Final Pre-Race Grid Clearance.** During pre-race activities, all non-essential personnel must clear the grid and move to behind the pit box wall 15 minutes before the call to start engines. Each qualified race car entrant will receive 5 "final pre-race" credentials. During this last 15 minute period, only fire-suited team members and non-firesuit personnel wearing the "final pre-race" credential will be allowed to remain with the race car.

**6.10.11. Race Day Decorum.** At a time prescribed in the pre-event bulletin, during pre-race ceremonies all teams will be required to line up as directed by the Officials. Additionally engines must be silenced prior to and after the event as directed by the Officials.

**6.11. DATA DISTRIBUTION AND TELEMETRY DATA COLLECTION.**

Throughout the event, timing and scoring information will be distributed to the pit lane and other areas of the event facility as an IP data stream and in video form. Telemetry data from the teams will be collected over the Champ Car IP network.

**6.11.1. Pit Lane IP Network.** Champ Car will provide a secure network infrastructure to each team pit box.

**6.11.2. Data Distribution.** A data stream will be distributed to each pit for team use. Champ Car Timing and Scoring will supply the software necessary to use the data stream. The pit stand LAN must make a connection to the Champ Car pit lane network through a Champ Car supplied firewall/router using a team supplied standard CAT 5 network cable.

**6.11.3. Telemetry Data Collection.** Throughout the event a subset of the real time telemetry data from each race car must be made available to Champ Car. The required channels are RPM, boost pressure, overtake time, speed, gear, throttle, front brake pressure, steering angle, longitudinal acceleration, lateral acceleration, lap number, lap time and lap distance. All of these channels must be available at a sampling rate of 20 Hz. A PC on the team's pit stand must run the telemetry data collection software provided by Champ Car. A connection to the Champ Car pit lane network is required per 6.11.2.

**6.12. RADIO FREQUENCY REGISTRATION, COORDINATION AND USE.**

Every originator of transmitted radio signals including all voice and data transmissions must register each radio frequency prior to use with the Champ Car designated representative. The purpose of this registration is to eliminate multiple users on the same frequency and minimize interference. Further, teams hereby authorize Champ Car to rebroadcast team radio transmissions for Champ Car commercial purposes. All revenue derived there from will be retained by Champ Car.

**6.12.1.** Teams must declare in writing to Champ Car, before 3:00 p.m. on the day before the first on-track activity, their team to driver radio frequency and a team to Race Control radio frequency to be used throughout the event. Any changes necessitated by local frequency transmission problems must be declared before 12:00 noon on the day prior to the race. Teams may declare this information on an annual basis if desired, however it is the teams responsibility to update Champ Car of any change prior to the first on-track day at each event. Failure to comply will result in a minimum \$1000.00 fine and additional penalties.

**6.12.2.** Teams may not scramble their radio transmission at any time during the event. Failure to comply with this rule will result in penalties.

**6.12.3.** Teams must abide by all FCC Regulations in the United States and the regulatory agencies of all nations in which Champ Car races, with regard to over the air broadcasts. The teams will indemnify Champ Car in the event that Champ Car is liable for the team's failure to comply.

**6.13. FLAG CODES.**

The Starter is responsible for displaying flag signals during the course of the competition to communicate with the drivers in accordance with the following codes:

**6.13.1. Green Flag.** The green flag signifies: the start of the timing of a practice or qualifying session, the impending start of a qualification attempt, the signal to commence racing at the beginning of a race, or the immediate resumption of racing on a restart of a race. A green flag displayed from a marshaling station indicates the course, downstream of the flagging station displaying the flag, is clear after a local yellow flag condition.

**6.13.2. Blue Flag.** When displayed from a marshal station, the blue flag indicates that an approaching race car is attempting to overtake and the race car being signaled should give consideration to the overtaking competitor. Any driver who fails to use his mirrors to acknowledge the presence of other competitors or who fails to yield to lapping competitors may be penalized. When displayed from the starters stand, the blue flag is a command ordered directly from the Race Director. During the race, any driver failing to give way upon display of the blue flag from the starters stand will be penalized.

**6.13.3. Black Flag.** A race car receiving the black flag must proceed immediately to the pit lane. The scoring of any race car in which the driver ignores the black flag may be discontinued. The decisions of the Officials as to whether a driver should be black flagged or as to whether a driver ignored a black flag are not subject to protest or appeal.

#### **6.13.4. Yellow Flag.**

**6.13.4A.** A stationary yellow flag will be displayed from flag stations to indicate a local area of danger. A waving yellow flag in such areas indicates greater danger. Drivers should reduce speed and be prepared to stop. Passing is not permitted between the first yellow flag and the flagging station that is displaying a green flag beyond the incident(s). A pace car will be dispatched at road course events if the entire race track is under yellow (full course yellow) indicated by double yellow flags at all course marshal stations. During a full course yellow, the Starter will display two (2) yellow flags. In addition, a yellow flag may be displayed from the rear of the starter's stand or other designated position to indicate this track condition to competitors in the pit area.

**6.13.4B.** Passing a competitor or the pace car under the yellow flag may result in penalties. Wave-bys are not allowed other than to correct an illegal pass or at the direction of the Officials. Drivers of disabled race cars must extend every courtesy to the rest of the competing field - pull way off the racing line and signal if possible, thereby allowing the entire field to pass.

**6.13.4C.** After the race begins (upon completion of the prescribed number of parade and pace laps) including a restart after a red flag, all laps started under the yellow flag shall be scored. The decision of the Officials to call or not to call or to end a yellow caution period is not subject to protest or appeal. The decision of the Officials as to whether to signal a driver to pass the pace car during a yellow flag period and as to whether a proper passing signal was given is also not subject to protest or appeal.

**6.13.4D.** A yellow flag shall be displayed from the starters stand prior to the practice and qualifying sessions to indicate to the competitors that there are five (5) minutes or less remaining until the green flag.

**6.13.5. Red Flag.** The red flag indicates a complete stoppage of the race, practice or qualifying session due to an unsafe condition. All timing shall cease upon the official command from Race Control for the display of the red flag. A red flag will be waved by the starter when it has been decided to stop any session or race and instruction has been given by Race Control. Simultaneously, each corner station will also wave a red flag. Upon display of the red flag during practice and qualifying, all drivers must immediately and cautiously proceed, if possible, to their assigned pit and stop. Upon display of the red flag during the race, procedures per 6.23. will be implemented.

**6.13.5A.** Any driver who is involved in an incident that initiates a red flag will be assessed penalties as detailed in this section. Assessment and fulfillment of the aforementioned penalty(ies) and any additional penalty is at the sole discretion of the Race Director.

**6.13.5A.1. Practice.** Any driver who is involved in an incident that initiates a red flag during a practice session will be suspended from participation of eight (8) minutes of session time once the session resumes.

#### **6.13.5A.2. Qualifying.**

The first time during a qualifying session that a driver is involved in an incident that initiates a red flag, that driver will forfeit his fastest timed lap recorded during that session.

Any driver involved in a second incident that initiates a red flag during the same session will be prohibited from further participation in that session.

**6.13.5A.3.** Competitors involved in a non-related incident during the same time period as an incident that initiates a red flag will be assessed the appropriate aforementioned penalty if the resolution of that competitor's incident causes a further extension of the red flag period.

**6.13.5A.4.** Other competitors who are repositioned during a red flag period that do not cause a further extension of the red flag period may resume without penalty.

**6.13.5B. Restarts.** If a red flag is displayed during the race, the race may be restarted with one of two procedures. The restart procedure selected is at the sole discretion of the Race Director.

**6.13.5B.1. Complete Restart.** A complete restart is when the race is restarted in its entirety. The restart will be conducted in the same manner as the initial start except as provided for in 6.20.2. All provisions of 6.8., 6.17.3. and 6.19.2. apply.

**6.13.5B.2. Single File Restart.** A single file restart consists of the race cars being repositioned for the restart in single file according to the order in which they were last officially scored. Race cars involved in accidents or stopped on course due to mechanical problems shall be repositioned at the rear of the field. Any race continuation will begin under the yellow flag for as many laps as deemed necessary by the Race Director. If the race is continued on another day, any replacement race car or driver may be allowed at the discretion of the Race Director. All provisions of 6.8., 6.17.3. and 6.19.2. apply.

**6.13.5C.** Race cars with their assigned drivers must be ready when the order is given to restart the race. The failure of a team to report as directed will not delay the restart. To facilitate a restart, the race cars will be positioned through specific instructions communicated by Race Control.

**6.13.5D.** The decision of the Race Director as to whether to red flag the race, or to restart the race, the designation of the point of restart, the starting positions and the distance credited to any entrant restarting the race is not subject to protest or appeal.

**6.13.6. White Flag with Red Cross.** The white flag with red cross displayed from the starter's stand indicates that an emergency or safety vehicle is on the race track and requires the reduction of speed and the exercise of extreme caution.

**6.13.7. White Flag.** A white flag will be displayed to indicate a race car not at racing speed on the racing surface. A waving white flag indicates an emergency service vehicle or a very slow moving race car. Caution must be exercised when approaching such vehicles.

**6.13.8 Surface Flag.** The surface flag is yellow with red stripes. It will be displayed motionless from flag stations where the racing surface is compromised due to oil, fluids, dirt or debris on the track.

**6.13.9. Checkered Flag.** The checkered flag signifies: the end of a practice or qualifying session, the completion of a qualifying attempt, or the completion of the race. It shall be displayed to the leader as he completes his last lap and thereafter to each race car still running. Failure to enter the pit lane at the first opportunity after receiving the checkered flag will result in penalties.

**6.13.10. Pit Flags.** The yellow flag or the red flag with the letter "P" may be displayed from a specified location to indicate an unsafe pit condition. In such instances, the yellow flag means exercise extreme caution; the red flag indicates the pits are closed.

**6.13.11. Flagging Positions.** A green flag or other appropriate flag, depending on certain conditions, will be displayed from each flag station at the beginning of the first Champ Car on-track activity each day. This procedure is to familiarize all drivers with the circuit's flagging locations.

**6.13.12. Lights.** Lights are an extension of flag signals. Procedures will be reviewed at the Pre-Race Meeting.

#### **6.14. RACE CAR ASSISTANCE AND RECOVERY PROCEDURE.**

Champ Car Safety Team vehicles will be dispatched during on-track activities to attend to race cars stopped on the course.

**6.14.1.** When dispatched, the safety vehicle will proceed in a safe manner to the stopped race car. The use of white and local yellow flags in accordance with recognized procedures will be displayed to cover any such activity.

**6.14.2.** During practice and qualifying sessions disabled race cars may be returned to the pit lane. During the race, priority is to prepare the course for a restart. If assistance is required, race cars may be placed in a safe area for the duration of the race at the discretion of the Race Director.

**6.14.3.** Drivers abandoning a disabled race car must reattach the steering wheel to the race car and then proceed immediately to a safe area. Drivers must proceed as directed by the Officials.

**6.14.4.** The driver of a race car being removed from the race track by means of a rope tow must wear a helmet, gloves and be secured with lap belt and shoulder harness.

#### **6.15. DRIVER ON COURSE DEMEANOR.**

**6.15.1. Blocking.** Drivers altering their racing line based on the actions of pursuing competitors, or using an abnormal racing line to inhibit or prevent passing will be considered blocking. Blocking will result in a penalty.

**6.15.2. Avoidable Contact.** In the opinion of the Officials, any driver who initiates avoidable contact which results in the interruption of another competitor's lap time or track position will be subject to a penalty. Should the contact result in the immediate retirement of the other competitor, further penalties may be assessed.

**6.15.3. Unjustifiable Risk.** In the opinion of the Officials, any action that represents an unsafe act, an unjustifiable risk or reckless endangerment, will result in the assessment of penalties.

**6.15.4.** Judgmental decisions by the Officials in this regard are not subject to protest or appeal.

#### **6.16. PRACTICE SESSIONS.**

**6.16.1. Timed Laps.** Only laps that start and finish on the race track will be laps considered eligible for practice times. Laps that begin or end in the pit lane, laps that are run on the warm-up lane or otherwise shortened will not be given a time or credit for that lap. Likewise, credit will not be given for any lap that begins before the official command to display the green flag has been given or any lap that ends after the command from race control for the display of a red or full course yellow flag.

**6.16.2. Shortcutting During Practice.** During practice sessions, a time will not be given for any lap in which the driver shortcuts the course.

#### **6.17. QUALIFYING SESSIONS.**

**6.17.1. General.** Unless otherwise amended per Chapter 1, qualifying procedures will be as stated herein. The qualification period will end when the Race Director has determined that all eligible entries have had the opportunity to qualify in accordance with this Rule Book. The Race Director may cancel, postpone or change the stated qualifying procedure as necessary to maintain a safe and orderly progress of the race event, and may for any reason disallow any qualifying attempt(s) made prior to the implementation of such decision. Any action taken by the Race Director to cancel, postpone or modify the qualification of any race car(s) is not subject to protest or appeal.

**6.17.2. Shortcutting During Qualifying.** During qualifying sessions, a time will not be given for any lap in which the driver shortcuts the course.

#### **6.17.3. Spare Car.**

**6.17.3A.** Disqualification is not cause to withdraw a primary car and use a spare car.

**6.17.3B.** Upon successful qualification of such race car, an entrant may not attempt to qualify a second race car. A qualified race car may be replaced by a spare car per 6.8.

#### **6.17.4. Single Car Qualifying.**

**6.17.4A. Sequence of Attempts.** The sequence of attempts to qualify will be the inverse of practice times or as otherwise determined by the Race Director.

**6.17.4B.** The race cars will line up in the pit lane in the order per 6.17.4A. and will be dispatched for their qualifying attempt. The pit speed limit will not be in effect for any competitor exiting the pit lane for his qualifying attempt. A designated drive through lane must be kept clear of all persons and equipment. Personnel per 6.10.8A. will be allowed in the signal area.

**6.17.4C.** Each entered race car (a race car with an assigned driver and properly filed entry) is limited to one attempt per session. An attempt will be charged against any entrant that is not present or does not proceed when so instructed or that at any time aborts an attempt in progress.

