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Version 3.0

NASA Vette Viper® Challenge™

Official National Rules
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1 Definitions and Claims

The NASA Vette Viper® Challenge™ is an auto racing series focused on road racing and shall function as an advertising and marketing tool for the series sponsors, the independent sponsors of each team, as well as the official sanctioning body of the series. The trade name, "NASA Vette Viper® Challenge," (VVC) and these rules are the property of the National Auto Sport Association, Incorporated®; located at P.O. Box 21555, Richmond, CA 94820; 510-232-NASA (6272).

1.1 Mark Ownership / Registration

The marks "Chevrolet," "Corvette," "Viper," and possibly "Vette," are / may be registered with the United States Trademark and Patent Office. NASA makes no claim whatsoever to these marks. These rules merely refer to the automobiles that are commonly known by these terms.

1.2 Reference Format

Allowances for the use of parts made by a manufacturer written into these rules always apply to their respective marquee. For example, "Any General Motors™ (GM) or Dodge alternator may be used," means any GM alternator may be used on the Corvette, not on the Viper. In this example, the Viper may use any Dodge brand alternator, not one made by GM.

2 Sanctioning Body

The NASA Vette Viper® Challenge™ series is sanctioned by the National Auto Sport Association (NASA). All events are governed by these rules, applicable addendums, prima facie rules, as well as those found in the latest version of the NASA *Club Codes and Regulations*® (CCR). All decisions made by the series administration are final, except under certain conditions, as specified by the CCR.

3 Intent

The intent of these rules is to provide mandates to ensure that all vehicles are modified within clearly established limits, so as to ensure an even platform, in which a contest of driving skill may provide the most talented drivers with great rewards. If a modification is not specifically allowed by the rules, it is prohibited unless permission is obtained from the NASA VVC Director. A permitted item cannot be modified to perform a prohibited function. Vehicle legality is the sole responsibility of the driver.

4 Purpose

The purpose of this series is to provide an avenue to promote sponsor brand awareness on a national scale. Additionally, this series should provide a stage to showcase driving talent, in hopes that the most talented drivers will advance to even higher-level professional series.

5 The Classes

There are three different classes within the Vette Viper Challenge. Each level represents a certain level of preparation, or a certain level of performance and is equalized by a common power to weight ratio.

5.1 Horsepower measurements and certification

All horsepower measurements will be made at the rear wheels and be certified by the dyno shop. Competitors must have their vehicles certified on the dyno and their performance modifications, if any noted in the vehicles logbook at the time of certification. Any changes in performance items will be cause for a re-certification

All V1 and V2 participants who wish to compile season points must obtain a certified dynamometer test prior to the start of the race or immediately following the race (Note that one certification can be valid for an entire season provided that no performance modifications are performed to the car). Any competitor wishing to race without a Dyno Certification will be required to compete in VX. All power to weight ratio certifications must be performed by obtaining a certified rear wheel horsepower figure at an approved Dyno center. All competitors will be required to include the latest Dyno certification in their vehicle logbook at all times.

At random times or at the discretion of the Race Director, any V1 or V2 car may be ordered to report for rules compliance on a chassis dynamometer. All official dynamometer tests will be open. All competitors have the option to be present for official chassis dynamometer testing.

Prior to the chassis dynamometer inspection the competitor may top off any fluids needed to ensure the engine and drivetrain are not damaged during testing. The fluids must be added with a NASA Technical Inspector present and no other modifications or adjustments may be made to the car.

The chassis dynamometer operator and the Chief Scrutineer will determine the chassis dynamometer testing procedures and how many test runs will be performed for any given car being tested in order to obtain accurate test data. To ensure fairness, an appointed NASA official will operate any cars being inspected on the chassis dynamometer.

Any car exceeding the maximum power to weight ratio for their declared class shall be penalized in accordance with the NASA CCR. Forced induction, nitrous oxide, and driver adjustable electronic engine control systems are expressly prohibited in V1. Forced induction and turbochargers are permitted in V2 but such systems must not include driver adjustable electronics or other devices that could affect measured horsepower output. No such restrictions shall exist for the VX class.

5.2 Vehicle Weight

All weight measurements will be made immediately following any qualifying or race, at the discretion of the series administrators. All weights will be measured with driver.

5.3 Weight to Power Ratios

Level One (V1)

All cars competing in this class must meet the following weight to horsepower ratios as indicated by model.

