

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 These rules, as amended, supplemented or superseded pursuant to Chapter 1, are in effect for the 2007 Champ Car Atlantic Championship racing season unless otherwise expressly provided.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involved in any way in a Champ Car sanctioned racing event, shall be bound by these rules, as amended, supplemented or superseded from time to time and shall be responsible for compliance therewith.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.

All additions or changes in the rules from the previous edition of this Rule Book are denoted by the line in the right margin. Paragraph numbers may have changed from the previous edition.

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CHAMP CAR ATLANTIC CHAMPIONSHIP SERIES

Sanctioned by Champ Car

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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 Atlantic Championship, 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 Atlantic Championship must be at least 18 years of age and must be physically and psychologically fit to participate. Minimum age for Atlantic driver applicants is 16 years of age. 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 C or higher license.

2.4.3. Rookie Driver. A rookie driver is defined as a driver who has not competed in more than three Champ Car Atlantic events in their 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 by the Vice President of Operations will be made prior to the first event of any driver and is not subject to protest or appeal.

2.4.4. Rookie Driver Eligibility Requirement. Rookie drivers that have not, in the opinion of the Vice President of Operations, complied with the requirements herein will not be allowed to participate in any Champ Car sanctioned open test session or event.

2.4.5. Driver Participation Requirements (non-competition).

2.4.5A. Each Champ Car licensed Atlantic driver will be required to be present and participate at meetings, briefings, post-session and post-race media activities, pre and post race activities and ceremonies and other fan/media related activities. These activities will be outlined at the drivers meetings and/or posted at the Atlantic Series Operations truck.

2.4.5B. The winning driver of each race must remain in market for up to 24 hours after the conclusion of the race, for all post race activities, podium and press events. The timing of such press events will be determined by and at the discretion of Champ Car and will be communicated to all competitors through a memorandum distributed at each event or announced at the drivers' meetings.

2.4.6. Penalties. Any unexcused failure to comply with the foregoing requirements will result in one or more penalties, including loss of Championship points, being assessed.

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 Ceremony Participation. Entrants 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. ENTRIES.

2.7.1. 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:

2.7.1A. 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.

2.7.1B. The entrant (owner) must possess a current FIA Entrant's License.

2.7.1C. An Official Entry Form for that entry has been completed and returned to the Manager of Accreditation.

2.7.1D. All applicable fees, as prescribed by Champ Car, have been paid.

2.7.2. 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. SERIES TECHNICAL DIRECTOR.

In all Champ Car sanctioned support series racing competitions, the Series Technical Director shall manage the technical aspects of the competition. The Series Technical Director will appoint assignees to supervise these duties. The Series Technical Director or his assignees 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 conducted or any other on track activity pursuant to Chapter 5 must be registered with Champ Car and the Champ Car insurance company of record at least fourteen (14) days prior to the commencement of any such activities. Penalties may be imposed for any testing done without prior registration.

A calendar of declared test days will be available to all teams via public website and Champ Car will maintain a record of all testing done by each team. Testing at a maximum of five facilities will be permitted simultaneously. Teams are encouraged to share facilities and costs associated with support of these tests.

No team may test at a facility to the exclusion of other team(s). The facility may, however, determine in the interest of safety, the number of teams that will be permitted to test during a test session. Testing at a racetrack where a series race was held during the preceding season or will be held in the upcoming season is not permitted until that facility is officially omitted from the upcoming season schedule. Each team is responsible to accurately report and track their activity to ensure compliance with the published test policy.

The decision by Champ Car as to whether any testing provision has been violated and the assessment of any penalty is not subject to protest.

5.2. OFF-SEASON TESTING.

The 2006-2007 off season testing period begins on September 25th and concludes January 14th, 2007. Only rookie Atlantic drivers are allowed to test in the Swift 016.a during the off-season period. For the purpose of these testing rules a rookie driver is defined as a driver who has not competed in more than 3 Atlantic race events prior to January 1st, 2007, or at the sole discretion of Champ Car based on previous competition experience. Teams may only use the 2007 series specification tire during this period.

5.2.1. Team Test Day Allocation. Each Atlantic series team is limited to a total of 10 days of testing during the off-season period, regardless of number of cars or rookie drivers.

5.2.2. Rookie Driver Allocation. Each Atlantic series rookie driver will be allowed 6 days of testing during the off-season period.

5.3. ALLOCATION OF IN-SEASON TEST DAYS.

The in-season testing period begins January 15th and is defined by the use of the Swift 016.a utilizing series specification tires.

5.3.1. Open Tests. The series will sanction 6 open test days between January 15th and the first race of the 2007 Atlantic race event.

5.3.2. Team Test Days. Each Atlantic entrant's full season car/driver combination will be allocated 2 test days. All other testing will be at series sanctioned open tests. These days must be used between the day following the first Atlantic race of the 2007 season and 4 days preceding the final race of the 2007 season.