**6.17.4D.** Attempts that are abandoned by order of the Officials for cause not related to the competitor will not be counted. The Race Director shall reposition the competitor in such cases.

**6.17.4E.** Decisions by the Officials regarding the length of the qualifying session, the repositioning of an entrant in the qualifying order and the number of attempts charged to an entrant are not subject to protest or appeal.

#### **6.17.5. Open Qualifying.**

**6.17.5A. Schedule.** The duration of this qualifying session shall be 60 minutes. The session will be divided into three segments. The first segment shall be an open practice of 15 minutes. The second segment shall be no cars running on track for 10 minutes. The final segment shall be qualifying for a duration of 30 minutes, of which green flag conditions must be in effect for at least 20 minutes. The third segment duration shall be extended beyond 30 minutes until the 20 minute green time requirement is met.

**6.17.5B. Lap Allocation.** All drivers will qualify in one group. Each driver will be allowed a maximum of 15 laps during the qualifying segment. Should a driver exceed the allowed number of laps by 1 lap, the fastest timed lap recorded during that segment by that driver will be forfeited. Should a driver exceed the allowed number of laps by more than 1 lap, all timed laps recorded during that segment by that driver will be forfeited. Any lap during which a red flag condition is declared will not be counted toward a driver's qualifying lap allocation.

**6.17.5C.** In the event that a session is halted when the guaranteed green flag time has been fulfilled, the Race Director may elect to end the session.

**6.17.5D.** The fastest qualifier from each session will be awarded one championship point.

**6.17.5E.** Any race car determined to be in violation of any rule or supplemental regulation will forfeit all timed laps credited to that race car prior to such determination.

**6.17.5F.** Drivers not running at full qualifying pace should be aware of and not interfere with other drivers running at full pace. Forfeiture of the driver's fastest lap time during that qualifying session, or other penalties may be assessed to any driver who fails to comply.

**6.17.6. Ties.** In the event of a tie the second fastest times recorded by the drivers involved will be used to resolve the deadlock.

#### **6.18. STARTING FIELD.**

**6.18.1. Eligibility.** A driver who fails to run consistently and safely with other competitors during practice or qualifying for an event may be denied a starting position for that competition by the Race Director. The Race Director's decisions in such matters are not subject to protest or appeal.

**6.18.2. Size.** The size of the starting field shall be determined by the Race Director. The starting field may not be larger than the number of pit spaces available. Other criteria in accordance with FIA guidelines that could affect the organization or safe conduct of the event shall be considered.



### **6.18.3. Designated Starting Positions.**

**6.18.3A.** The fastest qualifier from each qualifying session is guaranteed a front row starting position. The fastest overall time will determine the polesitter. All remaining starting positions will be determined using a driver's best single lap time obtained during either qualification session.

**6.18.3B.** If for any reason qualifications cannot be held or completed prior to the start of a race; or, if in the opinion of the Race Director all entrants did not have an adequate opportunity to qualify; or, if qualifying was aborted due to inclement weather or other conditions, positions will be filled using the following criteria:

**6.18.3B1.** Using the officially recorded practice times credited to each driver, provided that sixty (60) minutes of green flag practice has been completed during the first and second event days.

**6.18.3B2.** If the provisions of 6.18.3B.1. are not satisfied, starting positions will be determined using the Championship points credited to each driver at the conclusion of the previous event. Ties, if any, will be broken per 7.1.

**6.18.4. Substitute Drivers.** A race car may not start a race with a substitute driver without the advance approval of the Race Director.

**6.18.5. Additional Starters.** Additional starters may be added at the discretion of the Race Director.

### **6.19. GRID.**

**6.19.1.** Any driver or race car not ready to begin the race on time may be excluded.

**6.19.2.** The polesitter may elect to start from either front row position. This decision must be made known to the Race Director no more than one hour after the conclusion of the final qualifying session. Other starters are to be positioned in the order of their qualifying times and/or as determined by the Race Director per 6.18.3B. unless the Race Director designates another method of positioning the race cars to start the race. Entries which qualified but start the race with a substitute driver shall be positioned immediately behind the other designated starters in the relative qualifying positions of such entrants. Alternate starters, i.e., drivers that did not earn a qualifying time, shall start at the rear of the starting field, in order per 6.18.3B. or as otherwise positioned at the rear of the starting field as directed by the Race Director.

### **6.20. PARADE AND PACE LAPS.**

All race cars must maintain a consistent speed and the pole sitter must stay in relative proximity to the pace car. Gaps throughout the field must be avoided.

**6.20.1.** Any race car that drops out of the pack during the first parade lap may rejoin the pack in its original position if the driver can do so safely prior to the pole sitting race car beginning the second lap. If a race car is not moving under its own power by the completion of the first parade lap, it shall be removed to a designated area. If a pace car is used to control the starting field, it shall leave the track prior to the Starter displaying the starting signal.

**6.20.2.** Should conditions warrant, the Race Director may declare the race to start in single file starting order and/or may order the start under full course yellow flag conditions.

## **6.21. STARTING THE RACE.**

### **6.21.1. Rolling Start.**

**6.21.1A.** The responsibility for a proper race start rests solely with the drivers. The pole sitter shall maintain a steady speed as it approaches the start line. Drivers are to respect the position of the other drivers around them and remain in two columns until the green flag has been displayed. Penalties may be assessed to any driver who jumps the start or pulls out of line. The decision of the Officials as to whether a driver improperly advanced positions prior to the display of the green flag at the start of the race is not subject to protest or appeal.

**6.21.1B.** Timing. The timing of the race shall commence the instant the timing transponder of any race car reaches the starting line at the completion of the prescribed parade and pace laps upon display of either a green or yellow flag from the starter's stand.

**6.21.1C.** If a yellow flag is displayed to signal the start of the competition, the field shall remain in pace lap order with the race cars remaining in their assigned rows until such time as a green flag is displayed. Upon display of the green flag, the start will be per 6.21.1.

**6.21.1D.** Once the command to start engines has been given, fuel may not be added to any race car until the race car has taken the green flag on the race track. A competitor may be penalized if the Officials determine that the competitor has taken any action so as to gain an advantage prior to the start of the race.

### **6.21.2 Standing Start.**

#### **6.21.2A. Countdown.**

- A "drivers to your cars" command will be given via radio from Race Control.
- A "drivers in your cars" command will be given via radio from Race Control.
- A three minute board will be displayed at the front of the pre-grid and all personnel will leave the pre-grid with the exception of up to three (3) crew members with each race car.
- A one minute board will be displayed, along with the "drivers start your engines" command. All personnel must then completely clear the pre-grid.
- At the appropriate time the pace car will roll and the drivers will follow in single file, starting order.

#### **6.21.2B. Parade Laps.**

- During the parade laps drivers will keep in starting order with no overtaking and the speed will be set by the pace car. Falling back to accelerate and undertake practice starts is prohibited.
- If a car was unable to leave the pre-grid with the rest of the field it will be allowed to trail the field and resume its original starting position if time permits prior to the pole sitter beginning the second lap.

#### **6.21.2C. Grid.**

- At the end of the parade laps, the pace car will enter the pits and the field will take their starting positions. The front wheels of the car must remain behind the grid line.
- All personnel are strictly prohibited from the grid.
- A 15 second board will be shown from the starters stand once all cars are in position (which indicates 15 seconds until the light sequence begins).
- The red lights will illuminate one by one.
- The race starts once all red lights go out (not less than half a second, but no more than three seconds).
- A false start shall be declared when the race car moves forward from its prescribed position before the lights go out.
- A penalty will be imposed for a false start judged by the Officials. Decisions by the Officials are not subject to protest or appeal.

**6.21.2D. Aborted Start.** If the start is aborted the yellow lights will illuminate. Instructions will be given to teams via the radio. The standing start procedure may be abandoned and the pace car will be dispatched.

**6.21.2E.** Rolling Start. In the event a rolling start is required, all provisions of 6.21.1A. and 6.21.1C. are in effect.

**6.21.2F.** Wet Race Start. When conditions warrant, the Race Director may declare the race a "wet start". If a wet start is declared, all competitors must start on wet tires.

**6.21.2G.** Timing. The timing of the race shall commence the instant the timing transponder of any race car reaches the start/finish line after leaving their starting positions on the race track.

### **6.21.3. Scoring.**

**6.21.3A.** Scoring shall commence for each race car as it crosses the start/finish upon display of either a green or yellow flag from the starter's stand on a rolling start or after leaving its starting position on the race track for standing starts.

**6.21.3B.** The start/finish line will be the reference line for measuring the relative position of race cars to each other and the laps credited to each race car.

**6.21.3C.** The lead cannot be assumed in the pit lane.

**6.21.3D.** Any race car pitted upstream of the finish line will be given credit for completion of the lap if retirement is from the pit. The determination of the official finishing position assigned to competitor(s) who finish in the pit lane upstream of the start/finish line in relation to other competitors who are credited with the same number of laps completed will be at the sole discretion of the Officials and is not subject to protest or appeal.

## **6.22. RACE PIT RULES AND PIT STOP REQUIREMENTS.**

**6.22.1. Persons Over The Wall.** No one is allowed to cross the pit lane during the race unless specific permission is granted by the Officials. A mandatory minimum fine of \$500.00 shall be imposed for each violation of this rule.

**6.22.1A. Crew Members.** During the race, the maximum number of crew members over the pit wall is 6, not including the driver. All work on the race car must be performed by the designated crew members over the wall. Persons behind the wall may only hold signs, supply and retrieve equipment and help with placement of hoses. Standing on the pit wall is not allowed during the race. Attire - refer to 8.5.

**6.22.1B. Others.** Only persons expressly authorized in this Rule Book are permitted over the pit wall during the race. Attire - refer to 8.5.

**6.22.2. Signal Board Person.** During the race, there shall be only 1 signal board person who must remain at the pit/track wall unless granted permission by the Officials to return to the pit.

**6.22.3. Unattended Equipment.** Any equipment over the pit wall, except the rear tire when the pit is being set up for a pit stop, must be within reach and under control of a team member. (Ref. 6.10.6D.)

**6.22.4. Pit Stop Safety.** Race cars must be completely free of all hoses and tools before leaving their assigned pit box. At no time shall the power-driven wheels of any race car be driven over any hose in the pits or the pit area.

**6.22.5. Pit Lane Protocol.** Once in the pit lane (as defined by the blend line) drivers must remain within the designated traffic lanes, and may not overtake by using the inside lane. Drivers entering their pit boxes may not enter by directly crossing from the outside lane. Drivers moving from the outside to the inside lane must give way to race cars in the inside lane and not force cars in the inside lane to slow or take evasive action. When leaving their pit boxes, drivers must yield to approaching traffic and stay in the inside lane while accelerating. Drivers exiting their pit boxes may not enter the outside lane of the pit lane until their speed is at or near the speed limit.

**6.22.6. Pit Stop Car Placement/Overshoot.** During the course of the race, race cars must pit in the center of the assigned pit box. If a race car overshoots its assigned pit box by less than 1 full pit box, the race car may be pushed back into the pit unless such would cause a dangerous condition. If a race car overshoots the assigned pit box by more than 1 pit box, the race car must continue for another lap.

**6.22.7. Pit Box Push Start.** No race car in the pits may be pushed further than 3 pits beyond its assigned pit, or such lesser distance as conditions safely permit. Disabled race cars may be pushed to a safe position under the direction of the Officials.

**6.22.8. Blend Lines.** The entrance and exit of the pit lane shall each be marked with a blend line to identify the area that will be considered the pit lane. During a full course yellow condition, once a pack up has been established, the following blend line rules will be in effect:

**6.22.8A. Blend In.** Any competitor entering the pit lane may not pass the pace car or any other race car(s) until they are past the pit entrance blend line.

**6.22.8B. Blend Out.** Competitors leaving the pit lane may not pass the pace car or any race car(s) that are in the pack up after passing the pit exit blend line. The competitor leaving the pit lane must enter the race track behind the race car(s) that were on the racing surface past or adjacent to the pit exit blend line as the competitor exiting the pit crosses the pit exit blend line. A competitor leaving the pit lane will be placed by the Officials into the pack up in the order where he crossed the pit exit blend line.

**6.22.8C. Right of Way.** Race cars exiting the pit lane during a full course yellow condition before a pack up had been established must give way to faster race cars on the race track.

**6.22.9. Pit Lane/Shortcutting.** Use of the pit lane to improve relative position is prohibited.

**6.22.10. Unsafe Acts.** Unsafe acts will be penalized.

**6.22.11. Pit Closure Procedures - Yellow Periods.**

**6.22.11A.** Whenever a full course yellow is declared, a marshal positioned before the pit entrance will immediately signal that the pit lane is closed and the pit closed light will be turned on at the pit commit line. The field will slow and the pace car will take a position directly in front of the race leader. The signal for pit closure will be a flag/sign with a black "P" on a red field. When this sign is displayed, any competitor approaching the pit entrance must stay on the race track. However, in the opinion of the Officials, any competitor committed to the pit lane may continue into the pit lane and pit without penalty.

**6.22.11B.** When conditions warrant, the marshal at pit in will display a "pit open" board (black "P" on a green field) and the pit closed light will be turned off. Simultaneously, the "pits are open" announcement will be made by Race Control.

**6.22.11C.** Any competitor who enters a closed pit or enters the pit lane after the reorganization plan is declared must join the field at the back of the pack. Additional penalties may be assessed.

**6.22.11D. Abandonment of Procedures.** Under adverse circumstances the Race Director may elect to forego the aforementioned pit closure procedures or any portion thereof.

**6.22.12. Pit Rules Not Protestable.** The decision of the Officials as to whether any pit rule has been violated and the assessment of any penalty is not subject to protest or appeal.

## 6.23. RED FLAG RACE STOPPAGE PROCEDURES.

**6.23.1. Red Flag Command.** Upon an announcement from Race Control of a red flag all race cars are to return to the pits in a slow and safe manner. Passing is prohibited. Race cars will line up in the fast lane of the pit lane or other location as directed by Race Control. The lead race car will stop at a point designated by the Officials. This is considered the "parc ferme". Only two team members may attend to the vehicle at any time in the parc ferme. A jumper battery may be used and towels may be placed on the bodywork..