C5 Corvette (97-03) 8.0:1 C4 Corvette (84-96) 7.8:1 C3 Corvette (68-82) 7.5:1 Gen. 1 Viper (92-96) 7.5:1 Gen. 2 Viper (96-03) 8.0:1 Gen. 2 Viper with ABS 8.3:1

Level Two (V2)

All cars competing in this class must meet the following weight to horsepower ratios as indicated by model.

C5 Corvette (97-03) 7.3:1 C4 Corvette (84-96) 6.9:1 C3 Corvette (68-82) 6.6:1 Gen. 1 Viper (92-96) 6.6:1 Gen. 2 Viper (96-03) 7.3:1 Gen. 2 Viper with ABS 7.6:1

Level Three (VX)

There are neither restrictions nor requirements for horsepower or weight in this class. All Gen. 3 Viper Competition Coupes shall run in VX.

6 Driver Appearances

The competitors shall make themselves available, periodically, to the fans while at the racetrack. Therefore, the drivers and teams must display exemplary and professional conduct at all times. Pit crewmembers must be wearing matching uniforms. Driving suits or professional, clean, presentable clothing is required for all personal appearances. Drivers may earn up to three free race days per season, by making personal appearances at malls, stores, shows, etc. Drivers must have prior approval from the NASA office before making their special appearances outside of the normal track weekends, to be eligible for credit. This option is only applicable to regional event credits.

7 Communications / Data Collection

All two-way radio transmitters are legal so long as they only transmit a voice signal. No electronic data transmission devices are allowed. Electronic equipment used for the sole purpose of collecting lap times is permitted. Data acquisition is free and CCR 18.7 shall not apply. . Additionally, all radio frequencies in use must be registered with the series administrator. The vehicles may be required to carry a radio or scanner set to a priority channel so that the race director may communicate with all drivers during the race.

8 Eligible Manufacturers

General Motors Corporation and Daimler Chrysler/Dodge Motor Company are the only manufacturer of models that are legal for this series. However, other companies may manufacture some legal and/ or required parts and components.

8.1 Eligible Models / Defined / Published Stats (stats are for reference only)

Each line defines a "model" for reference within these rules.

Vehicle Year(s) / Mod HP RPM Torque RPM Weight lbs/hp

Viper 1992- 1995 400 4600 465 3600 3456 8.64 Viper 1996-2003 RT /10 415 5200 488 3600 3445 8.30 Viper 1996- 2003 (GTS) 450 5200 490 3700 3440 7.64 Viper 1999 GTS-R 650 6000 650 5000 2750 4.23 Viper 2001ACR 460 5200 500 3700 3350 7.28 Viper 2003 CC 500 5600 525 4600 3380 6.76
Corvette 1984 205 4300 290 2800 3542 17.28 Corvette 1985 230 4000 330 3200 3542 15.40
Corvette 1986 230 4000 330 3200 3270 14.22 Corvette 1987 240 4000 345 3200 3325 13.85
Corvette 1988-1989 245 4300 340 3200 3330 13.59 Corvette 1990 ZR1 380 6200 370 4500 3465 9.12
Corvette 1990- 1991 245 4000 345 3200 3263 13.32 Corvette 1991-1992 ZR1 375 5800 370 4800 3465 9.24
Corvette 1992 300 5000 330 4000 3223 10.74 Corvette 1993-1994 ZR1 405 5800

385 5200 3508 8.66 Corvette 1993 - 1994 300 5000 340 3600 3309 11.03 Corvette 1995 - 1996 300
5000 340 3600 3250 10.83 Corvette 1995 ZR1 405 5000 340 3600 3203 7.91 Corvette 1996 GS LT4
330 5800 340 4500 3360 10.18 Corvette 1997-2002 345 5600 355 4400 3220 9.33 Corvette 2001
Z06 385 6000 385 4800 3130 8.13 Corvette 2002 Z06 405 6000 400 4800 3116 7.69 Corvette 1968-
1982 180-450 5500 260-500 4000 3050-3550Avg. 12.0

Safety

9.1 General

All safety standards not specified herein shall conform to the NASA Club Codes and Regulations (CCR). Where conflicts between the rules found in the CCR and these rules, these rules shall supercede the conflicting rules found in the CCR. However, in the interest of safety, any participant that determines a conflict exists shall immediately report it to the series administration, for clarification. Cage Requirements

All cars must meet the rollcage standards set out in the NASA CCR. All VX cars must additionally install at least a minimum six (6) point cage, plus the two optional forward foot well braces.