5.3.3. Rookie Test Days. For the purpose of these testing rules a rookie driver is defined as a driver who has not competed in more than 3 Atlantic race events prior to January 1st, 2007 or at the sole discretion of Champ Car based on previous competition experience. Each team will be allocated a maximum of 2 additional test days to evaluate or test rookie drivers. These days must be used between the day following the first Atlantic race of the 2007 season and 4 days preceding the final race of the 2007 season.

5.4. OTHER TESTING.

5.4.1. Entrants. Any further entrants testing requests will be at the sole discretion of Champ Car. Driver evaluation days will be taken into consideration on an individual basis.

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

5.5. SHAKER RIG AND WIND TUNNEL TESTING.

Shaker rig and wind tunnel testing are strictly prohibited. Any infraction will result in the loss of 25 championship points and a fine of no more than \$50,000.00. Additional penalties may be assessed.

5.6. TIRE ALLOCATION.

Each entrant will be allocated up to 3 sets of series specification Cooper tires per each test day. Tires will not be released until the notification form is received per 5.1. Tires allocated are not transferable to another team. Series specification tires may only be used for testing with the Swift 016.A chassis.

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 Atlantic Championship competition/operations frequency will be 457.550, 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 encouraged 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. Furthermore, during the course of a race, only the Officials and their assignees shall be permitted on the race track proper and only to the extent required to allow them to perform their official duties. 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 published by Champ Car. The Vice President of Operations shall have the authority to revise the event schedule should extraordinary circumstances exist.

6.5.2. 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.

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

6.6. PRE-RACE MEETING.

Prior to every Atlantic 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 must declare which race car is the primary car at the start of the event. A Declared Race Car sticker will be affixed to the race car by the Officials. Only one race car per entrant will be stickered for use during the event. Only race cars displaying the sticker will be allowed on the race track.

6.8.1. A spare car may not be used during any phase of an event unless the primary car incurs non-repairable damage or in the event of other extraordinary circumstances, as approved at the discretion of the Series Technical Director. When use of a spare car is approved, the Declared Race Car sticker will be removed from the primary car.

6.8.2. Spare cars may be inspected but will not receive a Declared Race Car sticker unless the primary car is removed from competition for the remainder of the event.

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 assignment for teams shall be determined by points earned for finishing positions from the official posted results at the previous event. Assignments will start with the highest points earner (or points average if a multiple car team.) Multiple car teams will always be pitted together.

Pit assignments for the first event of each season will be based on random draw.

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 bottles must be securely fastened to the entrant's pit trolley. A guard to protect the regulator and fittings must be in place at all times during an event when the protection cap is removed.

6.10.6B. Each team must have a fully charged 10 pound BC dry powder fire extinguisher in the pit at all times. A gauge or current inspection tag shall be attached to each such fire extinguisher.

6.10.6C. 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 35 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. Persons Over The Wall. The maximum number of crew members allowed to work on the race car during a practice, qualifying or race sessions is 6, not including the driver or representatives of the tire supplier or the series engine builder, unless otherwise specified by the Race Director. For purposes of these rules, the wall will be a line defined by the Officials at each event.

6.10.9. Refueling. Refueling during any on track session or the race is not allowed.

6.11. DATA DISTRIBUTION.

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.

6.12. 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. At each event, 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. Any team failing to comply will not be allowed to participate in on track sessions.

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/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 for 4 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 to be 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. All drivers will qualify in one group.

6.17.5B. There is no guaranteed amount of green flag time.

6.17.5C. The fastest qualifier from each session will be awarded 1 championship point. In the event that the fastest qualifying race car from either qualifying session is subsequently damaged and deemed non-repairable by the Series Technical Director the driver will retain any point(s) earned for fastest qualifier.

6.17.5D. 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.

6.17.5E. 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 next fastest time earned by the entrant 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 will be 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 30 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 of a rolling start 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.

6.21.2 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 lap 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.

6.21.2C. Grid.

- At the end of the parade lap, 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.

Only persons expressly authorized in this Rule Book are permitted over the pit wall during the race (ref. 6.10.8C.). 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.

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) race cars must remain within designated traffic lanes, and may not overtake. Drivers entering their pit boxes may not force other cars to slow or take evasive action. When leaving their pit boxes, drivers must yield to approaching traffic.

6.22.6. Pit Box Overshoot. During the course of the race, the race cars must pit in the center of the assigned pit box. If a race car overshoots its assigned pit box by less than one 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 one 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 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 prohibited. 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 two ways only: change tires or 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 of 50 minutes, 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 an Atlantic Championship 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.

Champ Car will make an appropriate presentation of awards to recognize the top 10 points 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 Atlantic 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 Managing Director of the Atlantic Series shall forfeit all points fund money awarded to such driver's team at such ceremony.

7.3. OFFICIAL CHAMP CAR DESIGNATION.

Champ Car, Champ Car World Series, Champ Car Atlantic and the Champ Car Atlantic Championship are the names that all series participants must refer 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 and Atlantic 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 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. Moneys not distributed will become the property of Champ Car.

7.5. ON BOARD TELEVISION CAMERA.

Entrants are required to run an on-board television camera when and as instructed by Champ Car.

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 credential application and/or waiver form is bound by the Champ Car By-Laws, the Champ Car Rule Book and any amendments or supplementary regulations thereto. Failure to comply shall result in the assessment of penalties. 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. 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.