**6.23.2. Work Permitted On Race Cars.** Working on race cars under a parc ferme condition is strictly prohibited without a penalty. In the event that a competitor is instructed by Race Control to work on a race car, that race car will automatically restart from the rear of the field. If more than one competitor must do so, the race cars will be reordered at the rear of the field according to their relative positions on the last scored lap. In all cases, any work must be done under the supervision of an Official.

A competitor will be allowed to attend to radio related issues without penalty if problems have arisen during the course of the race. This must be requested through Race Control and completed under the supervision of the Officials.

Race Control will advise competitors if the duration of the red flag will be an extended period of time. In that event, permission will be granted to disconnect car batteries under the supervision of the Officials.

**6.23.3. Release From Parc Ferme.** As necessary, race cars may be released either to the pit boxes or to the garage area. If released to the pit boxes, race cars may be serviced in the following three ways only: refuel, change tires, change front wing angles. If released to the garage area, any component of the race car may be repaired or replaced and the Technical Director must be notified.

## 6.24. REALIGNMENT AND RESTART PROCEDURES.

**6.24.1.** When track conditions permit, any competitors between the pace car and the race leader will be waved by to join the end of the pack up. "Pack up" is the continuous group of race car(s) that are at a controlled speed while following the pace car during a full course yellow condition. Waved by competitors may pit. Reorganization of the field may occur at the discretion of the Officials.

**6.24.2.** The Race Director shall have the authority to reposition a violator of any rule during a full course yellow condition. That competitor must remain in the repositioned place in line until the restart. Any competitor assessed this penalty may not enter his assigned pit box and receive service until the car has received the green flag on the race track. The Officials may assess any additional penalties they deem to be necessary. When more than one competitor is penalized during the same yellow flag condition, the Officials will determine the order of the offending competitors at the end of the line.

**6.24.3.** Race restarts will be single file. It is the responsibility of the driver of the lead car to allow the pace car to accelerate away from the field. When the pace car has accelerated away from the field, the lead car of the pack up shall maintain a steady speed as it approaches the restart acceleration point as specified in the pre-race meeting. Not prior to the designated restart acceleration point, the driver of the lead car will increase speed in order to allow all drivers in the field to accelerate in a like manner to avoid large gaps or congestion prior to the display of the green flag. Drivers are to remain in order, to respect the position of other drivers around them, and not encroach on the position of other drivers until the green flag has been displayed. Passing is allowed upon the display of the green flag.

**6.24.4.** In the event of a restart within the final laps of the race, as determined by the Race Director, lapped cars may be repositioned to the rear of lead lap cars prior to the restart. There will be no differentiation between race cars one lap down and race cars multiple laps down for purposes of repositioning the field. Once a pack up has been established and the order to reposition has been given, lapped cars may be directed by Race Control to drive through the pit lane and assume their order on the race track behind the last car on the lead lap. Immediate compliance to the instructions of the Officials is required.

**6.24.5. Abandonment of Procedures.** Under adverse circumstances the Race Director may elect to forego the aforementioned realignment and restart procedures or any portion thereof.

## **6.25. PACE CAR PROCEDURES.**

**6.25.1.** During a full course yellow, a pace car will be directed onto the racing surface. The purpose of this vehicle is to pace and direct the field of race cars until such time as the race track has been cleared to resume competition.

**6.25.2.** Competitors shall not pass the pace car unless:

**6.25.2A.** The competitor has entered the pit lane as designated by the blend line at the pit entrance and has not passed the blend line at the pit exit, or

**6.25.2B.** The competitor is specifically instructed to do so by the Race Director.

**6.25.2C.** On a restart, race cars may pass the pace car before it enters the pit lane, provided the pace car lights are off and the pace car is beyond the restart acceleration point.

**6.25.3.** The pace car will be positioned directly in front of the race car which is in the lead on the track surface. Should the leader enter the pit lane or leave the racing surface, the pace car will be positioned directly in front of the competitor that assumes the lead position. If any race car that could assume the lead reenters the race track ahead of the pace car, that race car will be repositioned directly behind the pace car or the entire field will be waved by the pace car.

**6.25.4.** As soon as the pace car is dispatched, it is the responsibility of each driver to slow down and follow the pace car unless directed by the Officials to do otherwise. The primary function of the pace car is to control and direct the field.

**6.25.5.** Race cars in the pack up must maintain the relative speed of the pace car and avoid gaps. Once in the pack up, race cars unwilling or unable to maintain the relative speed of the pace car may be assessed penalties. Race cars failing to pack up will be passed upon instructions from Race Control.

**6.25.6.** If the pace car is unable to pace the field, the race leader or lead race car of the pack up will be given instructions by Race Control. Failure to follow instructions will result in a black flag upon resumption of the competition.

**6.25.7.** Whenever possible, the competitors will be given a one (1) lap notification that the pace car will be removed from the race track prior to the restart. At a prescribed location, the flashing light on the pace car will be turned off and the pace car will accelerate away from the field. At road course events, double yellow flags at flag stations will be withdrawn when the pace car light is turned off.

## **6.26. TRAFFIC.**

Any lapped or about to be lapped driver failing to yield to an approaching competitor will be presented with a blue flag command by the Starter as ordered by the Race Director. A number board will be displayed identifying the race car receiving the blue flag. Failure to immediately give way will result in a penalty. Judgmental decisions by the Officials in this regard are not subject to protest or appeal.

## **6.27. SHORTCUTTING THE COURSE DURING THE RACE.**

During the race, any advantage or position gained during an off course excursion (four wheels off of the racing surface) must be relinquished. Any reported shortcut or off course excursion that, in the opinion of the Officials, improves a driver's position during the race will result in penalties. Event specific instructions that pertain to shortcutting the course may be issued as conditions warrant.

### **6.28. RACE CAR CONDITIONS, ACCIDENTS AND MECHANICAL FAILURES.**

At no time shall a race car enter the race track without a complete nose cone and a rear wing assembly attached. Race cars that have been damaged and are potentially dangerous to the driver or to other competitors, or are causing a potentially dangerous track condition, must immediately stop in the pit area for examination by the Officials. The race car may continue only after a determination has been made of its suitability to do so. Any race car may be black flagged upon direction from the Race Director at any time. Laps completed after such signal will not be scored until the race car stops and is approved to continue. Changes to the race car resulting from accidents or mechanical failures as approved by the Technical Director, shall be acceptable for all purposes and will not constitute grounds for protest or appeal. A race car that has stalled while on the track may be restarted by pushing or towing by the Officials.

### **6.29. RACE TIME AND FINISH.**

For all events a race time limit, exclusive of any red flag period(s), will be declared by the Vice President of Operations. As the race leader approaches the start/finish line and the elapsed race time approaches the declared time limit a one lap to go signal will be displayed. The race will be officially over the next time the race leader crosses the start/finish line and the checkered flag is displayed. Under extreme conditions, or in the interest of safety, the Race Director may declare a race officially over before the declared time limit has elapsed. The Race Director's decision in this regard is final and not subject to protest or appeal.

### **6.30. FINISHING POSITIONS.**

Race cars completing the entire distance will be ranked according to the order in which they finish. Otherwise, race cars will be ranked according to the number of laps completed and race cars still running which are on the same lap shall be ranked according to the order in which they cross the finish line at the conclusion of the race. Race cars as officially scored that complete the most distance in the least amount of time will be ranked ahead of other race cars. If the race is at least half completed and then terminated under the red flag, the final positions will be determined by the leader's last officially scored lap. In case of a tie, the race car with the most rearward starting position shall be awarded the better finishing position.

### **6.31. OFFICIAL RESULTS.**

Results of a competition are official one half (1/2) hour after posting of the finishing positions, signed by the Race Director, the Technical Director and the Timekeeper, subject to disposition of any protest. In addition, information pertaining to the status of any on-track activity may be:

"Unofficial" - Times issued during a session or race that is in progress.

"Provisional" - Times or positions issued at the end of a session or race prior to audit and fulfillment of posting criteria. Provisional results are based upon timing and scoring data available at the checkered flag.

"Provisional Inquiry" - Same as above, however, results under challenge.

"Posted" - Audit and technical review are satisfactory.

"Results Under Protest" - Same as above, however, the result is under protest per 11.3.

"Official" - Signed session or race results that have met the posting requirement.

Any display or document presented by the Officials that is not marked "Official" is unofficial information.

**CHAPTER SEVEN  
SERIES CHAMPIONSHIP, AWARDS, PROPRIETARY RIGHTS AND  
COMMERCIAL ACTIVITIES**

**7.1. SELECTION OF CHAMPION.**

After the conclusion of the racing season a Champ Car World Series Champion shall be declared based on the total number of points earned during the racing season. Points shall be awarded to drivers based on the position that a race car finished in a competition as follows:

Finishing Position	Points Earned
1	31
2	27
3	25
4	23
5	21
6	19
7	17
8	15
9	13
10	11
11	10
12	9
13	8
14	7
15	6
16	5
17	4
18	3
19	2
20	1

In addition, points will be awarded to qualifier(s) as follows: One (1) point will be awarded to the fastest qualifier in the first event day qualifying session and one (1) point will be awarded to the fastest qualifier in the second event day qualifying session. These points will be awarded at the conclusion of qualifying and are not contingent on the position of the entrant in the starting line-up. These points will not be awarded in cases where qualifying is not held.

One (1) point will be awarded to the driver with fastest race lap. One (1) point will be awarded to the driver who gains the most positions from their starting position to finishing position. In the event of a tie, the driver with the highest finishing position will be awarded this point. In the event of a tie in points for the Championship, or any subsequent position, the tie will be broken on the basis of the following provisions, as such pertain to that Championship season, with preference given in the following order until the tie is broken:

1. Highest finishing position(s).
2. Most race miles completed.
3. Highest earned qualifying position(s).
4. Most race starts.
5. Any other performance criteria determined by the Race Director to resolve the tie. Decisions made per this provision and the results of such decision are not subject to protest.

**7.2. CHAMPIONSHIP AWARDS.**

The driver with the most points at the end of the season will be declared the Champ Car World Series Champion and will be awarded the Vanderbilt Cup. Champ Car will make a presentation of awards to recognize the top 10 point winners at the conclusion of the racing season. All drivers who finish in the top 10 in the point standings and drivers or team members who win an established contingency/performance award shall be required to attend the Champ Car season end awards ceremony to personally accept their awards. Any such driver or team member who fails to attend such ceremony or secure a waiver from the Vice President of Operations shall forfeit all point fund money awarded to such driver's team.



**7.3. OFFICIAL CHAMP CAR DESIGNATION.**

Champ Car and Champ Car World Series are the names that all series participants must use in all verbal references, visual or written mention of the Series and its activities.

**7.4. REQUIRED EMBLEMS AND DECALS.**

The proper display of the emblem(s) and decal(s) of Champ Car, Champ Car World Series, the Champ Car World Series sponsors, award providers or other service providers, as prescribed by Champ Car, is an eligibility requirement for all entrants in all phases of every Champ Car sanctioned event. Emblems and decals must appear as prescribed from time to time by Champ Car. Compliance is mandatory; failure to comply shall result in suspension of competition privileges or other penalties, including eligibility for the year end point fund distribution. Monies not distributed will become the property of Champ Car.

**7.5. ON BOARD TELEVISION CAMERA.**

Entrants are required to comply with all provisions of the Champ Car On-Board Television Camera policy which will be published by Champ Car and may be updated from time to time.

**7.6. APPLICATION OF CHAMP CAR RULES.**

Any manufacturer, supplier, sponsor or licensee or other representative involved with any entrant or Champ Car activity and any other person who signs a Champ Car license application and/or waiver form is bound by the Champ Car Rule Book and any amendments or supplementary regulations thereto. Penalties shall be imposed on any organization and individual found in violation.

## CHAPTER EIGHT SAFETY

### 8.1. GENERAL.

The safety of the spectators and participants shall be a primary consideration in the interpretation of this Rule Book and in the supervision exercised by Champ Car Officials at Champ Car sanctioned events. The Vice President of Operations is authorized to cancel, postpone, or terminate any event if, in his opinion, there exists any condition whatsoever that may be dangerous. Unsafe acts may result in the assessment of penalties. Penalties and other decisions made per this section are not subject to protest or appeal.

### 8.2. SAFETY OF THE COURSE.

The Vice President of Operations may cancel, postpone, or terminate any competition if it is determined that the track is unsafe for any reason. Champ Car Officials and other designees may inspect the course prior to any Champ Car sanctioned event and any such Officials must be satisfied that all the necessary safety precautions have been or will be taken prior to the event.

### 8.3. FIRE PREVENTION.

Smoking is not permitted in the pit lane or any area where fuel is being dispensed or stored at any time. Where local regulations are posted, they shall become part of the Champ Car Rules applicable to such event.

### 8.4. SAFETY INSPECTIONS.

Champ Car may inspect or examine any equipment or part thereof used during a Champ Car sanctioned event. Inspections and examinations shall include but are not limited to race cars prior to their on-track activity, race cars involved in an incident, pit equipment and safety equipment. Deception or withholding of information as such information relates to safety or the facts surrounding an incident by any participant is forbidden.

### 8.5. SAFETY EQUIPMENT.

#### 8.5.1. Helmets.

**8.5.1A. Drivers:** All drivers participating in Champ Car sanctioned competitions must wear safety helmets designed for this purpose and carry at least a 2000 SA Standard Snell Sticker or proof of SFI 31.2 or 31.1/2005 certification. The deHat emergency helmet removal system is available for installation by the helmet manufacturers. The use of the device is strongly encouraged but not mandatory. Drivers must advise Champ Car when the device is installed and the deHat tube connection location must be identified by decal on the helmet.

**8.5.1B. Other participants:** Helmets as approved by Champ Car must be worn at all times by any person who is over the pit wall any time during a Champ Car race. During the final Champ Car practice session (warm up) helmets must be worn by crew members performing tire change pit stops or wet pit stops (also see 8.7.6.).

