

# Why Rent a Seat for Team Constitutionals Racing?

*Have a blast racing wheel to wheel at the best track in a safe, available car at a reasonable cost.*

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Team Constitutionals Racing (TCR) was formed in 2012 to field a BMW e30 car in the ChumpCar World Series racing series. Since our founding we started renting out seats (on 2013) and have built a second car (2014).

Our team is very balanced; we have members that excel at mechanical, car prep/setup, and logistics/planning/strategy. Our cars are ready to race at every event, providing peace of mind to our renters that they are going to have an excellent experience as part of the TCR team.

TCR fields two cars. TCR-1 is our main rental car, and TCR-2 is our owners car. Here are the specs on those two cars:

**TCR-1:** White 1987 BMW 325is. Stock (but freshened) M20B25 engine. It currently runs a nearly spec E30 suspension setup, so it handles **very** well. Due to the suspension on this car, it current incurs penalty laps in Chump Racing. The suspension significantly ups the fun factor on this car though.

**TCR-2:** Red 1988 BMW 325e. Swapped M30B35 engine from an 90 E34 5 series. This car has a nearly stock OEM suspension, however it has gobs of power and torque. There are few cars in chump that have more straight-line speed.

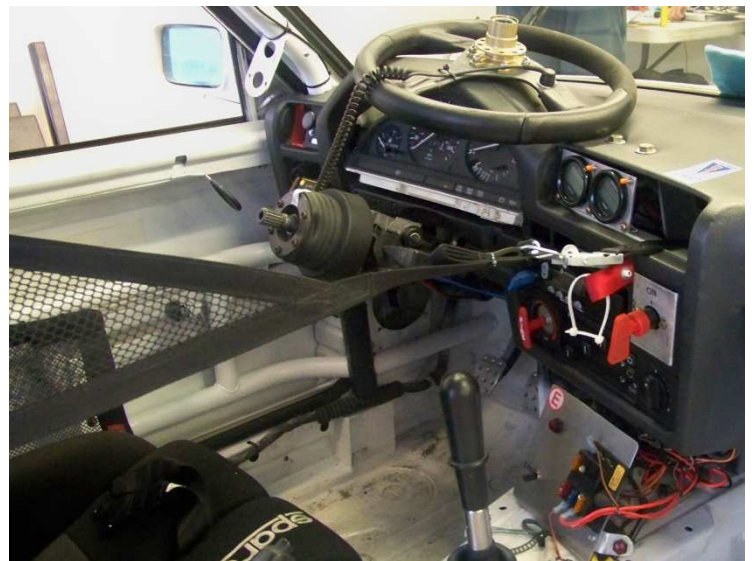


## **Safety**

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At TCR we designed our cars from day 1 with safety in mind. The last time we checked there were no pro scouts checking us out. We do this to have fun! #1 rule in having fun is to have a good clean race and come home to our friends and family in one piece. With that in mind here are the safety features we have on our cars:

- **Professionally Built Custom Roll Cages.** We do not use bolt-on kits. The cage in TCR-1 was built by Piper Motors sports. TCR-2 was built by a NSACAR cage shop. Both cages include the added protection of NSASCAR bars for the drivers. Additionally we have added structural members to the extent allowed by rule. While this does add a bit of weight, it increases the overall structural safety of the cage.
- **Full Fire Suppression.** While this is mandated by rule now, we have had this installed on our cars PRIOR to those requirements.
- **Multiple Kill Switches.** TCR-1 features a center mounted kill switch (required by rule), and also includes a driver's side window kill switch (in the even first responders need to kill power).
- **Radio Communications.** Both of our cars utilize a car to pit two way radio system. The only thing a driver needs is a helmet with a mic/earphones and an IMSA connector. This system allows driver to pit communications, AND driver to driver communications (from TCR-1 to TCR-2.) This allows anyone who notes an issues or unsafe condition to let the other parties know.



- **Halo Seats and Neck Restraints.** Both TCR cars utilize OMP halo seats, to help minimize head travel in the event of a side impact. Additionally, no one is allowed to drive in our cars without a quality neck restraint system (such as a HANS). We will not allow foam neck collars to be used in our cars. If you don't have a HANS (or something similar), contact us and we can see if we can work out a loaner for you. Additionally TCR-1 has an interior drivers right net for added driver protection.
- **Cool Suit (in car).** We race at VIR in August, the cool suit is a safety device. Our setup works with either CoolSuit or FAST branded cool shirts. If you don't have a cool shirt, we may be able to work out a loaner. Cool shirts will be mandatory at any races we expect temperatures to rise about 80 degrees. Typically we have not run them at VIR in March or December. We have our system configured so it will stay cool an entire 2 hour stint (using dry ice and other trickery).
- **Cool Suite (pitside).** We have a large pitside cooler that you can plug your cool suit into while waiting to get into the car before your stint. When fully suited up and waiting 10+ minutes in 100+ degree August heat, you can be completely fatigued before even getting into the car. This system ensures you are ready to operate at your best once you are driving on the track.
- **ABS and Tires.** Both of our cars run the factory ABS systems. This helps to ensure consistent and confident braking. Additionally, it limits opportunities for tire flat spotting which means unless there is a big spin, you will always be rolling on round tires. Historically we have always run Dunlop Star Spec tires, as we have found they provide exceptional dry and wet grip, and are very communicative. A typical set of tires will last about 36 hours of racing. What we usually do is put new tires on TCR-1 every race, and rotate the old TCR-1 tires to RCR-2, so our renters are running the freshest tires. We can't guarantee the tires on TCR-1 will be brand new for every race, however they will be very fresh and excellent to run on. Lastly we always have a full set of backup tires available at every race in case we have any tire/rim issues.
- **Lexan side and rear windows.** Yes we take the competition value adjustment for this, and yes we do it because we feel it is a safety item. In the unlikely event there is an engine fire at high speeds, the lexan is there to prevent flames from wicking back into the drivers compartment.
- **Defrost and Heat.** A racecar with defrost and heat? Yes we have retained the heat and defrost components on TCR-1. In the event that it rains, flip on the defrost and continue to see the track just fine!
- **Dedicated Crew.** We utilize a dedicated Crew Chief and Pit Crew at most of our events (and all of our VIR events). Having the same calm voice on the radio the entire time, and knowing that the same two people are going to be fueling the car helps to ensure consistency and safety while in the pits. We have pit checklists that we follow for each stop that ensures the car is mechanically checked each stop (lug nuts, tires, brakes, oil, cool suite, etc.)
- **ChumpCars that are real Race Cars.** We take pride in our cars. Don't call them crapcans and expect some feathers not to be ruffled. Historically, our form of low-buck racing also equated to cars that looks a mile from the scrapyard. When we first campaigned TCR-1 in 2012, we caught a lot of flack for how nice our car looked. We consider this part of the safety aspect of the car. We can tell if there is a leak, or if something is amiss because the car is clean, and looks nicer than most Spec e30 cars.