8.5.2. 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. Crew members changing the wheels are encouraged to wear fire resistant gloves. In addition, during practice, qualifying and the race (when not in conflict as previously stated) all crew members must wear uniforms of 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.

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. 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.

8.6.4. 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.

8.6.5. 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.

8.6.6. 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. Safe and proper handling of fuel is of prime importance. Care must be taken to ensure fuel is not spilled and does not come in contact with hot surfaces. A fine of not less than \$500.00 will be assessed to the team manager of any race car involved in a refueling fire or whose crew is careless or negligent in this regard. Crews are responsible to man first-line fire extinguishing equipment during refueling. (ref. 6.10.9).

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, race cars may be driven only by properly licensed Champ Car/Atlantic drivers. Race cars must not be driven into or about the garage, paddock or public areas.

CHAPTER NINE RACE CAR AND ENGINE SPECIFICATIONS

Questions regarding these regulations must be made in writing to Champ Car (Atlantic) per 1.4 of these rules.

9.1. GENERAL.

The only race car configuration eligible for participation in the 2007 Champ Car Atlantic Championship is the Swift 016.a as defined herein.

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 infractions will result in a fine of no more than \$50,000.00 and loss of up to 25 championship points. Decisions by the Officials in this regard are final and not subject to protest of 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 Swift 016.a 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 as 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 for evaluation, and must include full details as to the need for specification change and include drawings whenever applicable. Application for a specification change does not constitute approval for any addition or modification. All specification changes are subject to the approval of the Champ Car.

9.1.1. Service Bulletins. All Atlantic Series 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 Swift and Champ Car approved repair station.

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

All repairs must be reported to Champ Car per 9.1.3. of these rules. 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 and 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 any 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 the use of original Swift parts. All measurements are determined per design.

- Wheel base 109.3 inches (277.6 cm)
- Overall Length 177.1 inches (449.8 cm)
- Overall Width 77.0 inches (195.58 cm)

Overall width as specified is the maximum amount allowed. 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 Appendix A illustrations.

9.2.2. Weight.

9.2.2A. Minimum weight of race car with driver: 1415 pounds.

9.2.2A.1. At the first race of the season each driver will be weighed at Champ Car Medical without their drivers suit and protective gear. Drivers may be weighed again midway through the season. The Series may also reweigh any driver at any time. Each observed driver weight will be rounded to the nearest whole number.

9.2.2A.2. The driver's suit and protective gear weight will be an average of all drivers' equipment weighed at the first race of the season. The calculated average number will be rounded to the nearest whole number. This value will be used all season.

9.2.2A.3. Minimum race car weight is as listed in 9.2.2A. minus the driver and driver equipment weight as determined per 9.2.2A.2. Race car weight will be determined using the official Series scales.

9.2.2B. Race cars will be weighed in the condition in which they leave the racing surface. Champ Car may impound any part(s) replaced or exchanged during a competition (i.e. qualifying or race) to substantiate the vehicle weight for any portion of such competition.

9.2.2C. In order to achieve minimum weight, the addition of ballast is allowed. This ballast must be securely attached to the three (3) per side chassis hard points Swift has provided for this purpose. Ballast must be located within the space defined by a vertical line 1.0" fore and aft of the corresponding forward and aft mounting points. All ballast must be declared to the Series 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. The exposed underside of tunnels may be lightly surface-sanded. Excess removal of material and/or alteration of the surface profiles are not permitted. Painting or otherwise artificially sealing exposed underside tunnel surfaces is not permitted. All new chassis/tub and bodywork parts have an external or surface logo. This logo may not be removed, covered, or painted unless specifically authorized in these rules.

9.3.1. Deflection. Component 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. Chassis Spacer and Skid Plates. Chassis spacer plates, chassis skid plates and tunnel skids must be in place at all times in the same location as the original Swift parts. Spacer plates must be maintained at original design thickness and as two complete, independent components with no voids and no evidence of routine wear. All replacement plates must be dimensionally the same in all respects and of similar material as original Swift parts.

Wear causing a reduction in the specification thickness of chassis and tunnel skid plate material is allowed, provided the following specifications are maintained:

- Forward chassis skid plate: Minimum thickness of 0.125 inch (3.18 mm) measured at the aft chassis reference hard point.
- Rearward chassis skid plate: Minimum thickness of 0.125 inch (3.18 mm) measured at the Swift skid reference point.
- Tunnel skid material: Maximum thickness of 0.157 inch (4mm) thick.

The height of the bottom of the side pod skirt including the skid material relative to the reference plane (the bottom of the aft reference plane hard point) is defined in Appendix A.

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. Two (2) holes no larger than 0.250 inch in diameter may be drilled through the outer skin on each side of the chassis (tub) for alignment fixtures or gauges. The front shock cover panel, side pod, or roll hoop fairing may be drilled for a radio antenna.

9.3.4. Tunnel Stays. Alternate stays are allowed provided the new part or resulting modification serves no other purpose than original design.

