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When it comes to sports, it is important to adhere to the rules to ensure a level playing field. Cheating is mis-seen (unless you're the New England Patriots). However, there is often a fine line between cheating and a new or innovative way of doing things. Run right next to that line, and you win. Cross it, and you can be banned from competing. Banning certain race cars or types of race cars seems counterintuitive. After all, isn't the whole point of racing cars to see who can go faster? Innovative drivers and racing teams have always found ways to maximize speed as long as there have been car racing. The problem is that these innovations do not always fall within the boundaries of racing rules. Advertising cheating is not the only reason to ban racing cars, however. Some types of cars or modifications have been banned due to safety concerns, either because they are too fast to reliably control or because some of their features put other drivers at risk. Here are 10 racing cars that have been hit with the ban hammer. Content When a man's nickname is Sneaky Pete you can be sure he'll have some career innovations up his sleeve. You can almost imagine sneaky Pete racing in an all-black suit, twisting his mustache (he doesn't really look like that). In the case of Jumping Jack Dragster by Sneaky Pete Robinson, the innovation that racing officials determined had crossed the line was incredibly simple. As Robinson lined up at the start of the race, he would use a simple lever stuck in the folding jack stands to raise the rear end of his car. This allowed him to revive his engine and begin his rear tyres by turning during the series of yellow lights that serves as a countdown to the start of a drag race. Once the race started, he would drop the rear end, and his tires would hit the ground spinning while the other driver was still knocking him down. After a race with its jumping jack stands, National Hot Rod Association, the governing body of drag racing, banned the device [source: Philpot]. I will try to go easy on extinction jokes in this section, but some might slide through a meteorite aimed at Earth to eradicate species. In 1997, Jeff Gordon drove the Hendrick Motorsports Monte Carlo in the All-Star race. However, this was not your grandfather's Monte Carlo. It was designed from the base by Rex Stump, a former Corvette engineer who designed the T-Rex to be as fast as possible. The car was named after Stump, although it also had a jurassic park-themed painting to promote the release of the film. Gordon and the T-Rex dominated the race as two raptors gorged on a herd of diplodocuses. On post-race inspection, NASCAR officials told hendrick's crew that they should not run the car again, even though it complied with all NASCAR rules. The design was too radical [source: Hendrick Motorsports]. If you want to see a T-Rex without risk of being devoured, the T-Rex is exhibited at the Hendrick Motorsports museum in Charlotte, North Carolina. Announcement as important as powerful engines are for racing cars, all the power they generate must be controlled. That's why racing cars have spoilers. They help the car's wheels keep in touch with the ground and keep things under control when the engine is spitting power. Spoilers work by generating quite down. The air flows over the spoiler, pushing it down and helping the car maintain its contact with the ground so that it does not miss the engine power. The 1977 Brabham BT46B, also known as the fan car, had a fan at the back of the engine bay that not only cooled the engine, but also generated incredible downhill strength. In the car's only race, the 1978 Swedish Grand Prix, driver Niki Lauda easily won [source: Grossinger]. The problem with the BT46B was that according to Formula 1 (F1) rules, any feature that generated pretty down had to be fixed - and a decidedly spinning fan is not fixed. The car was legal at the time because of a loophole in the rules, but it wouldn't be for long. The fan car era ended as soon as it began. Announcement Before the mid-1980s, rally races, which are car races held on public roads and wooded trails, were won primarily by cars from European manufacturers. In 1988, however, Toyota began running the Celica GT-Four World Rally Championship (WRC). He won his first race at the 1989 Australian Rally[source: Car Throttle]. Time passed, and rally cars continued to grow faster, raising safety concerns for both rally drivers and race fans. In 1995 the International Automobile Federation (FIA) required that cars have restricted plates in their turbocharges[source: Grossinger]. Turbochargers work by forcing air into the engine, allowing it to generate more power. Restricted plates limited airflow to the turbocharge, which slowed down the starting power, which, in turn, limited speed and made racing a little safer. Toyota engineers found a way to have the restricting plate on the turbocharger, but as the car picked up speed, the restricting plate automatically moved out of the way, which fulfilled the spirit (the restricting plate was on the turbocharger!) if not the letter (but wasn't doing anything!) of the law. The FIA banned the car when it discovered the ruse. Announcement If there is a theme that you should pick up on this list, it is that most cars are prohibited from messing with power engine or downforce. Chaparral 2E is in the latter category. We've already talked about how spoilers increase the downhill force, which helps the car take the road. However, there are times when you don't need as much grip and you want more speed. For example, when you're in a corner, you want to grip. When you're straight, you want speed. Most spoilers split the difference, which means you give up some grip on the corners and and speed in straight lines to have overall control. It's a commitment most car racers are doing well. Enter Chaparral 2E. He had a spoiler piece of furniture that the driver could manipulate. The spoiler could be put at a steep angle for plenty of downforce and grip in the corners, then put at a less aggressive angle for the straight parts