## Availability

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We pride ourselves in bringing well prepared and reliable cars to the track for your use. We understand that you are paying for the opportunity to race wheel to wheel on some of Americas greatest tracks, and have the expectation that when your stint comes up, you will have a safe car to pilot. We can't guarantee you there will not be issues with the car, or other drivers, mother nature or other things beyond our control. We will strive to do whatever we can to make sure you get an opportunity to drive.

- **TCR-1 and TCR-2.** We bring two cars to each race. TCR-1 is our rental car, and TCR-2 is driven by TCR's owners. Should there be a catastrophic issue with TCR-1 early in a race, we will see what we can do to work you into TCR-2, so everyone can try and get at least one stint in. This may not always be possible, as TCR-2 is running for the podium.
- **97%+ Tracktime Availability Average.** The racing gods are fickle, and past performance is not indicative of future performance, however; as of April 2014, TCR cars have been scheduled for 6600 minutes (110 Hours) of track time, and have only had 155 minutes of unscheduled off track time. That is an on track availability of 97.65%! This shows the preparation we put into the cars.
- **Prepared Cars.** Our cars show up at the track ready to race. There is no paddock thrashing going on at TCR. We'll check the air pressures, perhaps aim some headlights or adjust the suspension based on the expected race conditions. We will not be doing any major work on the cars prior to the race. During the race we will fix what needs to be fixed. We rely on our car prep to ensure we won't be swapping an engine in the dirt. We have adequate spares to keep both cars on track. Additionally at most races we have a backup e30 street car to 'borrow' parts from as needed.



## Fun

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Our main goal is for you to have a fun time while being part of our team at the track. This equates to providing you with a SAFE car, that is AVAILABLE for you to drive when your stint comes up.

- **Team TCR.** When you rent with TCR, you are part of the Team Constitutionalist Racing team. We encourage you to help out as much (or as little) as you feel comfortable with. Our pits are always open to you and your family/friends (space permitting). We usually have extra radios/headsets that can be used to monitor a race from the pits or trackside accommodations.
- **Spend as much or little time as you want.** Depending on when in the season the race is (and what is technically required for the cars by ChumpCar), we will usually arrive for a race weekend on Thursday or Friday, and then leave on Sunday. You are free to spend as much time with us as you choose! Some renters like to come in early and help with the car setup, and other prefer a simple arrive and drive, and leave when their stint is done. A big part of the fun of race weekends for us is hanging out with our friends (old and new) and fellow gear heads at the track, so we encourage you to stay and have some fun (and a few beers/cigars after the race of course) with us. Usually we'll do some kind of food, depending on where the race is and how long it is. In the past we've done home cooked pulled pork barbeque, homemade chilli, pizza's from Aunt Millie's in Milton. A couple of our guys like nice scotch and bourbon along with a nice cigar, so that along with beer is usually in supply as well.
- **A Great Car To Race.** TCR-1 is a car which speed and handling-wise is competitive with over 75% of the cars typically seen at any given race. It has multiple top 10 finishes over its career while placing 8<sup>th</sup> in the very competitive Eastern Region Championship in 2013. This car will not be a rolling chicane, and you will be doing a fair amount of passing and dicing



with other cars. It is also a very neutral and predictable car that is very communicative.

- **Video of your Stint.** We have GoPro Hero cameras that we run in all stints on both cars, to record your session. After the race we will provide you with video of your session(s), that you can share with family and friends.
- **VIR In Style.** Our home track is VIR, and that is where we run most of our races, and chances are that is where you will be racing with us. We know the ins and outs of scenic Alton and the track facilities. One thing we have always done, when running at VIR is to rent out one of the trackside villas (upstairs and downstairs.) We have an open door (and floor) policy at the Villa. If you want to bring an air mattress and crash on our floor, go for it! We also stage our food and beverages from there. The balcony is covered and looks out over the climbing Esses, and is an awesome place to watch the racing action. It's also a nice place to get pictures or to have your friends and family hang out (as the AC, kitchen and bathroom is only a step away). We usually have a radio set up and running at the Villa as well, so you can sit out on the deck and listen to the action.



## Cost

At TCR we do a flat cost per even fee. We will set the expectations regarding driving time and number of stints, however that is always subject to change based on car and driver availability, race and track conditions, and many other variables outside our control

Our costs will vary race to race depending on the expected amount of seat time, number of drivers, race length, etc. Typically we have averaged approximately \$600 per stint. Max stint length is 2 hours, and that is what we shoot for, however actual stint time will vary with conditions.