9.3.5. Side Pod Cooling and Air Deflection. A flat filler plate may be used to reduce the side-to-side dimension of the side pod air inlet openings. The inlet filler plate must be securely fastened to the side pod. The left side inlet filler plate may have a flat, horizontal support extending from the rearward face of the vertical filler plate to the top of the oil cooler inlet duct provided the return does not extend beyond the perimeter of the filler plate in the Y-axis. The use of tape is an acceptable alternative to a fixed inlet filler plate. Flat material may be attached directly to the inlet or exit surface of the oil cooler/water radiator. No other ducts, baffles, or blockers are allowed inside the side pod.

9.3.6. Nose Structure Fasteners. The nose must be attached to the chassis with all fasteners during all on track sessions. During the race and under full course caution, a race car may proceed on-track with a minimum of four (4) fasteners for the purpose of out and in lap only to complete the installation of all eight (8) fasteners.

9.4. WINGS AND MOUNTS. The use of Swift 016.a parts is mandatory unless otherwise specified.

9.4.1. Front Flaps. The Swift 016.a flap adjuster assemblies or any similar mechanism may be used. Any alternate mechanism is subject to Champ Car approval.

9.4.2. End Plate Modification. Front wing end plates may be drilled or slotted for front wing flap adjustment.

9.4.3. Front Wing End Plate Rub Strip. The use of rub strips as supplied by Swift 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.

9.4.4. Rear Wing Top Element. The rear wing top element is adjustable within the designed range of +2.0° to +16.0° as defined by the Swift Aero Manual. The rear wing end plate slots may only be modified to achieve these settings.

9.4.5. 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. Appendix A) relative to the chassis zero line.

9.4.6. Wickers. Wickers/gurneys may be added to the top of the trailing edge of the front flaps, front main plane, and rear wing lower elements only, and may not be used on the rear wing upper element. They must be 90 degrees to the mounting surface and may be no more than 0.500 inch tall as measured from the upper surface of the wing element. Wicker/gurney height must remain constant across the width of the individual component span. 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. The only engine permitted is the Cosworth YDX. The engines will be sealed and serialized. All engine serial numbers will be on file with Cosworth and Champ Car.

9.5.1. Modifications and Alterations. No component or part of the engine may be modified or replaced and must remain as delivered from Cosworth unless specified otherwise and approved by Champ Car.

9.5.2. Exhaust. The exhaust system must be used as designed and delivered by Swift. Minor external weld repairs are permitted. The Coast Fabrication muffler must be used as delivered by Swift. The muffler must be packed with the Coast Fabrication 304 scrubble stainless packing. All exhaust must flow through the muffler.

9.5.3. Engine Lubricating System. The engine oil lubricating system must be used as delivered by Swift and approved by Cosworth. Only oil approved by Cosworth for use in the YDX engine may be used in all running of the engine.

9.5.4. Clutch. The Series specified clutch must be used at all times with no modification to the engine flywheel.

9.5.5. Air Filter. The air filter supplied by Cosworth must be used at all times without modification. Engine inlet air may not be enhanced in any manner and no modification of the inlet air duct is allowed.

9.5.6. Linkage. Throttle linkage(s) may be affected by mechanical means only.

9.6. FUEL SYSTEM. Unless otherwise specified the fuel cell assembly in its entirety is determined by the use of original Swift parts.

9.6.1. Fuel Pump Assembly. The fuel pump system must be installed in the designed location. Any proposed modification must be declared in advance to Champ Car and is subject to approval.

9.6.2. Fuel. Series specified VP Racing C12 racing fuel is the only fuel permitted. Fuel must be used as dispensed at the venue during all phases of competition. Fuel may not be enhanced in any manner; no additives are allowed. The use of any artificial means to reduce fuel temperature below ambient air temperature is prohibited.

9.6.3. Fuel Cell Pump Out. A tube/line may be added provided it is fully independent of the actual fuel system and serves no other purpose than to pump out the fuel cell. A bulkhead fitting (maximum -6AN) must be used on the fuel cell access cover and be securely capped during all on track activity.

9.7. ELECTRONICS.

9.7.1. Electronic Control Unit (ECU). The only ECU's allowed for running of the Cosworth engine are as provided by Pi Research for use in the Series. All ECU's will be registered with Champ Car and a seal affixed. ECU's will remain in the possession of Champ Car until such time as a properly entered car is presented at the race circuit. Assignment will be by random allocation. At the conclusion of each race venue or Series open test, ECU's will be surrendered to Champ Car. A team wishing to participate in an allocated team or rookie test will be issued a random ECU by Champ Car upon notification of the test, and will be required to return this ECU immediately upon conclusion of the test.

An alternate start up ECU is available from Pi Research. These ECU's will be sealed by Pi and subject to the operating parameters established by Cosworth.

Any tampering or modification to ECU is strictly prohibited. The use of any other alternative ECU is strictly prohibited.

9.7.1A. Pit lane speed control is available via switch.

9.7.2. Starter. All cars must be fitted with the specified starter motor. The positive lead to the starter, from either the on board or auxiliary battery, must be insulated.