of the track, where less downforce is needed. As a result, the Can-Am el Chaparral 2E racing series competed in illegal aerodynamic parts that moved. Advertising So far we have listed racing cars that have been banned for creating a uniform playing field, but in some cases, entire racing car classes have been banned. Such was the fate of group B rally cars, which were not banned because of a competitive advantage, but because of safety concerns - a ban even the most ardent thrill seeker could support. Group B rally cars could make more than 500 horsepower and went well over 100mph (160kph) [source: Barry]. This doesn't sound too worrying until you remember group B rally cars running on public roads, dirt roads and other trails in an exciting test of speed, control and communication between driver and co-driver. Rally fans don't sit in the grandstands. Rather, they line the road, with little protection. The ad sounds like an exciting day of racing, doesn't it? The only problem with Group B rally cars is that they kept crashing, killing drivers and spectators. The FIA, which oversees rally races, decided the entire Class of Group B was simply too dangerous and closed it down. As the mobile wing of Chaparral 2E shows up, if the car can adapt to changing conditions, you'll have an advantage over cars with a static setup. The Williams FW14B, an F1 racing car, did so but not with its aerodynamics. Instead of changing its aerodynamic components to suit track and race conditions, the Williams FW14B had an active suspension. If you recently buy cars, a seller may have told you about a car with an active suspension. However, the Williams FW14B is an F1 car, which is more powerful and of greater technology than anything in the new batch of cars. Ad The Williams FW14B used a hydraulic system to adjust the suspension based on the individual loads of each of the four tires. This allowed the car to hunt for more grip on corners and climb slightly for less drag and more speed in those right away. Between the 1992 and 1993 seasons, FW14B won victories. The FIA, which oversees F1, banned active suspensions on the grounds that they were a unfair because not all teams could afford them. The Tyrrell 025 was a fairly running F1 car from the mill, although in terms of automotive technology, it was incredibly advanced. The Tyrrell 025 had a carbon fiber body, V-8 engine (although competitors had V-10s) and a double suspension of the wish column. He also had a fairly indistinguishable race indistinguishable winning only two points at the Monaco Grand Prix in 1997 [source: Racing-reference.info]. This is where you start wondering why a car with an unseeded race is on a banned car list. If he didn't win, why would race officials be worried about an unfair advantage? This is another prohibited car that lost racing rights due to safety concerns. Announcement When the Tyrrell 025 was driven in races where the course required a lot of downforce due to curves and twists, the team would put X wings on the Tyrrell's body near the cockpit. Soon, other teams were doing the same, and all additional X-wings raised safety concerns when the cars were in the pits - it was too easy for crew members to get stuck in them. The FIA banned X-wings in 1998 [source: Spurgeon]. Chaparral is the only racing team to have the distinction of doing so on this list of two-time banned race cars. Way to go, guys. The Chaparral 2J is one of the strangest race cars ever built, and shows the kind of imagination racing teams have when it comes to doing what it takes to win. The Chaparral 2J had two engines: a rather exceptional Chevy V-8 that powered the car and a smaller unexpected engine. What? The smaller engine was driving two fans that removed air from underneath the car. This sounds completely ridiculous until you realize that sucking the air from underneath a car increases the force down and allows a car around the corner better. Ad Indeed, the Chaparral 2J had a small engine acting as an extra spoiler. Despite the car's many mechanical problems, competitors claimed that 2J fans were illegal mobile aerodynamic devices to thwart its impending success. The Chaparral 2J ran in the 1970 season of the Can-Am series, picked up a lot of wins and quickly set about grazing. Most people are familiar with the classic Dodge Chargers of the late 1960s and early 1970s - after all, the Goshdarn Duke boys drove one. The Dodge Daytona Charger, however, was a completely different kind of classic car that his parents and grandparents gathered in his driveway. The Dodge Daytona Charger had a huge wing on the rear end and a massive nose piece that made it more aerodynamic. Dodge developed it specifically to compete - and win - in NASCAR races. That's exactly what the Dodge Daytona Charger did. The Dodge Charger Daytona was the first car to break 200 mph (321 kph) in a NASCAR race and ended up winning so many races that NASCAR banned it and its brother, the Plymouth Road Runner Super Bird [source: Davenport]. What's really cool about the Dodge Charger Daytona is ran again when NASCAR was much closer to true stock car racing than it is today. That's right: Some lucky people came to ban them. I guess I own the fairly unscrupulous racing team. Articles related to Barry. Ben. Group B Rally Cars: A look back. August 2014. (September 10, 2015) Jack. Jeff Gordon Flashback: T-Rex put NASCAR in his ear with Winston's 1997 victory. Bleacher report. November 27, 2008. (June 15, 2015) Throttle. Retrospective: Toyota's Rally Special - La Celica GT-Four. 2010(June 15, 2015) Terry. Remembering 'Sneaky Pete' Robinson. Drag the races online. (June 15, 2015) Paul. Best ever in NASCAR history: 1969 Dodge Charger Daytona. Cool Rides online. April 3, 2013. (June 15, 2015) Mark. Chaparral 2E. Car and driver. June 2007. (June 15, 2015) Martin. The ten most impressive banned racing cars. Jordi. June 16, 2011 (June 15, 2015) Jim. The legend of 'Sneaky Pete' Robinson. Hot rod net. (19 June 2015) Motorsports (19 June 2015). Hms Chassis No. 2429, alias 'T-Rex'. February 16, 2005. (June 15, 2015) Chris. 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