NASCAR style door bars are strongly recommended on the driver's side of all cars and are also allowed on the passenger side. If NASCAR style door bars are used, standard NASCAR anti-intrusion plates shall be "u-bolted" to the outer side door bars to help prevent cockpit intrusion by sharp objects. Hardtops

A hardtop may be used, and if used, must be bolted in place. Aftermarket hard tops are allowed provided they meet the exact original equipment specifications for both design and weight. No "soft-tops" are allowed.

All cars competing in the series are not required to have fuel cells, however it is recommended. All installed fuel cells, whether optional or required must meet with the specifications and regulations found within the CCR.

9.2 Driveshaft Loop

All cars must install a driveshaft loop. For models that have the driveshaft running through the frame, in a torque tube, or otherwise contained from contact with the road surface in the case of failure, a driveshaft loop is not required

9.3 Airbags

All airbag systems must be disabled anytime while on the racetrack. Cars that are driven on the street shall reactive the airbag system whenever driving on public roads. This is the sole responsibility of the driver. NASA will not be held responsible for failure to adhere to this rule. Driver safety is as much a concern on the highway as it is the racetrack.

9.4 Steering Lock

Steering locks may be disabled in V1 and V2 cars. All VX cars shall disable the steering lock mechanism.

9.5 Ignition Cut Off

It is recommended that an ignition cut off switch be installed on all V1 and V2 cars. It is required on all VX cars.

9.6 Fire Extinguishers and Systems

V1 and V2 cars must have a fire extinguisher or fire system meeting the specifications in the CCR. All VX cars must have a fire system installed meeting the specifications in the CCR.

9.7 Scattershields / Bell housings

A scattershield is recommended. Bell housings may not be modified, however they may be updated or backdated within the same model years. VX cars may install an aftermarket bell housing, providing that it does not relocate the transmission more than one (1) inch in any direction.

Markings and Class Identification

The Corvette or Viper logo must be displayed in some location on the car. The respective class must be identified with three-inch tall letters and numbers as applicable on each door. There are three separate classes that represent three separate levels of preparation: V1, V2, and VX. All three levels are defined and described here within. Class identification for purposes of door markings shall be V1, V2, and VX.

10.1 Decals

Each vehicle is required to have certain sponsor decals to be eligible to participate in the racing program. Any other decals may be applied so long as they are not conflicting with any series sponsor and they are applied in an unreserved area. The windshield, front fenders, rocker panels, the front of the nose, and four inches on the leading edge of the roof are reserved by NASA for sponsor decals. A competitor may use these areas for decals until sponsors are obtained for those areas. At that time, the competitors must remove their decals and replace them with the specified decals from NASA.

10.2 Car Numbers

Car numbers on each door must be 16 inches tall, with at least a 2.5 inch stroke. The door numbers must be centered under the side window openings. Six inch high numbers with at least a 1.5 inch stroke shall appear on the front and the rear. The font must be plain and of a highly contrasting color. The numbers, and / or backgrounds, may be outlined by a border. This may be a required spec part.

10.3 Driver Identifying Marks

The driver's name shall appear on the lower part of the windshield, passenger side. Letters must be 6 inches tall. The size and font must be clearly readable from at least 20 feet from the vehicle when parked. In the case of more than one driver, all of the driver's names may appear over the door.

11 Allowed Modifications

Any and all performance modifications are allowed within the defined level of weight to horsepower, providing that the vehicle meets all other applicable regulations.

11.1 The following is a list of restrictions and regulations on modifications:

11.1.1 Front engine- Engine location may not be changed.

11.1.2 Rear wheel drive- All cars must remain rear wheel drive only.

11.1.3 Rear Axle- All cars must retain the IRS that was available within the model year. See section 8 for definitions of make/model year. No tube frame chassis conversions are allowed.

11.1.4 Vehicle must retain its stock front clip, floorpan, and subframe.

11.1.5 No drilling for the purpose of lightening or otherwise lightening of the frame or tub structures.

11.1.6 Roll cage may come through the front firewall in V2 and VX classes only.

11.1.7 Any oiling system may be used, but dry sump systems are only allowed in VX cars. All dry sump systems must use braided steel oil lines.