**8.5.2. HANS Device.** The use of the HANS device is mandatory for all drivers at all Champ Car sanctioned race events, associated on-track race activities and all testing. No modification is allowed unless approved and performed by Hubbard/Downing or their licensed agent. Padding under the device should be the minimum required to achieve driver comfort and should not affect the designed function of the shoulder belts. The use of air bladders is discouraged as accidental deflation could result in belts being loosened. Champ Car reserves the right to inspect and retain any HANS device for further evaluation at any time.

**8.5.3. Uniforms.** All drivers must wear face masks, gloves, socks, underwear and one-piece, double layer, long-sleeved uniforms, fitted snugly around the neck, wrists, and ankles, or protective apparel that maintain Champ Car/FIA standards, at all times when driving a race car. These items must be fire resistant. During the race, all crew members working over the pit wall must wear fire resistant long-sleeved uniforms consisting of at least one layer of an approved fire resistant fabric that fits snugly around the wrists and ankles. Treated fabrics will not be considered adequate protection. Crew members performing the refueling operation are required to wear fire resistant gloves and full face helmets. In addition, during practice, qualifying and the race (when not in conflict as previously stated) all crew members must wear uniforms of a design that identifies them with their team.

**8.5.4. Shoes.** Shoes worn by all crew personnel in the pits must be of full coverage. During a race, shoes must have upper construction of leather or approved fire resistant material. Non-fire resistant materials are not allowed.

## **8.6. PERSONAL MEDICAL/SAFETY PROVISIONS.**

**8.6.1. Medical Treatment.** Any participant refusing medical evaluation when a Safety Team physician or other representative deems it necessary shall be subject to penalties, including loss of points or exclusion. Additionally, anyone requiring medical care resulting from an illness or injury prior to or at a Champ Car sanctioned event must be cleared by the Champ Car physician in attendance prior to the first practice session preceding such person's first race after such medical care. The Director of Medical Affairs or Champ Car physician on duty must be notified of any and all incidents or injuries to any participants prior to the conclusion of the event during which such incident or injury occurred.

**8.6.2. ImPACT Test.** All drivers are required to take a baseline ImPACT (concussion screening) test at the start of the season as directed and administered by the Champ Car Medical Staff. Following any injury or illness, a repeat ImPACT test may be required at the discretion of, and as instructed by, the Director of Medical Affairs. Drivers will not be eligible to participate in a sanctioned event until they have completed such test to the satisfaction of the Director of Medical Affairs.

**8.6.3. Earpiece Accelerometers.** Earpiece accelerometers as supplied by Champ Car must be worn by all drivers during all on-track phases of all events.

**8.6.4. Medical Devices.** Any medical device contemplated for any form of physiologic monitoring, whether it is as part of a valid scientific study or for promotional use, must first be approved by both the Technical Director and the Director of Medical Affairs.

**8.6.5. Controlled Substances.** Any participant who uses controlled substances (stimulants or depressants) prior to or during the course of any Champ Car sanctioned event without the knowledge and approval of the Director of Medical Affairs prior to such use, shall be subject to a mandatory exclusion from that event and shall be suspended for a period of up to one year. The use or abuse of any substance to modify or enhance performance or behavior is forbidden.

**8.6.6. Contact Lenses.** The use of hard lenses by drivers is not permitted. Soft lenses are allowed provided that the Director of Medical Affairs is notified of the use prior to each event.

**8.6.7. Dentures.** Drivers shall remove all dentures before driving a race car.

## **8.7. REFUELING.**

Fuel is to be distributed and stored only as directed by Champ Car.

### **8.7.1. Pit Fuel Storage Tank**

**8.7.1.A.** All pit fuel storage tanks must incorporate a closed circuit trapped vent system. This equipment must be maintained to function as designed. Alterations are not allowed unless specifically approved by Champ Car. Information pertaining to these specifications is available upon request. Equipment must be of the gravity type only and shall not include any application of a pressurized or vacuum system. Pumps, except as specifically approved to return vented fuel overflow to the fuel storage tank, are not allowed. Fuel shall not be cooled. A vent system that at all times allows safe equalization of the pressure above the fuel with the atmosphere must be incorporated in all pit fuel storage tanks. Self-closing valves must be manned during refueling and may not be locked in an open position. All equipment must comply with the safety regulations of Champ Car and where applicable the NFPA code.

**8.7.1B.** All pit fuel storage tanks must be fitted with a pneumatic valve to control the secondary closure valve (butterfly valve) on the single point refueling nozzle. This switch must be of the normally closed type, i.e.: no air to the secondary valve until depressed. The air pressure to the secondary valve must bleed off when the switch is closed. The valve must be located behind the pit wall and manned during all refueling stops. Maximum pressure to the secondary valve should be regulated to no more than 125 psi. All valves must be approved by Champ Car. In addition, all race cars must have the Red Head Valves supplied lead in ring fitted to the receiver (buckeye).

**8.7.1C.** The top surface of the pit fuel storage tank must be level as indicated by a bubble level. Maximum height for pit fuel storage tanks at all events is eighty-four (84) inches.

**8.7.1D.** The forward face of the pit refueling tank may not be forward of the plane established by the vertical surface of the pit wall closest to the tank (tank side of the wall). The fuel tank outlet flange must be positioned at the marked center of each pit.

**8.7.1E.** All pit fuel storage tanks must be grounded. The dry break nozzle must be grounded to the fuel tank.

**8.7.1F.** Compression type devices used to adjust the tank height must be fitted with a positive stop on each leg.

**8.7.1G.** The feet on the bottom of the pit fuel storage tank legs must be large enough to support the tank and the fuel load and must prevent the tank from sinking into the pit surface.

**8.7.1H.** General Specifications:

**8.7.1H.1.** Any fitting which will allow fuel to flow to an external measuring or indicating device must be protected by a self-closing valve. This valve shall be installed as close to the fuel storage tank as possible and must isolate the fuel supply from the system (automatically remain in a closed position) unless manned. Stainless steel tubing and fittings or stainless steel clad hose compatible with methanol, must be used to connect the tank with external components.

**8.7.1H.2.** The installation of any device that could enhance fuel delivery is prohibited.

**8.7.1H.3.** Any measuring or indicating device that requires electrical current must be Underwriters Laboratory approved and must be installed and operated in compliance with any applicable code for such use.

**8.7.1H.4.** The installation and use of any fuel level measuring or indicating device and the associated brackets and mounts used to facilitate the installation, are subject to the approval of the Technical Director.

**8.7.2. Fuel Level Indicators.** In addition to the sight tube fuel level indicator, pit fuel storage tanks may be fitted with other fuel level indicating devices. The pit fuel storage tank may be modified to allow these devices to be fitted. Modifications will be limited as follows:

**8.7.2A. Top Mounted Devices.** A mounting flange or port in the top surface of the fuel storage tank with an opening not larger than three (3) inches in diameter.

**8.7.2B. Bottom Mounted Devices.** A threaded coupling or bulkhead fitting not larger than 3/8 inch NPT may be fitted to the bottom of the storage tank or fuel discharge tube.

**8.7.3. Refueling/Venting Nozzle.**

**8.7.3A. Single Point Refueling.**

**8.7.3A.1.** The Red Head Valves VF 1100 single point refueling and venting nozzle and race car piece will be required for all race car refueling and venting operations during all races. Except for approved modifications to the refueling/vent probe handle, all single point refueling hardware (probe, receiver, and in-cell vent components) must be installed and used unmodified, as designed by the manufacturer. All modifications must be approved, in writing, by Champ Car. Any equipment that does not comply must be immediately replaced or returned to the manufacturer for restoration.

**8.7.3A.2.** The Red Head Valves quick disconnect air line coupling may be replaced with Staubli part # QDSPH-040M and hose coupling Staubli part #QDSPH-040F.

**8.7.3B.** Inspection. Refueling and vent nozzles will be inspected at each event on the day prior to the first on-track activities.

**8.7.4. Hoses.** The maximum diameter refueling hose used in conjunction with the dry-break fueling hardware must not exceed 3.030 inches I.D. The length of the refueling hose and valve assembly measured from the forward face of the mounting flange on the pit fuel storage tank to the end of the refueling nozzle must be at least twelve (12) feet but not longer than twelve (12) feet six (6) inches. Pit fuel tank extensions are limited to an overall length of 6.5 inches from the mating face of the inlet flange to the outlet end. The extension outlet ID shall have a maximum diameter of 3.00 inches. A flow metering device may be incorporated in the extension. All entrants must start the season with new, previously unused hoses. Thereafter, all hoses must be replaced every 140 days. Connections and transition hardware must be approved by Champ Car. All dry break refueling hoses must be as specified herein.

Hose: Pacific Echo, EX 0899 maximum diameter 3.030

Fittings: Female hose barb connector – 99-3-2 and 99-1-8

Clamp: 99-10-3 or equivalent.

Components that are threaded or hinged which provide access into the fuel storage area must be secured with a locking wire and a seal upon direction from Champ Car.

**8.7.5. Practice and Qualifying.**

**8.7.5A.** Fuel will only be dispensed into properly positioned pit fuel storage tanks.

**8.7.5B.** Each pit fuel storage tank must be equipped with a length of fuel hose not larger than 1½ inch inside diameter and a service station type self-closing fueling nozzle. This assembly is to be attached to the pit fuel storage tank self-closing valve. Both valves must be properly manned during refueling. The use of pumps or the dispensing of fuel from containers other than the pit fuel storage tank will not be allowed.

**8.7.5C.** The engine must be shut down. Fuel may be added to the race car through the top of the fuel cell or the refueling dry-break side port. If the dry-break vent valve opening is used, the dry-break vent assembly must be removed during refueling. This opening may be fitted with a cap during practice and qualifying provided such cap is approved by the Technical Director.

**8.7.6. Final Practice Option.** Teams that wish to refuel using the approved dry-break refueling and venting system during the pre-race warm up session (ref. 6.10.8C.) may do so only when an Official has been notified, a team member is in attendance with a ready fire extinguisher and all team personnel over the wall are wearing approved fire suits and helmets.

**8.7.7. Race.** Under racing conditions, the refueling of all Champ Cars must be done by dry-break disconnect systems. Refueling of the race car without sidepod bodywork in place is prohibited.

**8.7.8. Authorized Suppliers.** Champ Car authorized suppliers of refueling equipment and hardware:

Dry break nozzles and receivers – Red Head Valves

Fuel cell vent hardware and refueling hoses – Technosports

Fuel cell outlet elbow kit – Dan D. Jones and Associates

Pit fuel storage tanks and hardware – Polar Service Centers

#### **8.8. WASTE MANAGEMENT.**

Disposal of any flammable or toxic substance may be made only in the area and manner prescribed.

#### **8.9. VEHICLES.**

**8.9.1.** Carts, cycles, scooters etc., may only be used for transportation and utility purposes. The inappropriate or unsafe use of any vehicle shall result in penalties. Vehicles may only be operated by persons who have been issued and possess a valid, government issued driver's license. Team Managers will be subject to penalties for such violations by any minor credentialed on behalf of their team.

**8.9.2.** Local and state statutes pertaining to the use of unlicensed motorized vehicles may be in effect outside the paddock area.

**8.9.3.** During Champ Car sanctioned events, Champ Cars may be driven only by properly licensed Champ Car drivers. Race cars must not be driven into or about the garage, paddock or public areas.

## CHAPTER NINE RACE CAR AND ENGINE SPECIFICATIONS

Entrants must submit any question regarding these regulations in writing to Champ Car via [rules@champcar.ws](mailto:rules@champcar.ws) per 1.4. of this Rule Book.

### **9.1. GENERAL.**

The Panoz DP01 is the only chassis eligible for participation in the 2007 Champ Car World Series.

These specifications are absolute. No tolerances are implied. Non-compliance with any provision relating to specifications shall be deemed to be a violation of this Rule Book, whether intentional or not, and shall be subject to all applicable penalties. Race cars shall be maintained so as to ensure that any such race car complies with these specifications throughout all phases of the event in which the race car is entered. It is the responsibility of each competitor to ensure compliance with these regulations and the spirit of these regulations. Major technical violations will result in a fine of no more than \$100,000.00 and loss of up to 50 championship points. Decisions by the Officials in this regard are final and not subject to protest or appeal.

Unless authorization is specifically given within this Rule Book or subsequent bulletin no component may be added to, modified or removed from the original car specification as defined by the Panoz DP01 Parts Manual and/or any subsequent bulletins. The original design and construction of the car must be preserved at all times. Unless otherwise indicated, the original manufactured weight of individual components must be maintained.

Any component supplied as part of the rolling chassis, engine, or gear box which requires replacement must be supplied by the manufacturer(s) designated by Champ Car unless specifically authorized elsewhere in this rule book or subsequent bulletin. Once supplied by the designated manufacturer, no components may be modified in any way other than specifically permitted by this rule book, subsequent bulletin, or with the written permission of Champ Car.

Changes in the rules regarding parts, including the addition or deletion of parts, will be announced by Competition Bulletin. Competitor applications for specification changes must be submitted in writing to Champ Car (per 1.4.) for evaluation, and must include full details as to the need for specification change and include drawings whenever applicable. Application for specification change does not constitute approval for any addition or modification. All specification changes are subject to the approval of Champ Car.

**9.1.1. Service Bulletins.** All component manufacturers are required to issue numerically serialized service bulletins which detail changes, modifications, inspection, maintenance procedures, etc. Copies of these bulletins must be available to competitors using the manufacturers' components. The manufacturer shall supply such bulletins to their distributors for redistribution to their customers and to Champ Car. Competitors that purchase used equipment shall obtain from the seller, manufacturer or distributor all bulletins pertaining to the equipment purchased so as to ensure the proper maintenance and serviceability of such equipment.

**9.1.2. Repairs or Alterations.** Repairs to or alterations approved by Champ Car to the following listed deformable and aero components must be performed by a Panoz and Champ Car approved repair station.