9.7.3. Battery. Any make or type of battery is permitted, provided it is mounted in the originally designed location. The battery must be shielded to prevent acid from escaping. The external battery connector may be relocated provided it remains on the left rear side of the car facing rearward. If the car drives away with the external battery still connected, it must be able to disconnect itself.

9.7.4. Electrical Circuit/Wiring Harness.

9.7.4A. All 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.

9.7.4B. The following cables may be shortened for routing purposes:

- Battery +ve to Master Switch Loom (03a-03986)
- Master Switch to Starter Loom (03a-03987)
- Battery -ve to Engine Loom (03a-03988)
- Master Switch to Alternator Loom (03a-03989)

Additional modification to the chassis wiring harness, engine wiring harness, and data wiring harness is prohibited. Unused leads/connectors may be capped.

9.7.5. Rear Light. Each car must be equipped with an operable red warning light as supplied by Swift. The light may be relocated for clearance purposes provided it remains clearly visible when viewed from behind the race car. The running light must be illuminated when instructed by the Officials.

9.7.6. 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.

9.7.6A. The only data collection system allowed is the Atlantic Elite Jr. system as designated and distributed by Pi Research. Wireless downloading or capture of information is prohibited. Only front wheel speed sensors are allowed. The trigger pins may be modified provided the retainer is not altered.

Only Series approved sensors provided by Pi Research are allowed. Sensor mounting hardware is unrestricted and reasonable modification to facilitate mounting is allowed, provided it serves no other function. Champ Car reserves the right to reject any installation deemed inappropriate.

9.7.6B. Teams must maintain a Champ Car supplied impact accelerometer in the standard location specified. This sensor must remain connected to the wiring loom. Data will be collected via the Pi Elite system and teams are responsible for maintaining a 1.0 kHz sample rate.

9.7.7. Incidental Wiring and Components. The use of alarm lights, two-way driver communication radio and harness is allowed, with installation subject to Champ Car approval. Any other additions are subject to written approval by Champ Car

9.7.8. Timing Transponder. Transponders and associated covers are required on all cars in the Series prescribed location. Each entered race car will be assigned a transponder by Champ Car. Each entrant is required to correctly mount the transponder on the correct car. Tampering with the transponder, modifying the transponder or transferring the transponder to another car is not allowed.

Use of the specified timing transponder cover without modification is mandated for all events. The use of any other cover is prohibited.

Transponders may not be taken to pit lane unless they are properly attached to their assigned race car.

Transponders are the property of Champ Car. However, they are the competitor's responsibility from the time they are distributed until they are returned to Series. Transponders must be returned in the condition in which they were assigned or a replacement fee will be assessed. No exceptions will be made for racing damage or loss.

9.7.9. On-Board Television Camera. All race cars must be fitted with either a roll over bar mounted on-board camera and housing or duplicate dummy camera housing, both fitted to a common Champ Car-approved base. The on-board television camera and transmitter must be fitted to the race car upon direction of Champ Car. Only cameras authorized by Champ Car that are used to provide video signals for Champ Car licensed broadcasts may be installed on race cars during any phase of a Champ Car sanctioned event.

An additional camera and housing may be installed on race cars in an alternate location. Installation is subject to approval by Champ Car and television production.

A space must be provided within the bodywork to mount the hub/transmitter and battery on top of the right side radiator duct. Clearance must be allowed for the connecting cables.

9.8. TRANSMISSION/DIFFERENTIAL (TRANSAXLE). The Swift SG4 gearbox as defined by the Swift parts manual is the only gearbox allowed. Internal parts surfaces may be de-burred, polished, and/or coated (REM, etc). The Swift and/or Hewland ID markings must be masked and remain clearly visible upon inspection.

9.8.1. Ratios. Gear ratio changes are permitted within the selection of approved ratios supplied by Swift.

9.8.2. Differential. The only differential/limited slip allowed will be the Hewland TPT Powerflow as supplied by Swift. The assembly will be restricted to replacement parts as supplied by Swift and with as delivered ramp angle options of 80/60, 60/80, 70/60, or 60/70. Adjustment to the differential pre-load is permitted: pre-load shims of alternate source are allowed provided they serve no other purpose.

9.8.3. Shift Lever. A modified or alternate shift lever may be used provided the standard linkage is utilized.

9.8.4. Accessory Options. Filters, screens and magnetic plugs are allowed provided they serve no other purposes. The use of a remote cooler and associated plumbing is allowed.

9.8.5. Case Modification. The transmission case may be drilled or tapped to attach magnets.

9.8.6. Reverse. The reverse gear must be operational and the driver must be able to engage reverse from the cockpit.

9.9. OIL TANK. The use/installation of externally powered heating elements (Watlow-type) is approved specifically for the preheating of oil. No other modification to the oil tank/bell housing unit is permitted without prior, written permission from Champ Car.

9.10. SUSPENSION SYSTEM. The use of original Swift 016.a parts is mandatory unless otherwise specified.

9.10.1. Settings. The suspension settings may be adjusted only within the range found by use of original Swift 016.a parts. Top hat spacers may be re-oriented fore/aft or upper/lower at their designed location provided the designed suspension travel is maintained. Camber shims may be of substitute origin provided they are of similar material and thickness.