11.1.8 Engine size and modifications are free (subject to horsepower to weight ratio).

11.2 Additional Weight - Ballast

Additional weight may be added to the vehicle providing that all of the following conditions are met:

←Additional weight shall serve no other purpose than to increase the weight of the vehicle. This additional weight shall be known as “ballast.”

←Ballast shall be made of solid metal, and must be installed securely. All ballast must be secured using at least one 3/8-inch grade-5 bolt, two ‘fender washers’, and a locking nut system for every ten pounds of weight. Example: A seven-pound block requires at least one bolt system as described herein. A 30-pound block requires at least a three-bolt system.

←All pieces of ballast must be bolted through the floor pan on the passenger side of the cockpit, and must be located forward of the front seat mounting bolts.

12 Cooling Systems

12.1 Radiator / Water Pump

12.1.1 Any radiator may be used provided that it mounts in the stock location, without any modification of any part of the stock mounting location that is integral to the body.

12.1.2 Ethylene glycol-based anti-freeze is prohibited. Use of other additives, such as Redline Water Wetter is permitted.

12.1.3 All radiators must have a catch tank of at least one liter, for overflow.

12.1.4 Radiator cooling fans are unrestricted provided that they serve no other function.

12.1.5 No reverse cooling systems are permitted in V1 and V2 unless stock.

12.1.6 Fan shrouds are optional.

12.1.7 Water pumps shall not be modified, except that any functional pulley may be used provided that it serves no other function than to turn the impeller and fan (if applicable).

12.1.8 The water pump impeller may be trimmed to provide more efficient water flow in the V2 and VX classes.

12.2 Additional coolers

Any cooler for engine oil, transmission fluid, and/or differential fluid may be added.

12.3 Thermostat

Engine cooling system thermostats are optional and unrestricted, providing that they serve no other function than to control coolant flow from the engine and / or through the radiator.

13 Transmission / Differential

13.1 Clutch

Any single disc clutch and clutch cover (pressure plate) may be used in V1 providing they mount on a stock-type flywheel. No “mini-disc” or “multi-disc” type clutches are allowed in V1. V2 cars may use multi-disc clutches, but must retain the stock clutch diameter and configuration. Clutch selection is open for VX.

13.2 Flywheel

All cars may use aftermarket flywheels, or lighten the stock flywheel.

14 Wheel Assembly / Brakes

14.1 Rims / Tires

Unless otherwise specified rims (wheels) are unrestricted providing that they do not protrude outside of the fender when view from the top. C3 Corvettes may have a wheel protrusion of one inch outside the fender when viewed from above. V1 and V2 cars must use DOT approved tires. V1 cars are restricted to a 315 section width front tire. VX cars may use slicks or DOT approved tires.

14.2 Brake System

14.2.1 Brake pads are unrestricted, however may be a specified series part. Check for supplementary specifications.

14.2.2 Steel braided brake lines may be used, and are highly recommended.

14.2.3 Steel braided caliper lines are required in all classes.

14.2.4 Disc brake backing plates may be removed.

14.2.5 The emergency brake level and/or cables and associated parts may be removed in all classes.

14.2.6 All anti-lock braking systems (ABS) may be disabled. ABS systems may be retrofitted to cars that did not originally come equipped with them, but a 150-pound weight penalty will be assessed for V1 and V2 cars so equipped.

14.2.7 Any calipers may be used, except internally liquid cooled types.

14.2.8 Any brake fluid may be used.

14.2.9 No water or liquid brake cooling is permitted, except in the V2 and VX classes, and if used, must be fabricated from the stock (windshield) washer bottle and pump mechanism. Any hoses, switches, nozzles, and wiring may be used. If brake system cooling is installed as per these regulations, it must apply pure water (or tap water) ONLY; however the water may be applied to any part of the braking system. No closed system brake cooling or re-circulating cooling systems may be used in any class.

Vehicle Appearance

15.1 Exterior- General

15.1.1 No portion of the body may be modified and must maintain the stock appearance, except as provided by these rules.

15.1.2 All vehicles must look good at 50 miles per hour from a distance of 50 feet (50/50 rule). No body damage or primer is allowed. Competitors may be given some latitude for damage sustained during the event, provided that they have made a reasonable attempt at repairs and no primer has been applied.