- Chassis
- Nose
- Front Wing Element
- Upper Rear Wing Element
- Lower Rear Wing Element
- Underwing

All repairs must be reported to Champ Car per 9.1.3. Any alteration or repair must not change the deformable characteristics of the structure or the specified shape of the component. All work done must conform to the manufacturer's design and use of materials. Teams or alternate repair companies may perform minor repairs to the above listed parts. Minor repairs shall be defined as small abrasions, normal wear damage, small cracks, and other small non-structural defects.

Repairs to other remaining body components not listed above may be performed by teams or by alternate repair companies provided the original shape and design is maintained and the manufacturer's minimum weight is maintained.

Re-manufacturing of any component around the identification tag/part number is not allowed. Completely re-skinning or fabricating a new part from a mold is not allowed.

**9.1.3. Repair and Modification Log and Report.** Any repair other than for minor abrasions and wear must be reported in writing to Champ Car. It is the responsibility of the entrant to submit such reports prior to presenting the car for competition following a repair. In addition, a chassis log book of any structural repair or modification to the chassis and/or the nose shall be kept for each race car. Both the report and the log must show the time, place, and cause of the damage and reason for the repair. A detailed description of the damage area and method of repair or modification must be included. The company or person performing the repairs must be included in both the report and the log. The records must be available for inspection by Champ Car upon request and must be part of any transfer of vehicle ownership.

**9.1.4. Impound and Inspection.** The Officials may order the impound and inspection of any race car, race car component, fluids or data to ensure that its construction and/or function is in compliance with the current race car specifications and other Champ Car rules. Race cars may be impounded to satisfy concerns of civil authorities. Champ Car does not assume any responsibility for damage, loss, inconvenience, costs of storage or transportation that might be incurred as a result of impound.

## **9.2. RACE CAR SPECIFICATIONS.**

**9.2.1. Race Car Dimensions.** All dimensions are determined by use of original Panoz parts. All measurements are determined per design.

- Wheel base 122.75 inches (+/- .125 inch)
- Overall Length 190 inches (+/- .125 inch)
- Overall Width 77.625 inches minimum/78 inches maximum

The overall width will be measured at the wheel hub center by projecting a vertical plane from the widest outside rim surface.

Other dimensions: Reference Illustration 1.

**9.2.2. Weight.** Race cars will be weighed in the condition in which they leave the racing surface. Fuel will be removed. Coolant and lubricants will not be removed. The addition of any fluid or ballast is not allowed to satisfy this requirement, except as provided for in this Rule Book. Champ Car may impound parts replaced or exchanged during a competition to substantiate the vehicle weight for the race car during any portion of such competition. The minimum race car weight of 1565 pounds will be adjusted for each entrant based on the driver weight variance relative to an average driver weight determined by the Champ Car Medical Department at the start of the race season. Champ Car reserves the right to reweigh any driver at any time.

**9.2.2A. Ballast:** In order to achieve minimum weight, the addition of ballast is allowed. This ballast must be securely located in designated areas approved by Champ Car. All ballast must be declared at the beginning of the event, and provisions must be made to seal ballast in place if requested.

## **9.3. CHASSIS AND BODYWORK.**

Chassis/tub and bodywork may not be modified except where specifically allowed in these regulations. All new chassis/tub and bodywork parts have an external or surface logo. This logo may not be removed.

**9.3.1. Deflection.** Panel deflection may be measured at any point along the side pod/tunnel skirt. The maximum allowable deflection anywhere along the side pod, as well as any horizontal components or extensions, measured with respect to the bottom of the tub, shall not exceed 0.125 inch (3.2mm) at the front, 0.125 inch (3.2mm) at the middle, or 0.250 inch (6.4 mm) at the rear upon application of a point load of 50 pounds (22.7kg).

**9.3.2. Skid Plate.** The race car surface facing the race track is the skid plate. The outer dimensions of the skid plate are dictated as per Illustration 1.



**9.3.3. Additional Holes.** The chassis/tub cockpit inner skin, the external skin of the tub within the confines of the side pods and the internal ducting parts may be drilled for bolts, rivets or inserts to secure lines, cables, wiring and allowed optional parts provided they serve no other purpose. The front shock cover panel, or side pod may be drilled for a radio antenna.

**9.3.4. Nose Structure Fasteners.** The nose must be attached to the chassis with all fasteners during all on-track sessions.

**9.4. WINGS AND MOUNTS.** The use of Panoz DP01 parts is mandatory unless otherwise specified.

**9.4.1. Front Flaps.** The Panoz DP01 flap adjuster assemblies or any similar mechanism may be used. Any alternate mechanism is subject to Champ Car approval.

**9.4.2. Front Wing End Plate Rub Strip.** The use of rub strips is optional on the front wing end plates. Skid material may be added to the rub strip. The maximum thickness is 0.250 inch (6.35 mm). The material must be the same thickness throughout except for normal wear. Skid materials cannot extend beyond the original rub strip dimensions.

**9.4.3. Rear Wing Upper Assembly.** The rear wing upper assembly is adjustable within the designed range dictated by the mechanical adjusters as delivered.

**9.4.4. Front Wing Main Plane and Rear Wing Lower Element.** At all times, the front wing main plane and lower rear wing element must be maintained at the designed angle (ref. Illustration 2) relative to the chassis zero line.

**9.4.5. Wickers.** Wickers/gurneys may be added to the top of the trailing edge of the front flaps, underbody exit, rear wing top flap, rear wing lower mainplane and rear wing endplate. They must be 90 degrees to the mounting surface and their maximum height as measured from the upper surface of the wing element is as follows: front flap 1.5 inches, underbody exit 1.5 inches, rear wing top flap .75 inch, rear lower mainplane .50 inch. The rear wing endplate wicker/gurney has a maximum height of .50 inch mounted to the outer surface of the rear wing end plate. No saw tooth wickers/gurneys are allowed. The trailing edge of wings and flaps may be drilled for purposes of attaching wickers/gurneys.

## **9.5. ENGINE SPECIFICATIONS.**

The Cosworth XFE 4 cam 90 degree V8 four cycle overhead camshaft engine – maximum displacement of 2,650 cc (161.703 cu. in.) – is specified for use by all entrants.

### **9.5.1. Engine.**

**9.5.1A.** No component or part of the engine as provided by Cosworth may be modified or replaced without the written permission of Champ Car.

**9.5.1B.** All adjustments to any engine function must be made either by the driver, onboard management system or while the race car is being attended to in the pit lane. Remote adjustment of any engine function is not allowed.

**9.5.2. Exhaust System.** Use of the Panoz supplied exhaust system and specified SSTT replacement parts is mandatory.

### **9.5.3. Air Filter.**

**9.5.3A.** The air filter supplied by Cosworth must be used without modification.

**9.5.3B.** No addition of air ducts or modification of the intake air duct or the air filter, as tested by Cosworth, is allowed.

**9.5.4. Oil & Coolant Systems.** The engine lubricating system must be of the dry sump type. The engine lubrication and cooling systems must incorporate a catch tank or tanks, with a minimum capacity of four (4) U.S. quarts and all connections must comply with the requirements of Champ Car. Only oil approved by Cosworth for use in the XFE engine may be used during all running of the engine.

**9.5.5. Turbocharger.** The Cosworth turbocharger as supplied may not be modified or replaced.

**9.5.6. Wastegate.** A wastegate(s), pneumatically controlled by the regulated intake manifold pressure, must be installed in the system to control the intake manifold pressure. The wastegate(s) may not be hydraulically or electrically powered. The wastegate(s) must be run as supplied by Cosworth without modification.

**9.5.7. Intercoolers.** Intercoolers or devices designed to reduce the charge air below the compressor discharge temperature other than the temperature differential obtained by the evaporation of the fuel are not allowed.

**9.5.8. Throttle.**

**9.5.8A.** All engine throttle control systems must be mechanical, must be directly linked to the driver's throttle pedal, and may not be electronically controlled or actuated.

**9.5.8B.** Throttle Safety Control System: The throttle must be equipped with a provision to allow the driver to reduce engine RPMs in the event that the throttle sticks in the open position.

**9.5.9. Clutch.** Use of the Tilton supplied carbon/carbon clutch, without modification, is mandatory.

**9.6. FUEL SYSTEM.**

The fuel system must be used as designed and supplied by Panoz without modification.

**9.6.1. Fuel.**

**9.6.1A. Type.** Fuel is restricted to methanol only. Additives are prohibited.

**9.6.1B. Consumption.** The fuel allocation for the race will be specified by Champ Car. The total fuel allocation will be dispensed into the entrant's pit fuel storage tank. The competitor will be allowed to start the race with an additional amount of fuel in the race car. This amount will be determined by the competitor. Fuel may be introduced into the engine through any intake system component(s). Any fuel expended must be expended through the combustion cycle.

**9.6.1C. Compliance.** Fuel is subject to testing at any time. Any deviation(s) or violation(s) of the specifications governing the quality or quantity of fuel as herein stated is not allowed.

**9.6.2. Capacity.** The maximum capacity of the total fuel system shall be thirty-five (35) U.S. gallons. All fuel must be contained in a single cell.

**9.6.3.** Only one operational single fuel hose connection is allowed at any time. The unused port must be covered with an aluminum panel with a minimum thickness of .060 inch. This panel must be fastened and sealed using fasteners that secure the refueling valve to the cell and must incorporate a through inspection hole of 0.375 inch diameter in the approximate center of the panel. If the fuel receiving valve is removed, the unused port must be covered with an aluminum panel minimum .250 inch thick and sealed. Fuel receiving race car pieces that are mounted at an angle of less than 45 degrees to a horizontal plane must be fitted with covers to prohibit the collection of debris on the receiver.

**9.6.4. Other Specifications.**

**9.6.4A.** Electric fuel pumps are not allowed.

**9.6.4B.** All race cars must incorporate the use of an approved self-sealing break-away valve in the fuel line, connecting both the main fuel supply line to the engine and the fuel return lines from the engine. This installation must be installed as close to the fuel cell as possible. Care must be taken to ensure the proper operation of the valve should circumstances require it. This valve must be directly attached to the bulkhead fitting. Break-away fittings must be crashworthy certified couplings.

**9.6.4C.** All components (lines, fittings, pumps and canisters) used in the fuel supply and return system must be installed to eliminate the possibility of fuel spillage in case of impact. The fuel system must be constructed so the break-away valves will function designed in case of impact.

**9.6.4D.** The fueling system must be static grounded prior to the connection of the refueling hose.

**9.6.4E.** Threaded openings larger than 1.5 inches diameter require provisions for locking.

**9.6.4F.** All hardware and fittings that stand more than 1.0 inch off the cell must be protected by the chassis or rollover bar or rollover bar supports.

**9.6.4G.** The fuel cell vent must have a check valve and vent outside and away from the cockpit and exhaust system. The cell must not vent into the rollover bar, the chassis within the bodywork or any container.

**9.6.4H.** Single point refueling/venting receivers specifically approved by Champ Car must be fitted. The exclusive supplier of these components is Induction Systems Inc. (re: 8.7.).

**9.6.4I.** Vent Manifold: All fuel cell vent manifold hardware required for the single point refueling/venting operations shall be of design and manufacturer specified by Champ Car. Alterations, unless specifically approved by Champ Car, are not allowed. The exclusive supplier for these components is Technosports (re: 8.7.).

**9.6.4J.** Vent Receiver: The Induction Systems single seal VR LFTM must be installed on all race cars for fuel top off on the grid. The exclusive supplier for this component is Induction Systems, Inc. (re: 8.7.)

**9.6.4K.** Use of the 2004 Champ Car standard fuel cell outlet housing and outlet tube as specified by Champ Car is mandatory (ref. 8.7.). The use of any other device in the race car to increase the fill rate of fuel is prohibited.

## **9.7. ELECTRONICS.**

**9.7.1. Electronic Logic Processors and Data Acquisition.** Data captured and stored in any electronic system may be requested by Champ Car and must be surrendered upon demand. All set up and calibration data that is stored in an electronic unit's memory may be requested by Champ Car and must be surrendered upon demand.

**9.7.2.** The only data collection system allowed is the Champ Car Lightweight Logger Box System as designated and distributed by Pi Research.

**9.7.3.** The use of any sensor or system to perform any active control (electronic) of any car function or system is prohibited unless otherwise specifically stated in these Rules, with the exception of engine management and the cut of spark and/or fuel for the shift without lift.

**9.7.4. Electronic Sensors.** Sensors not explicitly mentioned below must be declared and Champ Car must be notified of any changes prior to the event at which such changes are intended to be implemented. Any entrant failing to adhere to this rule will be disqualified or penalized.

### **9.7.4A. The following chassis sensors are allowed:**

- Any chassis temperature
- Any chassis pressure (single tap only)
- Six wheel speeds (optical speed sensors not allowed)
- Any driver controllable positions
- Any strain gauge load sensors
- Any angular rate sensor or gyro
- One external three axis accelerometer
- Wheel position and wheel force - not to be used to measure ride height (relative to road surface) directly
- One single pitot sensor

**9.7.4B. Engine Sensors.** Only the approved Cosworth engine sensors and engine wiring looms are permitted. No additional engine sensors are allowed without the approval of Champ Car.

**9.7.5 Logged Data Collection.** When selected for post-qualifying or post-race technical inspection, an entrant must submit a logged car dataset to Champ Car. This dataset shall be delivered on USB memory stick and must contain the following channels:

- Car Speed
- Wheel Speeds
- Lateral Acceleration
- Longitudinal Acceleration
- Vertical Acceleration
- Steering
- Throttle
- Distance
- Lap Distance
- Gear
- Boost
- Engine Speed

**9.7.6. Engine Control System.** The engine control electronic system is limited to that supplied by Cosworth for the Cosworth XFE engine.

**9.7.7. Traction Control.** Traction control is not allowed. Electronically controlled or activated traction control devices are not allowed. Any system (other than the mechanical throttling device linked directly to the driver's foot), open or closed loop, driver activated, gear selectable, track position activated or otherwise that selectively reduces torque/power of the engine to some lower level under any circumstances is a form of traction control and is therefore illegal except:

1. Pit lane speed limiter using either front or rear wheel signal as input;
2. Driver selected map/mixture switch use when not in contravention of the traction control rule stated herein;
3. Where torque is reduced during open throttle gear shift for less than 0.5 seconds.