9.10.2. Shock Absorber (Damper). The only shock absorber allowed for use in the Series is the Dynamic Suspensions DSSV as provided by Carl Haas Automobile Imports, Inc. Internal adjustment is limited to the range available as delivered. Shock absorbers will be delivered sealed, and at no time are the shocks to be opened, modified or in any other way tampered with. All rebuild and service must be conducted by authorized Carl Haas Auto technicians only. No modification is allowed to the shock absorber beyond those specified within this rule book and any Series bulletins. Teams are responsible for compliance to all shock absorber specifications.

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

9.10.4. Springs. A single, continuous, 2.25" 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.

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 bars and anti-roll blade options are limited to those available from Swift for the 016.a. No modification to these components is allowed. The anti-roll bar system or any part of the system may be removed.

9.10.8. Blade Linkage Options. Minor modification to facilitate full range of adjustment is permitted. Any configuration using original Swift 016.a linkage components is allowed. Any additional modification to the blade adjustment linkage system must be approved in writing by Champ Car prior to implementation.

9.10.9. Damage. Minor damage to the front and rear upright may only be repaired with the approval of Champ Car and Swift. The repaired upright must meet manufacturer's minimum weight specification and all dimensions.

9.10.10. Rocker Modification. The front and rear rockers may be drilled and tapped for attaching Series approved rotary sensors provided resulting modification serves no other purpose.

9.10.11. Wheel Restraint. Wheel energy absorbing devices (WEADS) are required on all four (4) corners. Only cables supplied by the Swift may be fitted to the car. The cables may be enclosed in a protective fairing provided by Swift. The fairing must be symmetrical about the horizontal cross section of the suspension arm. The fairing must remain frangible so as not to impinge on the cables during impact. Cables that are damaged or that have been involved in an impact that has caused damage to the suspension components restrained by a cable must be replaced.

9.10.12. Steering Rack. The steering rack must be as delivered by Swift unless otherwise specified as follows:

- The rack bar and pinions may be de-burred, shot-peened, or polished.
- The backlash and tension may be adjusted by use of standard Swift 016.a parts.
- The only approved rack and pinion ratios options are available from Swift.
- Rack stops may be substituted or modified.
- A 0.125 inch diameter hole may be drilled in to the steering rack for purposes of installing alignment pin.

9.11. BRAKES. The use of parts as supplied by Swift is mandatory unless otherwise specified. No modifications or changes are allowed to the brake system components unless specified.

9.11.1. Pads. Brake pad/lining material is restricted to Series approved compounds available from Swift.

9.11.2. Master Cylinders. All hydraulic master cylinders are restricted to the manufacturer and the bore sizes available from Swift for the 016.a.

9.11.3. Calipers. Calipers must be used and mounted as designated by Swift for the 016.a.

9.11.4. Optional Components. The use of brake piston anti-knock back springs as specified by Performance Friction is allowed. The use of brake disc heat bands (rotor blockers) is permitted. Bands must be installed within the inner diameter of the brake disc and be made of stainless spring steel material.

9.12. TIRES.

9.12.1. Approved Type. The use of any type of tires other than the Series specified Cooper tire is not allowed.

9.12.2. Manufacturer Specifications. Tire size, construction, compounding and compound numbers are subject to Cooper specification.

9.12.3. Compound Numbers. Champ Car may designate alternate or additional tire compound numbers.

9.12.4. Tire Identification. The specification and identification number must be clearly indicated on the sidewall of all approved tires. Buffing, removing or modifying these numbers from the tire sidewall is prohibited. The sponsor logo must remain in place.

9.12.5. Physical Modification. Cutting of or artificially removing material from a tire is prohibited.

9.12.6. Artificial Enhancement. The use of tire warmers, chemical treatments, or any means that may artificially enhance tire performance, is prohibited. Artificial methods of cooling tires other than ambient air are forbidden.

9.12.7. Entrant Allotment.

9.12.7A. The maximum allotment of new tires per race will be three car sets (12 tires) for each race car properly entered with an assigned driver for each single-race event. In the case of double-race venues, the allotment will be 4 car sets (16 tires) for each race car entered. If a backup or replacement car is used, it is not allotted additional tires.

All dry-type tires used in qualifying or the race must be tires supplied at that event.

One car set (4 tires) from any previous event for each team's entered race car may be substituted in practice sessions in exchange for one car set from the allotted 12 (or 16 in case of double-race) new tires. These tires may only be used in practice sessions.

A driver must start the race on tires distributed for the specific event. Drivers unable to start the race on their allotted tires will forfeit their starting position and will be placed at the back of the starting grid.

9.12.7B. A minimum of eight (8) tires must be declared via the tire log book and mounted the day prior to the first official session. The remaining four (4) tires may be purchased, mounted and declared in a timely manner provided previous event tires have not been used in practice. Tires for the event may not be removed from the tire supply area until they are both declared and mounted.

9.12.7C. Wet type tires may be substituted for declared dry tires when rain (wet track surface) conditions exist.