15.1.3 No extra holes are allowed, unless specified by these regulations or a NASA supplemental publication.

15.1.4 All body panels must be securely fastened at all times while on track.

15.1.5 No tinting of windows is allowed (other than factory).

15.1.6 Glass roof panels may be replaced by using aluminum, or composite materials.

15.1.7 For V1 an air dam/splitter is allowed. No part of the air dam/splitter may exceed the outline of the car when viewed from above. The bottom of the air dam/splitter may not be any lower than the bottom of the rim, and may not continue under the car any farther rearward than the front axle center line. Any rear spoilers or wings are allowed. A diffuser is allowed from the rear axle centerline back. No other modification of the area between axle centerlines is allowed. No other aerodynamic modifications are allowed.

15.1.8 For V2: Stock-appearing bodywork must be used. Aerodynamic additions are unlimited provided that it does not violate any other applicable rules.

15.1.9 For VX: Any bodywork may be used, but must retain the stock windshield

appearance and silhouette. Aerodynamic additions are unlimited provided that it does not violate any other applicable rules.

15.1.10 Fenders and wheel openings shall remain unmodified in V1 and V2. IN VX rolling, flattening or trimming of the underside fender lip for tire clearance is permitted.

15.1.11 The hood and doors may be replaced with aftermarket replacements providing that they maintain the exact OEM bodylines and shape as original.

15.1.12 The inner fender plastic trim may be removed.

15.1.13 All trim strips and decorative plastic, rubber, etc. moldings may be removed.

15.1.14 Any mirrors may be used providing that they mount in the approximate factory locations.

15.1.15 Any paint scheme / colors may be applied to the exterior.

15.1.16 Body molding, antennas, license plates, license plate frames, license plate lights, and insignias and emblems may be removed.

15.1.17 Windshield clips and rear window straps are permitted and recommended. Lexan may be used to replace the rear windshield glass in all classes. The stock windshield must be retained in V1 and V2. Any un-tinted (except factory) windshield and rear windows may be used in VX. However, if in VX, any windshield and/ or rear window is installed other than stock, using the stock mounting (rubber gasket), then Windshield clips and rear window straps are required. Additionally, if a poly carbonate type (Lexan) front or rear windshield is used, it must be no less than 3/16 inch in thickness.

15.1.18 Hood clips are permitted. Stock hood latches may be disabled or removed.

15.1.19 Window glass may be removed on driver and passenger sides.

15.2 Interior 15.2.1 The driver's seat MUST be replaced with any seat suitable for competition, including a racing-type bucket seat. Factory seat tracks may be modified, reinforced or removed to facilitate replacement mountings provided they perform no other function. All driver seats shall conform to the CCR.

15.2.2 Any gauges may be added, replaced, or removed. They may be installed in the original instrument(s) location using a mounting plate(s) or any other location using a secure method of attachment. The dashboard may be removed, modified, or replaced.

15.2.3 Any steering wheel and attachment may be used except wood rimmed type steering wheels. Steering shaft must be stock. Any shift knob may be used.

15.2.4 The air conditioning system may be removed.

15.2.5 The heater core and blower fan assembly may be modified or removed. The driver's side floor mat must be removed.

15.2.6 All insulating material may be removed from the interior.

15.2.7 "Gutting" of the interior is permitted (except as where specified by these rules). However no structural lightening is permitted (i.e. drilling the frame).

15.2.8 Ducting may be added to provide fresh air to the driver/passenger compartment, providing that no modifications of windows and body structure are made to accommodate this addition. NACA Ducts may be used to draw fresh air in for the driver.

15.2.9 The passenger seat, mounting hardware, and seat belts may be removed.

15.3 Ride Height

Any ride height is allowed so long as no metal part of the vehicle touches the ground while on track. The rubber skirt below the air dam (optional) and the rubber side skirts must not touch the ground when parked.

16 Suspension

16.1 Shocks Absorbers / Springs

All cars may use any springs and shock(s). Shocks and springs must remain in the stock location and utilize the stock mounting locations, unless otherwise specified by these rules or supplementary

specifications. All cars may be modified to allow for 'coil-over' type suspension assemblies to be mounted.