**9.7.8. External Emergency Shutoff Switch.** This switch must trigger the on board fire extinguisher and shut off the ignition. The switch is to be clearly marked by a decal that will be supplied by Champ Car.

**9.7.9. On-Board Starter.** Use of the Panoz supplied starter motor is mandatory. The starter motor must be fitted and functional on all race cars at all times.

**9.7.10. On-Board Starter Battery.** All race cars must be fitted with the Panoz supplied starter battery. It must be mounted in the originally designed location.

**9.7.11. Electrical Circuit/Wiring Harness.**

**9.7.11A.** All race cars must be fitted with a master circuit switch. The switch must disconnect all electrical circuits except for the fire extinguisher system. The switch must be clearly marked with the appropriate decal.

**9.7.11B.** Modification to the chassis wiring harness, engine wiring harness, and data wiring harness is prohibited. Unused leads/connectors may be capped.

**9.7.12. Rear Lights.** The rear light as supplied on the Panoz DP01 must be used without modification. The rear light may be turned on to identify rookie drivers.

**9.7.13. Impact Recorder.** An impact recorder interface harness with expansion capabilities will be supplied by Champ Car. The impact recorder must be properly installed during all on-track activities and accessible for easy removal.

**9.7.14. Timing Transponder.**

**9.7.14A.** Transponders are required on all race cars. Each entered race car will be assigned a transponder by Champ Car (ref. 6.8). Each entrant is required to correctly mount the transponder on the correct race car. Tampering with the transponder, modifying the transponder or transferring the transponder to another race car is not allowed.

**9.7.14B.** The timing transponder and cover must be located per template provided by Champ Car technical inspection.

**9.7.14C.** The timing transponder cover as supplied by Champ Car is specified and mandated for all entrants. The use of any other transponder cover is prohibited.

**9.7.14D.** Transponders may not be taken into the pit lane unless they are properly attached to their assigned race car.

**9.7.15. On-Board Television Camera.** All race cars must be fitted with an on-board camera or a duplicate dummy camera in both the roll over bar and the nose location. In addition, the respective transmitter or dummy transmitter must also be fitted. All race cars must carry all respective cabling/wiring required to operate the on-board camera system at all times. The on-board television camera and transmitter must be fitted to the race car in the specified location as located in Illustration 3. Only cameras authorized by Champ Car that are used to provide video signals for Champ Car licensed broadcasts may be installed on a race car during any phase of a Champ Car sanctioned event. A serial data stream as specified by Champ Car must be supplied to the camera transmitter from the on board data logger.

**9.7.15A.** An additional camera may be installed on race cars in locations specified in Illustration 3.

#### **9.8. TRANSMISSION/DIFFERENTIAL (TRANSAXLE).**

Use of the Hewland CST gearbox system (which consists of the gearbox and the semi-automatic system) as defined by the Hewland CST parts manual is mandatory. Internal parts surfaces may be de-burred, polished, and/or coated (REM, etc). The Hewland ID markings must be masked and remain clearly visible upon inspection.

**9.8.1. Differential.** Use of the Hewland CST-212 as supplied by Hewland is mandatory. The assembly will be restricted to replacement parts as supplied by Hewland. Ramp angles are free.

**9.8.2. Accessory Options.** Filters, screens and magnetic plugs are allowed provided they serve no other purposes.

**9.8.3. Reverse.** Reverse gear must be operational and the driver must be able to engage reverse from the cockpit.

#### **9.9. OIL TANK.**

Use of the Panoz oil tank as delivered, without modification, is mandatory.

#### **9.10. SUSPENSION SYSTEM.**

The use of original Panoz DP01 parts without modification is mandatory unless otherwise specified.

**9.10.1. Settings.** The suspension settings may be adjusted only within the range found by use of original Panoz DP01 parts. Camber shims may be of substitute origin provided they are of similar material.

**9.10.2. Shock Absorber (Damper).** The use of Ohlins TTX40 MKII as provided by Ohlins/Motorsports Spares International is mandatory. Only the valving built from the specified parts listed here is permitted. Dampers must conform to the exploded drawings as provided by Champ Car/Ohlins. No modification is allowed to the shock absorber beyond those specified within this rule book and any subsequent bulletins. Teams are responsible for compliance with all shock absorber specifications. Any device that will allow the driver or allow for the remote adjustment of the shock absorber of the race car is strictly prohibited. Interconnection of the hydraulic circuits of two or more shock absorbers, on either side to side or front to rear is not allowed.

**9.10.3. Additional Shock Absorber Allowances.** The use of packers and bump rubbers is permitted. Only packers and bump rubbers may be fitted to the shock absorber shaft.

**9.10.4. Springs.** A single, continuous, 2.00 inch or 2.25 inch internal diameter coiled suspension spring from any manufacturer is allowed on each shock absorber. Spring rates and free length are unrestricted, provided spring is of conventional linear rate and fits the shock absorber with no modifications to the spring, shock absorber, or spring perch. The addition of roller thrust bearing, single flat wire helper spring (maximum 20 lbs. per square inch rate) and/or spacer is allowed on each shock absorber spring perch. The use of hydraulic load centering perches is not allowed. Titanium springs are not allowed. Any weight jacking device or any device that is of a similar nature is strictly prohibited. The use of hydraulic load centering perches is not permitted.

**9.10.5. Shock Absorber Limitations.** Only one (1) shock absorber is permitted, and dedicated for each wheel. All spring mechanisms, including bump rubbers, packers, helper springs, etc. shall be concentric to the shock absorber.

**9.10.6. Suspension Interface.** The mechanical interconnection of wheel suspension assemblies shall be limited to the steering and anti-roll bar systems only.

**9.10.7. Anti-Roll Bars.** Anti-roll bar options are limited to those available from Panoz. The anti-roll bar system or any part of the system may be removed.

**9.10.8 Rocker Modification.** The front and rear rockers may be drilled and tapped for attaching displacement sensors provided the resulting modification serves no other purpose.

**9.10.9. Wheel Restraint.** Wheel energy absorbing devices (WEADS) will be required on all four (4) corners. Only cables supplied by Panoz may be fitted to the car. The cables may be enclosed in a protective fairing as designed and supplied by Panoz.

**9.10.10. Steering Rack.** The steering rack must be used as designed and supplied by Panoz except:

- The rack bar and pinions may be de-burred, shot-peened, or polished.
- The backlash and tension may be adjusted by use of standard Panoz DP01 parts.
- Rack stops may be substituted or modified.
- A 0.125 inch diameter hole may be drilled into the steering rack for purposes of installing alignment pin.

## **9.11. BELLHOUSING.**

The bellhousing must be used as designed and supplied by Panoz, without modification.

## **9.12. BRAKES.**

The use of DP01 parts as supplied by Panoz/Performance Friction is mandatory unless otherwise specified. No modifications or changes are allowed to the brake system components unless specified.

**9.12.1. Pads.** Brake pad/lining material is restricted to approved compounds available from Performance Friction.

**9.12.2. Master Cylinders.** Brake master cylinders are unrestricted. Modification to the bias system is strictly prohibited.

**9.12.3. Calipers.** Calipers must be used and mounted as designated by Panoz/Performance Friction.

**9.12.4. Optional Component.** The use of brake piston anti-knock back springs as specified by Performance Friction is allowed.

**9.12.5. Brake Ducts.** Brake ducts as supplied by Panoz are the only allowable ducts. The exterior shape and size may not be modified in any way. Interior modification and blanking plates are free.

### **9.13. INSPECTIONS - NONDESTRUCTIVE TESTING.**

All wheels, critical steering, suspension, and drive line parts must be tested using the appropriate nondestructive testing techniques in accordance with the testing procedures as specified in the Champ Car *Nondestructive Testing Manual* and other applicable NDT procedures. This inspection shall be performed by trained personnel using equipment that has been properly maintained and is appropriate for the inspection procedure that is to be performed. Teams must provide documentation of personnel training. A copy of the inspection report which identifies the parts tested, the date tested and the facility and/or the person(s) performing the test(s) is required and must be presented on the following dates:

April 5, 2007  
May 17, 2007  
August 9, 2007

### **9.14. TIRES.**

**9.14.1. General.** Any attempt to change or deface the tire identification code, or modify a tire in any manner not authorized by the manufacturer, is prohibited. Any tire(s) may be withdrawn from competition at the discretion of Champ Car.

#### **9.14.2. Entrant Allotment (Subject to periodic review and adjustment).**

**9.14.2A. Dry Type Tires.** At all events, dry type tires will be limited to 36 tires per entrant per event unless otherwise specified by bulletin. Additional tires will not be allocated for spare cars.

**9.14.2B. Alternate Tires.** At all events, the total tire allotment for each entrant will include 7 sets of primary tires and 2 sets of alternate tires.

**9.14.2B.1.** Replacement tires for alternate tires will be limited to 5 total replacements per season, 1 maximum per event.

**9.14.2B.2.** A minimum of one set of alternate tires and one set of primary tires per entrant must be used in the race.

**9.14.2B.3.** Any entrant failing to meet the requirement to run the alternate tires prior taking the checkered flag at the finish of the race will be assessed a one lap penalty.

**9.14.2B.4.** Under wet conditions, once an entrant has completed one timed, green flag lap on wet type tires, the provisions of 9.14.2B.2. and 9.14.2B.3. are no longer in effect.

**9.14.2B.5.** Alternate tires must be used as a complete set. Violations are subject to penalties.

**9.14.2C. Wet Type Tires.** A maximum of 24 wet type tires will be allowed for each entered race car with assigned driver. The 24 wet tires will consist of 16 tires brought to the event by the manufacturer and a maximum of 8 tires brought by the entrant.

**9.14.2D.** Any dry type tire prescribed by the manufacturer for use at an event that is mounted or delivered will be charged to that entrant's tire allotment. Tires returned to the mounting area that are new and determined to be unused by the Officials will be credited to the tire allotment of that entrant. Good cause must be shown to exchange any tire.

**9.14.2E.** Damaged tires will not be replaced as a matter of course; however, additional tires will be available for use by each entrant if, in the opinion of the officials, circumstances warrant replacement. The season allotment of replacement tires will be equal to the number of race events scheduled for that season, i.e., 16 race events, 16 tires per season. Only actual tires identified by the Officials as damaged shall be considered for replacement. Any replacement tires obtained from the season allotment must be an exact replacement (i.e., position or type) for the tire. Each entrant can have no more than 3 allotment tires total or no more than 2 allotment tires at any position per event.

### **9.14.3. Tire Use.**

**9.14.3A.** Heating tire wheel assemblies or tire inflation gas is prohibited. Tire covers may not be used in the pit box during any on-track activity.

**9.14.3B.** Tire pressure bleeders are prohibited.

**9.14.3C.** The tires fitted to any race car to start a race or during any qualifying activity must be of a single tire type set. During any activity tires may only be fitted to the position declared by the manufacturer. A change in direction of rotation is not allowed.

**9.14.3D.** Teams may scuff wet type tires during the first 10 minutes of the first practice session on day one, the first 10 minutes of the first practice session on day two and the first 10 minutes of the pre-race warm up session at each event. This is limited to one lap per set. Violations are subject to penalties. Further use of wet type tires during the remainder of the session is at the discretion of the Officials.

**9.14.3E.** Use of wet type tires during the qualifying segment of the qualifying session is at the discretion of the team.

**9.14.3F.** Tires must only be used as prescribed by the manufacturer, shall conform to all provisions of this Rule Book, and must be used as tire type sets. Tires may only be used on the race car for which they have been selected.

### **9.15. WHEELS.**

**9.15.1. Specification.** The only wheels available for new purchase are the Champ Car specification BBS Forged Aluminum wheels:

- Front wheel model # RE-1046
- Rear wheel model # RE-1047

Current wheels of any manufacture may be utilized providing the "aero flange" on the front wheels is removed.

**9.15.2.** The rim diameter shall be 15.00 inches. The rim width shall be as follows, as measured between the tire bead flanges.

**9.15.2A.** Front Wheels – 10.00 inches (+/- 0.0625 inch).

**9.15.2B.** Rear Wheels – 14.00 inches (+/- 0.0625 inch).

**9.15.2C.** The wheel offset, as measured perpendicular from the outside largest diameter to the mounting surface, is limited to a maximum tolerance +/- 0.125 inch.

### **9.15.3. Weight.**

**9.15.3A.** Front Wheels - 13.48 pounds minimum

**9.15.3B.** Rear Wheels - 14.70 pounds minimum

**9.15.4.** Each wheel must have a total unobstructed open area of not less than 30.00 square inches, excluding the mounting hole(s), measured perpendicular to the wheel circumference. The outboard surface of the wheel encompassed within the 12.00 inches of this surface diameter must be offset inward from the largest diameter of the rim a minimum of 1.0 inch. This surface must be an integral part of the wheel and must be attached to the spoke.

**9.15.5.** A positive wheel nut locking device approved by Champ Car is mandatory and must be properly installed on all wheels/spindles whenever the race car is under power.



**9.15.6.** Power assisted steering, steering which is activated or controlled electronically, or steering by the chassis, mechanical or suspension components, other than the wheel assemblies and actuating linkage, that are adjustable to change the direction of the race car while the race car is in motion, are not allowed.

## **9.16. COCKPIT PROVISIONS.**

**9.16.1. Pedal Assembly.** Pedal position, geometry, master cylinder pushrod length, and working angles may be modified for individual driver requirements. The original pedals and linkages must be maintained, but minor modification is allowed. No component of the pedal assembly may be removed or substituted without approval by Champ Car. The addition and modification of heel and foot rest(s) are allowed.

**9.16.2. Lap Belts.** The use of a Champ Car approved seat belt with a quick opening clasp is mandatory. Belt use shall not exceed 3 years unless the performance of the belt is otherwise warranted by the manufacturer. Belts and hardware must meet the following requirements:

**9.16.2A.** Minimum width – 3.0 inches.

**9.16.2B.** Minimum tensile strength - 8,000 pounds (loop test).

**9.16.2C.** Metal-to-metal quick release buckle.

**9.16.2D.** Must be worn in such a manner that it passes around the pelvic area. Under no condition may it be worn over the area of the intestines or abdomen.