9.12.7D. Damaged tires will not be replaced as a matter of course. However, additional tires will be available for use by an entrant if, in the opinion of Champ Car, circumstances require replacement. The season allotment of replacement tires is six (6) total, with only one allotment tire allowed per event.

Further to this, Champ Car may allow more than one (1) additional tire to be replaced. This action would require the entrant to start at the rear of the starting order per the provisions of 9.12.7A.

9.13. WHEELS.

9.13.1. Specification. Series approved BBS wheels must be used on all race cars.

Front – RE 333, RE 1012
Rear – RE 334, RE 1013

9.13.2. Modification. The Series BBS wheels may be painted or powder coated. Wheels may be polished but not machined or lightened. Minimum weight:

Front: 12.9 lbs. (5.84 kilo)
Rear: 15.1 lbs. (6.83 kilo)

9.13.3. Relief Valves. Tire pressure relief valves are not allowed.

9.14. COCKPIT PROVISIONS.

9.14.1. 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. With the exception of the clutch and brake master cylinders (ref. 9.11.2.), no component of the pedal assembly may be removed or substituted without approval by Champ Car. The addition and modification of heel and foot rests are allowed. The construction and modification of heel and foot rests must be approved by Champ Car. A second fluid reservoir may be added to supply the clutch system separate from the common brake fluid reservoir. This additional reservoir must be of similar type and mount in similar fashion as the brake reservoir.

9.14.2. Restraint System. The use of an alternate driver's restraint system is allowed provided it meets the detailed specifications available from Champ Car. Any alternate replacement system must be approved by Champ Car. Harnesses older than three (3) years from date of manufacture may not be used unless the performance of the belt is otherwise warranted by the manufacturer.

9.14.3. Steering Wheel. The use of alternate steering wheel and/or quick release coupling must be pre-approved in writing by Champ Car. The data acquisition display must be maintained as part of the steering wheel assembly.

9.14.4. 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 two (2) inches above the driver's helmet.

9.14.5. Seating System. Seats must be constructed of an accepted energy absorbing material. Seats also need to meet the following criteria:

9.14.5A. The driver should be positioned as far rearward in the cockpit as practicable provided a minimum of one (1) inch of padding measured perpendicular to the seat back is maintained with adequate padding under the buttocks to absorb impact.

9.14.5B. 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.

9.14.5C. 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.

9.14.5D. The foam may be covered with a composite shell contoured to fit and support the driver or with a flame resistant fabric lining.

9.14.5E. The seat back must transition to the back of the helmet collar/headrest without gaps and with uniform padding thickness.

9.14.5F. 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.

9.14.6. Head Surround. Use of the Swift 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 head and neck device. A light Velcro or similar product may be used. All surfaces must be covered with a low coefficient of friction material. Any further modification must be approved by Champ Car.

9.14.7. 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.

9.14.8. 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 1.50 inches above the cockpit sill. It may not extend forward of the cockpit opening, aft of the steering wheel or be wider than cockpit opening.

9.15. GENERAL AND MISCELLANEOUS PROVISIONS.

9.15.1. Hardware. Replacement hardware and fasteners may be from an alternate supplier except where specified otherwise in these rules, provided they serve no other purpose and are of similar specification. The use of titanium hardware is prohibited. Camloc-style retainers may be used and may be riveted to the body parts. The installation of an additional side pod fastener approximately midway between the existing forward two fasteners is permitted. Studs may be substituted for bolts securing lower rear wishbone mounting blocks provided they are of similar diameter and grip. Captive nuts (nut plates) may be installed on rockers, damper mounts, and steering arms. The use of anti-vibration hardware is permitted provided no further modifications result.

9.15.2. Bearings. Alternate-source replacement bearings, seals, rod ends, and spherical bearings are allowed with the stipulation that replacement parts must be 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.

9.15.3. Cables. Cables of alternate source are allowed. Replacement cables must be routed through existing holes provided in the specification tub bulkheads.

9.15.4. 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.

9.15.5. Lifting Provisions. The lifting pin holes provided in the roll hoop and roll hoop fairing must not be obstructed.

9.15.6. 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.

9.15.7. Tape. The taping of fasteners, bodywork split lines, and leading edges is allowed only for the purpose of protecting or securing the part or parts to which the tape is attached.

9.15.8. Oil, Fuel, Hydraulic, Water Lines and Fittings. Original hose lines and fittings may be replaced with alternatives of similar specification for temperature and pressure. The function of any associated system must not be affected or altered by this substitution. The installation and use of dry-break fittings is approved. Fittings may be added to water tubes in order to facilitate the use of external water heaters.

9.15.9. Catch Tanks. Must be maintained in the original design location.

9.15.9A. Engine vent or breather lines must empty into an oil catch tank.

9.15.9B. 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 oil catch tank.

9.15.10. Fire Extinguisher. Each race car must maintain the fire extinguishing equipment in the delivered location. 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.

9.15.11. Mirrors. All cars must have at least two mirrors as supplied by Swift 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. Mounting stalks must be of original cross section: the use of swivel base is optional.