16.2 Any anti-rollbars (sway bars) may be used on any car, providing that they mount in the stock location.

16.3 VX and V2 cars may replace any suspension bushings with Heim joints, except whereas the replacement would require modifying a spec part. V1 cars are not allowed to use Heim joints for suspension components with the exception of the front and rear control arms. All other bushings in V1 cars may be replaced with non-metallic equivalents including, but not limited to Urethane or Delrin.

17 Transmission / Drivetrain

17.1 Transmission

No automatic transmissions are allowed. Transmissions shall not be modified from their original configuration in V1. In V1, the entire transmission may be updated or backdated within the same model. V2 may mix and match any OEM transmission parts within the model. VX cars may use any manual transmission having no more than six (6) forward gears and one operational reverse gear.

17.2 Driveshaft

In V1 and V2, driveshafts shall not be modified from their original configuration, however updating and backdating is permitted. No lightening is permitted. Balancing is permitted. VX may use any steel drive shaft that incorporates two (2) U-joints.

18 Fuel and Fluids

18.1 Fuel Tank / Filler

The fuel filler trap door and restrictor plate in the filler neck may be removed. The stock gas tank and associated hardware may be removed if utilizing a fuel cell. If utilizing a fuel cell, and the stock tank is not removed, it shall not be used in any capacity, for any reason (more fuel, filling it with ballast, storing Nitrous Oxide, etc.).

18.2 Fuel Fuels / Fluids / Grease

18.2.1 The series specified fuel must be used and may not be modified in any way. If there is no published or stated specified fuel, all V1 cars shall utilize standard commercial pump gasoline with a rating no higher than 94 Octane (R+M/2 method). The competitor may be asked for the source of the fuel for testing; therefore an additional fuel sample from the exact source (vendor) must be readily available to the series administration. V2 and VX cars may use racing fuel.

18.2.2 Under no circumstances shall any fuel be modified, nor purposely heated, nor chilled unless specified by these, or supplementary rules.

18.2.3 Under no circumstances shall any fuel additives be used, unless specified by these or supplementary rules. This includes the prohibition of oxygenators and 'octane boosters.'

18.2.3 All fuel lines must be no larger than 3/8 inches, inside diameter in V1 class and 7/16 inches inside diameter for the V2 class. Fuel line diameter in the VX class is unrestricted, however all lines larger than 7/16 inches inside diameter must be steel braided.

18.2.4 Any oil and gear oils may be used. WARNING: ANY DRIVER THAT CAUSES SYNTHETIC OILS OF ANY KIND TO BE DUMPED ONTO THE ASPHALT WILL RECEIVED A CLEAN UP BILL FROM THE FACILITY. Synthetic oils must be torched off, and it is very labor intensive to clean up.

18.2.5 Any washer fluid may be used, provided that, if used, it is applied to the windshield only

and using the stock mechanism in V1 and V2 classes.

18.2.6 Any grease may be used for lubrication, except that no grease, nor any other compound, of any kind may be applied to the tread or sidewall of the tires.

18.2.7 Any power steering and brake fluids may be used.

18.2.8 Any driver cooling system may be used, providing that it does not utilize any 'reasonably' flammable material, nor any 'hazardous' material and it is a completely closed system. All driver-cooling systems shall not be pressurized more than simple line pressure created by hydrostatic head or pumping pressure (i.e. no compressed / evaporative systems such as Freon, etc.). No liquid esters, exotics such as n-Hexadecane, or ethylene's, etc. may be used in any class, except in a completely closed system used for driver cooling only.

19 Battery and electrical

19.1 Alternators

Unrestricted. However, a car is required to start under it's own power at all times while on track.

19.2 Starting Battery 19.2.1 The battery must be mounted safely in the stock location in V1. In V2 the battery may be relocated, however must be mounted in the engine bay or the trunk. In VX, the battery may be mounted anywhere in the car, a safe location and in a safe manner

19.2.2 The starting batteries may be replaced, but must use the same type (Group) for the body year as originally equipped in V1. V2 may replace the battery with a smaller and /or lighter automobile battery commonly found, and commercially available. It must be capable of starting the car, and cannot be modified.

19.2.3 VX cars may utilize any battery capable of starting the car.

19.2.4 Failure to start the car on grid utilizing the onboard starting battery in all classes, will result in forfeiture of grid position. The competitor will be repositioned to last qualifying place. In the event that more than one car fails to start utilizing the onboard starting battery, they will be repositioned to the back of the grid in the order that they originally appeared on the grid.