**9.16.2E.** Must not pass over the sides of the seat. Must come through the seat at the bottom of each side thereby wrapping and holding the pelvic area over the greatest possible area.

**9.16.2F.** Seat belt adjusting hardware shall be fitted in a manner to minimize injury in case of impact. Hardware should be placed over fleshy areas of the body and away from bones.

**9.16.2G.** Seat belt mounts must not protrude in a manner that could possibly cause driver injury. These mounts and the attachments of these to the chassis must be designed to withstand loads equal to or greater than the minimum allowable tensile strength of the belts.

**9.16.2H.** Six point (crotch) belts connected to main belt quick release system are mandatory.

**9.16.3. Shoulder Harness.** The use of Champ Car approved shoulder straps is mandatory. The shoulder harness must meet the following requirements:

**9.16.3A.** Two individual straps of adjustable length with metal ends designed to join the seat belt at the quick release mechanism thereby forming a single release point for the seat belt shoulder harness system are required. The shoulder harness mounting points must be installed so as to minimize both rotational and elevational movement of the driver.

**9.16.3B.** Minimum width – 2.0 inches. The minimum width of 2.0 inches applies to Schroth belts only. Shoulder harness belts provided by any other manufacturer must be a minimum of 3.0 inches.

**9.16.3C.** Minimum tensile strength - 3,000 pounds.

**9.16.3D.** Harness straps should be attached directly to a reinforced structural member of the race car close behind the driver's head and neck. At points of attachment they should be 4.0 to 6.0 inches apart. They should be attached to a line approximately 90 degrees to a line of the seat back and approximately level with the top of the driver's shoulders.

**9.16.3E.** Where the straps pass through the seat or body structure of the race car the edges must be rolled and/or grommeted to prevent cutting or chafing of the straps.

**9.16.3F.** Fasteners for driver restraint systems that are mounted through 0.062 inch thickness or less panels require a doubler of sufficient dimension to distribute loading. These mounts and the attachments of these to the chassis must be designed to withstand loads equal to or greater than the minimum allowable tensile strength of the belts.

**9.16.3G.** Harness adjusting hardware shall be fitted in a manner to minimize injury in case of impact. Hardware should be placed over fleshy areas of the body and away from bones.

**9.16.3H.** Harness mounts must not protrude in a manner that could possibly cause driver injury. These mounts must minimize both extension and rotation of the driver during impact. Additional mounts may be required to achieve this provision.

**9.16.3I.** Primary shoulder strap mounts should be located in the seat back bulkhead at the same height as the driver's shoulders. The mounts should be positioned just inboard of the area where the straps cross the driver's shoulders.

**9.16.3J.** Additional straps, of the aforementioned specification, mounted to the floor of the chassis are recommended. These straps shall attach to the primary shoulder straps and include a separate adjustment mechanism.

**9.16.4. Seating Position (Height).** A straight line drawn from the top of the main hoop to the top of the chassis forward of the cockpit opening must pass over the driver's helmet when the driver is seated in the normal driving position. Additionally, the top of the main hoop must not be less than 2 inches above the driver's helmet.

**9.16.5. Seating System.** Seats must be constructed of a Champ Car approved energy absorbing material. Seats also need to meet the following criteria:

**9.16.5A.** The driver should be positioned as far rearward in the cockpit as practicable provided a minimum of 1 inch of padding measured perpendicular to the seat back is maintained with adequate padding under the buttocks to absorb impact.

**9.16.5B.** Seats must be constructed so that there is a kick-up forward of the buttocks to prevent forward movement and/or rotation of the torso under the seat belt.

**9.16.5C.** The seating system should provide lateral support of energy absorbing material on both sides. The void between the driver and the chassis must be completely filled with energy absorbing foam except to allow cables and wiring, etc. to pass through on each side of the seat.

**9.16.5D.** The foam may be covered with a composite shell contoured to fit and support the driver or with a flame resistant fabric lining.

**9.16.5E.** The seat back must transition to the back of the helmet collar/headrest without gaps and with uniform padding thickness.

**9.16.5F.** To allow removal, two-piece seats are allowed, except the seatback must not be split lengthwise and all separations should interlock or be overlaid with an insert.

**9.16.6. Head Surround.** Use of the Panoz DP01 headrest is required. The portion behind the helmet may not be modified and the minimum thickness of the sides must be maintained as designed. Soft padding may be added. Any additional padding positioned behind the driver's helmet must be loosely attached so that it will not impede the upward motion of the HANS device. A light Velcro or similar product may be used. All surfaces of any additional material must be covered with a low coefficient of friction material. Any further modification must be approved by Champ Car.

**9.16.7. Additional Cockpit Padding/Protection.** Padding and/or material may be added within the cockpit for the purposes of driver comfort and safety. Any such addition may be subject to Champ Car approval.

**9.16.8. Windscreen.** A windscreen may be added but must be attached to the inside lip of the cockpit opening. The windscreen must be constructed of flat material and not exceed a maximum of 1.00 inch above the cockpit sill. It may not extend forward of the cockpit opening, aft of the steering wheel or be wider than cockpit opening.

#### **9.17. MISCELLANEOUS PROVISIONS.**

**9.17.1. Hardware.** Except where otherwise specified in these rules, replacement hardware and fasteners from alternate suppliers may be used provided they serve no other purpose and are of similar specification and weight to the original Panoz-supplied part. The use of titanium hardware and fasteners is prohibited.

**9.17.2. Bearings.** Alternate-source replacement bearings, seals, rod ends, and spherical bearings are allowed with the stipulation that replacement parts must be of similar weight and dimensionally the same as the original part, fit existing locations, and do not alter suspension geometry beyond the original range of adjustment. Rod ends must be of high quality steel or stainless steel. The use of ceramic or titanium components is prohibited. The threaded shank length of the rod ends may vary depending on the manufacturer but an accepted, safe, thread engagement must be maintained at all times. Only commercially available standard rod ends may be used.

**9.17.3. Cables.** Cables of alternate source are allowed provided they are of similar specification and weight to the original Panoz-supplied part. Replacement cables must be routed through existing holes provided in the specification tub bulkheads.

**9.17.4. Radiator Modification.** Water radiator bungs for drain or bleed fittings may be welded in the water radiator. Wiggins-type clamps may be welded to the inlet and outlet tubes on the radiator. Additional modification to the radiator is not allowed.

**9.17.5. Lifting Pin Holes.** The lifting pin holes provided in the roll hoop and the rear wing mounting pylons must not be obstructed.

**9.17.6. Insulation.** Heat protection and/or thermal insulation of cables or surfaces is permitted. Any insulating panels must be flush with surfaces to which they are attached.

**9.17.7. Oil, Hydraulic, and Water Lines.** Original hose lines may be replaced with alternative hoses of similar specification and weight for temperature and pressure. The function of any associated system must not be affected or altered by this substitution.

#### **9.17.8. Catch Tanks.**

**9.17.8A.** Engine vent or breather lines must empty into an oil catch tank.

**9.17.8B.** The cooling system must be a closed system or its overflow lines must run to a two (2) quart minimum capacity catch tank separate from the oil catch tank.

**9.17.9. Fire Extinguisher.** Each race car must maintain the fire extinguishing equipment as delivered by Panoz. Halon or dry powder type fire extinguishers cannot be used. The specified AFFF system must have a minimum capacity of 2.00 litres of suppressant and be operable for all on-track activity. Installation of each system must be in accordance with the manufacturer's specifications and subject to Champ Car approval.

**9.17.10. Mirrors.** All race cars must utilize two mirrors as supplied by Panoz and be adequate to provide the driver with visibility to the rear of both sides of the car at all times. Physical modification to mirror housing is not allowed.

## **9.18. RACE CAR NUMBERS.**

**9.18.1. Assignment.** All race car numbers are assigned by Champ Car. Race car number one (1) will be awarded to the Champ Car Series Champion driver for use in all Champ Car World Series races during the reigning champion driver's season. Should the Series Champion driver not participate in the series during his reigning season, then the number may be used during that season by the Series Champion team. Use of number one (1) is not cause to relinquish the competitor's permanently assigned number. Numbers two through ninety-eight will be assigned on a permanent basis. In recognition of the lifetime achievements of race car driver Greg Moore, car number 99 is forever retired from Champ Car competition.

Permanent car numbers may be voluntarily released at the end of a season by the holder. Upon payment of a car number registration fee equal to the season entry fee by February 14, 2007 a car number may be retained by the participant during one season of non-participation. This number will be released for permanent reassignment should the holder fail to declare his intention to participate in the next season with a paid season entry.

Upon submission of a paid full season entry by February 14, 2007 the opportunity to select a new car number from the list of unassigned numbers will be offered in the following order:

- Current team cars in the order of Championship points earned in the previous season.
- Additional cars to teams currently participating in the series.
- New teams entering the series.

### **9.18.2. Placement.**

**9.18.2A. Nose:** This number must be composed of numerals of 8.0 inches minimum height in a background area 12.00 inches high and be centered astride the top center line of the chassis with the bottom edge of the numeral 24.00 inches below the bottom edge of the windscreen.

**9.18.2B. Right and Left Rear Wing Endplates:** These numbers must be composed of numerals a minimum of 8.0 inches high and centered in a 12 inch by 12 inch unimpeded background area. This background area must be located 4 inches below the top of the endplate and 1 inch in from the rear edge of the endplate.

**9.18.3. Specifications.** Each number area must provide a minimum 1.0 inch separation between numerals. The minimum width of each numeral (other than the numeral 1) must be no less than 2.50 inches. The minimum stroke must be 1.00 inch. Paint scheme, graphics and race car lettering shall not conflict with the identifications of the assigned race car number. All race car numbers must be of a highly contrasting color to a solid color background and must be clearly removed from all other markings. In cases where race car paint schemes and markings are similar, additional identifying markings may be required by Champ Car.

**9.18.4.** Champ Car retains final authority to require any change to race car number appearance to facilitate visibility and officiating.

## CHAPTER TEN PENALTIES

### 10.1. GENERAL.

Any person violating these rules may be penalized (ref. 1.5). The penalties authorized herein are cumulative and not exclusive and may, at the sole discretion of the Vice President of Operations, when issued be specifically modified as he determines conditions warrant. The continuation or recurrence of any violation or unsafe action may result in an increased penalty. The authority to assess penalties is not limited to violations occurring during the course of a racing competition. The extent to which penalties are assessed is not subject to protest or appeal per 11.1.3.

### 10.2. FINES.

**10.2.1.** The Vice-President of Operations and the Officials shall have the authority to levy a fine not exceeding two hundred and fifty thousand dollars (\$250,000.00 U.S.) against any person who violates any Champ Car rule.

**10.2.2.** Fines are payable within one week and may be deducted from the prizes or purse money of the entrant with which the person fined is associated or from any applicable bond. All fines collected shall be remitted to the Champ Car Competition Department and shall become the property of Champ Car. Any delay in making payment shall result in the suspension of the person fined until the fine is fully paid.

### 10.3. COMPETITION PENALTIES.

**10.3.1. Lap Penalties.** The Race Director shall have the authority to assess lap penalties of one or more laps for violation of any Champ Car rule.

**10.3.2. Time Penalties.** The Race Director shall have the authority to impose a time penalty for the violation of any Champ Car rule.

**10.3.3. Black Flag Penalties.** The Race Director shall have the authority to assess black flag penalties for violation of any Champ Car rule. A black flag penalty shall consist of the penalized competitor being flagged into the pits where the car may be detained for consultation or for a period of time. Black flag penalties must be implemented under green flag conditions and fulfilled as instructed by the Officials. Where this is not possible, such penalty(ies) shall instead be assessed as a lap(s) or time penalty.

**10.3.3A.** During practice and qualifying, after leaving the pit lane, the penalized competitor must return to his pit as soon as possible after notification of the penalty.

**10.3.3B.** During a race, after leaving the pit lane, the competitor must pass the starters stand on the race track under a green flag condition after notification of the penalty and must return to his pit as soon as possible, provided the green condition is maintained.

**10.3.4.** It is the sole discretion of the Race Director as to whether or not the assessment of the penalty has been properly completed.

**10.3.5. Loss of Position.** The Race Director shall have the authority to assess a loss of position penalty of one or more positions to a competitor for violation of any Champ Car rule. This penalty may be assessed during a competition or after the competition has been completed. The loss of position will include, if applicable, the loss of point(s) and the loss of award(s). Point(s) and award(s) will be adjusted accordingly; but in any case, the point(s) or award(s) will not exceed that prescribed for the position assigned by the Race Director. In an action that involves more than one competitor, the Race Director may specify that the position(s), award(s) and point(s) are not awarded to another entrant/driver.

### 10.4. DISQUALIFICATION.

A disqualification from competition may be imposed by Champ Car for violation of any rule. Any such disqualification will nullify any previous entry made by the person disqualified and any entry fee shall be forfeited.

**10.5. EXCLUSION.**

A person may be excluded by Champ Car for violation of any rule. The person excluded shall be prohibited from taking part in all or the remaining part of an event. Such exclusion will nullify any activity pursued by any competitor/entrant made after the time or lap set by the Officials for such exclusion. Persons excluded will be denied use of the course/track and pit area and may be removed from the event facility.

**10.6. SUSPENSION.**

A person may be suspended by Champ Car for violation of any rule. The period of suspension shall be limited to a maximum of one year. Suspension prohibits any further participation in any capacity in any Champ Car events during the term thereof. Suspension nullifies any previous entry relating to any event which will take place during the term of the suspension and will result in a forfeiture of any entry fees for such events. Any person who is suspended must surrender any Champ Car license or credential to Champ Car and the term of the suspension will not begin until such licenses are so surrendered. Persons suspended will not be issued credentials of any kind and the use of the course, the pits, and the garage area will be denied for events occurring during the term of the suspension.