9.15.12. Tunnel Guards. The use of thin aluminum, carbon, or stainless steel guards around the leading (forward) edge of the tunnel skirt for the purpose of protection is permitted. This guard must attach directly to skirt with no voids and follow the designed contour/edge of the tunnel skirt in all dimensions.

A similar guard may be added to the upper, flat, rear surface of the tunnel skirt forward of the rear tires. This guard must be flat and attach directly to the upper skirt surface with no voids.

9.16. NUMBERS AND SERIES IDENTIFICATION.

9.16.1. Placement.

Nose: This number must be composed of numerals of 8.0 inches minimum height in a background area 12.00 inches by 12.00 inches centered astride the top center line of the chassis.

Right and Left Rear Wing Endplates: These numbers must be composed of numerals a minimum of 8.0 inches high and in a background area 12.00 inches by 12.00 inches.

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

9.16.3. Name. The driver's last name and nationality flag must appear on each side of the roll hoop fairing.

9.16.4. Endplate Restrictions. The only designations permitted on the rear wing endplate shall be the car number and the approved Series sponsor identification. No other use may be made of this area without the consent of the Champ Car.

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.) against any person who violates any Champ Car rule.

10.2.2. Fines are payable within one (1) 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 (3) Protest Judges for each event. They shall be independent and not involved as competitors or as Officials in any Champ Car sanctioned race event(s) 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 (\$4000.00) 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 thirty (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 thirty (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 thirty (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.

Champ Car ATLANTIC TRACK RECORDS – JANUARY 1, 2007

LAS VEGAS STREET CIRCUIT - LAS VEGAS NEVADA, USA							
4/7/07	<i>New Venue</i>				Qualifying	lap	mi
4/8/07	<i>New Venue</i>				Race	lap	mi
LONG BEACH STREET CIRCUIT - LONG BEACH, CALIFORNIA, USA							
4/8/06	<i>Andreas Wirth</i>	1:16.082	-	93.121 mph	Qualifying	lap	1.968 mi
4/9/06	<i>Raphael Matos</i>	1:16.058	-	93.150 mph	Race	lap	1.968 mi
RELIANT PARK - HOUSTON, TEXAS, USA							
5/12/06	<i>Raphael Matos</i>	1:05.263	-	93.223 mph	Qualifying	lap	1.690 mi
5/13/06	<i>Jonathan Bomarito</i>	1:05.562	-	92.800 mph	Race	lap	1.690 mi
PORTLAND INTERNATIONAL RACEWAY - PORTLAND, OREGON, USA							
6/17/06	<i>Graham Rahal</i>	1:04.628	-	109.401 mph	Qualifying	lap	1.964 mi
6/18/06	<i>Joe D'Agostino</i>	1:05.680	-	107.650 mph	Race	lap	1.964 mi
BURKE LAKEFRONT AIRPORT - CLEVELAND, OHIO, USA							
6/24/06	<i>Simon Pagenaud</i>	1:04.678	-	117.221 mph	Qualifying	lap	2.106 mi
6/25/06	<i>Andreas Wirth</i>	1:04.255	-	117.990 mph	Race	lap	2.106 mi
CIRCUIT MONT-TREMBLANT - MT. TREMBLANT, QUEBEC, CANADA							
6/30/07	<i>New Venue</i>	-			Qualifying	lap	mi
7/1/07	<i>New Venue</i>	-			Race	lap	mi
TORONTO EXHIBITION PLACE - TORONTO, ONTARIO, CANADA							
7/12/03	<i>A.J. Allmendinger</i>	1:04.920	-	97.320 mph	Qualifying	lap	1.755 mi
7/9/06	<i>Graham Rahal</i>	1:05.487	-	96.480 mph	Race	lap	1.755 mi
EDMONTON CITY CENTER AIRPORT - EDMONTON, ALBERTA, CANADA							
7/22/06	<i>Raphael Matos</i>	1:05.333	-	108.717 mph	Qualifying	lap	1.973 mi
7/23/06	<i>Simon Pagenaud</i>	1:05.647	-	108.200 mph	Race	lap	1.973 mi
SAN JOSE STREET CIRCUIT - SAN JOSE, CALIFORNIA, USA							
7/29/06	<i>Raphael Matos</i>	55.495	-	93.608 mph	Qualifying	lap	1.443 mi
7/30/06	<i>Graham Rahal</i>	55.666	-	93.320 mph	Race	lap	1.443 mi
ROAD AMERICA - ELKHART LAKE, WISCONSIN, USA							
8/7/04	<i>Ryan Dalziel</i>	1:59:504	-	121.944 mph	Qualifying	lap	4.048 mi
9/24/06	<i>Raphael Matos</i>	1:59.174	-	122.280 mph	Race	lap	4.048 mi
PEPSI CENTER CIRCUIT - DENVER, COLORADO, USA							
8/12/06	<i>Graham Rahal</i>	1:06.798	-	89.302 mph	Qualifying	lap	1.657 mi
8/13/06	<i>Graham Rahal</i>	1:06.945	-	89.110 mph	Race	lap	1.657 mi