**10.7. SUSPENSION/REVOCAION OF CREDENTIAL.**

Champ Car reserves the right to suspend or revoke any Champ Car issued credential for any access or credential misuse or violation of any Champ Car rule.

**10.8. LOSS OF POINTS.**

Champ Car may assess the loss of some or all of the points accrued by any driver for the violation of any rule, including the points earned in the competition during which a violation may occur. Point penalties shall be deducted from the season total and negative point totals are possible.

**10.9. LOSS OF PRIZES, AWARDS AND DISTRIBUTIONS.**

No entrant or driver who is excluded, suspended or disqualified in the course of or as the result of any competition may receive any prizes, awards or distributions as a result of that competition. In any such case, Champ Car shall announce the positions, prizes, awards and distributions as amended by any such loss.

**10.10. PROBATION.**

A period of probation may be imposed in addition to any of the aforementioned penalties. The terms and conditions of the probation and the consequences imposed if the conditions of the probation are violated are at the discretion of the Vice President of Operations.

**10.11. BONDS.**

Champ Car may require any member or associate member of Champ Car to post such bond as may be deemed necessary to assure compliance with these rules.

**10.12. PUBLICATION.**

Champ Car reserves the right to publish the fact of any penalty and no person referred to in any such publication shall have any right of action against Champ Car or any other person in any way connected with such publication.

## **CHAPTER ELEVEN PROTESTS**

### **11.1. RIGHT TO PROTEST.**

**11.1.1.** Only Champ Car entrants, via their Team Managers, may file a protest and such protests may only be filed based on arguments bearing substantial nexus on the outcome of qualifying or the race. Prior to filing a protest, all parties must attempt to informally resolve any dispute.

**11.1.2.** Champ Car shall appoint three Protest Judges for each event. They shall be independent and not involved as competitors or as Officials in any Champ Car sanctioned race event during the year of such appointment.

**11.1.3.** Matters involving action taken against an entrant may only be protested by that entrant. Champ Car members other than entrants may protest only in cases specifically involving their own actions or conduct. Champ Car shall not accept protests regarding matters specifically stated in this Rule Book as not subject to protest or appeal. The decision to assess penalties is not subject to protest or appeal. The decision of the Protest Judges to sustain or dismiss any protest is not subject to protest or appeal.

**11.1.4.** Failure to file a protest within the time constraints per 11.3. constitutes a waiver by the Team Manager of the entrant's right to protest or appeal.

### **11.2. PROTEST PROCEDURES.**

**11.2.1.** Protests shall be submitted to the Race Director in writing and signed by the Team Manager of the protesting entrant. Upon receipt of a protest, the Race Director shall withhold any award which may be affected by the outcome of the protest until the protest has been finally adjudicated in accordance with this Rule Book.

**11.2.2.** Each protest shall be accompanied by a protest fee of five thousand dollars (\$5,000.00) of which four thousand dollars (\$4,000.00) shall be returned to the protesting party if the protest is ultimately sustained.

**11.2.3.** The protest shall identify the specific action, conduct or ruling being protested.

**11.2.4.** The Protest Judges shall review each protest submitted by Champ Car in order to determine if the matter is properly subject to protest. Any protest which the Protest Judges determine does not comply with the procedures set forth in this Rule Book shall be dismissed. The Protest Judges may return the entrant's protest fee at their sole discretion. A decision that any matter is not subject to protest is final and may not be appealed.

### **11.3. TIME FOR PROTESTS.**

Protests must be filed within the applicable time period, as follows:

**11.3.1.** Protests pursuant to a race competition must be filed within 30 minutes of the posting of official race results.

**11.3.2.** Protests pursuant to qualifying must be filed within 30 minutes after the posting of the official qualifying results.

**11.3.3.** Protests against any acts or omissions of drivers, entrants or any other Champ Car member must be filed within 30 minutes after the posting of the official results for the applicable portion of the event.

**11.3.4.** Protests against any rules infraction must be filed within 30 minutes of notice of the infraction.

**11.3.5.** The time limitations for protesting shall commence immediately from the time the results for the applicable portion of the event are posted at the Champ Car Competition Office.

#### **11.4. HEARING OF PROTESTS.**

**11.4.1.** Protests shall be heard by the Protest Judges at a protest hearing. The Protest Judges may participate in protest hearings remotely via conference call. The time for the hearing shall be set by the Protest Judges. The protesting party and all other interested parties, as determined by the Protest Judges, shall be notified of the time and place of the protest hearing as soon as possible.

**11.4.2.** Only Team Managers may represent protesting entrants during a protest. Protesting parties may not be represented by legal counsel. Failure of the protesting party to appear at the time and place set for the protest hearing shall result in immediate dismissal of the protest and Champ Car shall retain the protest fee.

**11.4.3.** The Protest Judges shall regulate the course of the protest hearing. The protesting party and Champ Car shall each have a maximum of thirty (30) minutes to present their case and may submit any evidence related to the action, conduct or ruling being protested. Other interested parties may be heard at the Protest Judges' discretion. There shall be no right of cross examination at the protest hearing, nor shall the proceedings be recorded. The protest hearing shall not be subject to any formal rules of evidence or procedure.

**11.4.4.** The Protest Judges must make a decision within twenty-four (24) hours after a protest hearing. The decision shall be written and shall be communicated to the protesting party and to Champ Car.

**11.4.5.** Under no circumstances may the Protest Judges order an event, as defined in Rule 6.1., or any portion thereof to be rerun.

**11.4.6.** Subject only to the right of appeal provided in Chapter 12 of this Rule Book, the decision of the Protest Judges shall be final, binding and not subject to litigation in any civil court or to any form of arbitration.

#### **11.5. PUBLICATION.**

Champ Car reserves the right to publish the results of any protest decision and no person referred to in such publication shall have any right or action whatsoever against Champ Car or against any other person in any way connected with such publication.



## **CHAPTER TWELVE APPEALS**

### **12.1. RIGHT TO APPEAL.**

**12.1.1.** Provided that the protest procedures as required by this Rule Book have been properly completed, any Champ Car entrant shall have the right to appeal any protest decision issued against them under the authority of this Rule Book, subject to the terms and conditions of this Chapter 12. There shall be no stay of enforcement of any such decision or penalty pending disposition of the appeal. Champ Car members and entrants shall have standing to appeal only in cases specifically involving their own actions or conduct.

**12.1.2.** Issues that are not subject to protest and all rulings, decisions, and any action taken by Champ Car with respect to such issues shall not be subject to appeal.

**12.1.3.** Only the interested parties to an appeal may be involved, in any way, in the appeals process. Appellants may not be represented by an attorney even if such attorney is an employee of the appellant.

**12.1.4.** Failure to appeal any ruling or decision in accordance with the procedures in this Chapter 12 shall nullify the right of appeal.

### **12.2. APPEAL PROCEDURE.**

**12.2.1.** Written notice of appeal must be signed by the appellant, specifically identifying the decision or ruling being appealed and must be addressed to the Vice President of Operations. This written notice of appeal must be received at Champ Car's principal place of business in Indianapolis, Indiana not later than the end (5:00 p.m. Indiana time) of the second business day following notice of the decision or ruling being appealed. The notice of appeal must be accompanied by a concise written statement signed by the appellant, which shall include: (i) the facts underlying the appeal; (ii) the grounds for the appeal including the specific error(s) claimed; (iii) the issues appellant wishes to be reviewed by the appellate panel, which in appeals of protest decisions shall be confined to the protest; (iv) the specific rule(s) or regulation(s) involved; and (v) any other information the appellant feels may be useful for the appellate panel to review in advance of the appeals hearing. A list of all witnesses the appellant expects to call at the appeals hearing and copies of all documents must be included at this time. Witness lists shall be limited to three (3) total witnesses. The appellant must also submit to Champ Car an appeal fee of twenty-five thousand dollars (\$25,000.00) with the notice of appeal. This fee is non-refundable under any circumstance. Appeals of protest decisions shall be limited to the subject matter of the protest. Upon receipt of a notice of appeal, the Vice President of Operations shall, pending disposition of the appeal, withhold any award which may be affected by the outcome of the appeal.

**12.2.2.** Champ Car must submit a concise written statement to the Appellate Judge no later than the end of the second business day after the notice of appeal is filed. The written statement should include a review of all actions taken by Champ Car, the issues Champ Car wishes the appellate panel to review, the rules or regulations specifically involved and (vi) any other information which they believe may be useful for the appellate panel to review in advance of the appeals hearing. A list of all witnesses that Champ Car expects to call at the appeal hearing and copies of all documents must be included at this time.

**12.2.3.** The Appellate Judge may require further information or documentation as he deems necessary or appropriate.

**12.2.4.** Any appeal which fails to comply with the procedures set forth in this Rule Book may be dismissed by the Appellate Judge, at his sole discretion, and the subject matter of the appeal shall for all purposes be deemed null and void.

**12.2.5.** The Appellate Judge shall review the notice of appeal and the statement of facts and issues submitted by the appellant to determine whether the matter is properly subject to appeal. If it is determined that any of the issues raised by the appellant are not subject to appeal, the Chief Appellate Judge shall so inform the appellant and such issues will not be submitted to the appellate panel. If it is determined that the appellant has identified no issues properly subject to appeal, the appeal shall be dismissed. A decision that any particular issue is not subject to appeal shall be final, binding, non-litigable and not subject to any arbitration. The Appellate Judge shall submit any properly constituted appeal to an appellant panel as herein provided, along with the statements of facts and issues submitted by the appellant and Champ Car together with the original protest and decision and all other relevant documents or information. The Chief Appellate Judge shall have one (1) business day to consider and rule on any issues pursuant to the appeal.

**12.2.6.** There shall be no right of formal discovery, however; the interested parties shall comply promptly with any production of evidence directive from the Appellate Judge.

**12.2.7.** The parties shall have no right of compulsory process (i.e., to subpoena witnesses, etc.). However, the Chief Appellate Judge shall have discretion to dismiss the appeal or any portion thereof, if either party fails to produce any witness or document which the Appellate Judge has requested. In addition, the appellate panel may summon, either orally or in writing and at its sole discretion, any Champ Car member or other person to testify at the appeals hearing. The appellate panel may order any party to reimburse such member or other person's reasonable expenses. Any member summoned to testify who refuses to appear may be subject to disciplinary action as deemed appropriate by Champ Car.

**12.2.8.** Except as otherwise specifically provided, the appellant and all other interested parties shall pay their own expenses.

### **12.3. HEARING OF APPEALS.**

**12.3.1.** Appeals shall be heard by an independent appellate panel, which shall consist of an Appellate Judge to be appointed by Champ Car, on a standing basis if possible, and two (2) Associate Appellate Judges whom the Appellate Judge shall appoint on a case by case basis. The Appellate Judges must not be involved as competitors or Officials in any Champ Car sanctioned race events during the year of such appointment or as a Protest Judge of the event giving rise to the appeal, nor have a personal stake in the outcome, nor any conflict of interest with any party to the appeal. Selection of the Associate Appellate Judges is otherwise within the sole discretion of the Appellate Judge.

**12.3.2.** The time and place for the appeal hearing shall be set by the Appellate Judge and shall be scheduled to commence no later than eight (8) days after the notice of appeal is received by Champ Car. The appeal hearing shall be held in a single day.

**12.3.3.** All interested parties as determined by the Appellate Judge shall be given not less than two (2) days notice of the time and place of the appeal hearing and shall be entitled to call any witnesses whose name appears on the list submitted by such party in accordance with this Rule Book. The hearing shall be confined to issues properly subject to appeal under this Chapter 12, and which were included in the written statements submitted by the parties to the appeal.

**12.3.4.** Failure of the appellant to appear at the time and place set for the hearing shall result in dismissal of the appeal, with the appeal fee to be retained by Champ Car.

**12.3.5.** Subject to all provisions of this Rule Book, the scope, conduct and course of the appeal hearing shall be regulated by the Appellate Judge.

**12.3.6.** There shall be no right of cross-examination at the appeal hearing, although any party may call any available witness to testify during the time allotted for such party's presentation. The proceedings shall be recorded. The hearing shall not be subject to any formal rules of evidence or procedure.

**12.3.7.** At the conclusion of the appeals hearing, the appellate panel shall deliberate and exercise reasonable efforts to reach a decision within sixty (60) minutes. In any event, the appellate panel shall reach and communicate its decision at least verbally to the appealing party and Champ Car no later than the end of the next business day, and a written decision shall be prepared and communicated to all interested parties as soon as possible.

**12.4. POWERS OF THE APPELLATE PANEL.**

The appellate panel may act by a majority consensus and shall have the following discretionary duties and authority:

**12.4.1.** To affirm, reverse or modify the decision or ruling being appealed. The appellate panel may not order an event, as defined in this Rule Book to be rerun.

**12.4.2.** To regulate the course of the hearing, make evidentiary rulings, examine witnesses and dispose of motions and procedural requests, and for good cause to extend or otherwise modify any time limitation prescribed in this Chapter 12.

**12.4.3.** To require the submission of written summaries of the positions of the parties, either before or after the appeals hearing.

**12.4.4.** To order the appealing party against whom a final decision is rendered to pay all costs and expenses incurred by Champ Car.

**12.5. PUBLICATION.**

Champ Car reserves the right to publish any appellate decision and no person or organization referred to in any such publication shall have any right of action whatsoever against Champ Car or against any other person in any way connected with such publication.

**12.6. APPEALS TO A CIVIL COURT.**

**12.6.1.** No person or entity aggrieved by any penalty assessed under this Rule Book or any other decision or action taken under this Rule Book shall have standing to institute a cause of action in any civil court. The decision of the appellate panel shall be conclusive, final, binding, non-litigable and not subject to arbitration.

**12.6.2.** The interpretation and application of this Rule Book and any supplementary regulations by Champ Car Officials shall be final, binding and non-litigable.

**12.6.3.** If any person or entity initiates or maintains litigation in violation of this Rule Book or any other provision of this Rule Book, that person or entity agrees to reimburse Champ Car for all costs of such litigation, including travel expenses and attorney's fees and all competition privileges shall thereafter be suspended indefinitely.