



MINUTES OF OFFICIAL MEETING OF:

**BOARD OF DIRECTORS OF CHUMPCAR INTERNATIONAL INCORPORATED,
A Mutual Benefit Organization, 501(c)7**

1 April 2016

1. Time and Place. The Board of Directors (“Board”) of Chumpcar International, Inc., (“CCII” or “Chumpcar”) held its fourth board meeting on 1 April 2016 at Daytona International Raceway, located in Daytona, FL, convening at 1300 hrs Eastern Daylight Savings Time.

2. Attendance. All CCII directors attended: John Condren, Chair/Pres./CEO; Jimi Day, Treas.; Debs McIlhenny, Sec’y; Bob Mink, Dir.; Bill Riley, Dir..

Approximately 40 Chumps, all three Regional Directors, NationalTech, and many streaming viewers attended.

3. Presiding Officers and Quorum. Secretary convened and recorded the meeting, noting that all directors were present, and acknowledging all attending. There was a quorum, thus the Board was ready to proceed with its business.

4. Written Notice. The Board received written notice of the meeting.

5. REPORTS (Requiring No Action). Respective Board members delivered the following reports, none of which required action:

A. MEMBERSHIP: No report.

B. FINANCIALS: Treasurer declined to give a financial report, advising that CPA has all financial information, preparing the annual tax return. National Tech. noted that the BCCR requires that the Board provide the financial report within 120 days of year-end accounting. Although “year-end” is 31 December each year, “year-end accounting” occurs with the tax return.

C. OPERATIONAL REVIEW: Chair provided the following reports:

Regional Update:

- Introduced all Regional Directors.
- Introduced new Central Regional Director, Jillian Brickilow, indicating that she will take over for Mike Morrison at the COTA event in August 2016.
- 47 Total events for year, already in progress. Very successful start.

Tech/Safety:

- National Tech chief did a full review of the BCCR.



- Notable speed and cost creep is becoming an issue.
- Delaying entry of OBD II cars because teams are able to flash them in pit lane, creating a car different from the one they brought to tech.
- Board emphasizes new approach, that members deal more closely with Regional Tech before going to National Tech, because it meets ChumpCar mission and goals. So, contact your Regional Tech first.

Marketing:

- West Regional Director, Bill Guzenski, asked if we were still in print marketing, and mentioned *Bang Shift* specifically.
- CEO noted that *Bang Shift* asked for our articles and pictures. Twelve (12) members said they'd write/submit pics; three (3) actually did, and all were published.
- CEO noted that Disa Gilbride is assisting with marketing on social media; less emphasis on running ads.
- Contact CEO about new targets and/or methods of getting our message out there.
- Contact any Board member if you have skill and/or interest in helping with marketing.

Sponsors:

- Optima Batteries have been a great sponsor, but their sponsorship has come to its expected, contractual end.
- We try to get sponsors who offer product for our members, namely OMP, Frozen Rotors, Cometic Gaskets, Nex-Gen, PowerFlex, FAST, Hunsecker, Z-Tech, and many others.
- Jackson Motorsports Group and BF Goodrich are new sponsors for tires, with an interesting program for racers.
- Also have a brand-new deal with Maxxis for 200TW tires.

2016 Schedule:

- Schedule otherwise stands as posted, after dropping Iowa Speedway.
- Board is watching the budget very closely. If an event does not draw sufficient numbers of cars, the Board will drop the event.

2017 Ponca City, OK, Gran Prix:

- Used to be a SCCA event, which ended roughly 1993.
- Track is 1.3 miles, on 26-ft. wide streets, around a public lake park.
- Format will be 8 hours of sprints over two days, with two groups of roughly 20+ cars.
- West Regional Director, Bill Guzenski, grew up there and contacted the local folks to help arrange this new, fun event. Stay tuned.



Equipment:

- Central Region Trailer was burgled. Thieves took the generator and some odd tools. We have replaced the items stolen and are repairing the trailer.
- We have 96 Transponders @ approx.. \$450-500 each. That's a significant investment. So, we are watching closely what AMB does to determine what we need to do about this timing/scoring issue in the next 2-3 years. Changes might require leasing, which means that we'd have no transponders to sell. Or we may look at new systems that can share AMB loops at the tracks. Stay tuned.
- SLS Units. We have dollies with 12v batteries and lights for night racing. CEO designed and built them. While they work, they are very heavy, have been damaged over the years, and require high maintenance. Chair has asked the Regional Directors about what they need in the units: light weight, simple battery power, and easy transportability. We are taking designs; so, put your creative juices to work and offer something. We are using a black flag board that a SCCA member developed.
- Radios have been a recent topic. Each Region has 35-40 radios, some of which are dying. We have approx. 35 spare radios in inventory. All are analog, and we could have them a very long time. We can clean and refurbish them for about \$40 each. Bill Strong noted that new ones might be available for \$15-20 each, although there is a question about the manufacturer. Vertex Standard provided the radios to USCA, 70 for \$3600, all programmable. The Board will keep following this issue.
- General Safety – We are pleased to report that, in its entire history, ChumpCar has never had a liability claim. Although six people have gone to the hospital with “rung bells” from hard racing, none had a life-threatening injury. We credit this great statistic to the Rules and all those involved in working on ChumpCar safety programs.

End of Reports

6. NEW BUSINESS

- Director, Bob Mink, raised the issue of WAIVERS specifically related to performance matters. Goal is for consistency, and to eliminate any possibility of a “secret



rule book.” Mink read an email from the CEO, speaking to the procedure for rule clarifications or waivers. Currently, tech or the Regional Director at any given race event may issue a waiver/clarification, but must limit it with an expiration date. Whatever official grants that limited-duration waiver, puts the waiver in the logbook and notes its expiration date. For a competitor to get an extended or permanent waiver, competitor must ask the official who granted the waiver to consider the extension. New procedure requires that the official must bring the issue to the new Waiver Committee, comprised of National Tech., the three Regional Directors, and the CEO. Only by majority vote will the Committee grant a longer expiration date, or make it permanent. If the Committee grants the request, then the official who originally granted the waiver/clarification will notify the competitor and enter the grant in the competitor’s logbook. As well, the part that is the subject of the now extended waiver will be added to a list in an Appendix to the BCCR, publicizing the waiver for the benefit of all other competitors.

No Action Required.

- Sec’y provided the LEGAL REPORT. CCII is facing a tax problem with Wisconsin, which imposes sales tax on all monies that CC takes in for every race CCII runs in Wisconsin. CCII got audited as a result of Road America getting audited. CCII is enlisting expert assistance to deal with the problem. CCII sees this problem as a likely trend across the country, which will cause CCII to charge and collect sales tax in every State that imposes the tax. Stay tuned.

No action required.

- Chair mentioned a further impact on the increase in entry fees, specifically, that track rental rates have increased by an average of 8.5%.

No action required.

7. PETITIONS

A. #0416-1 Wheel Spacers with No Value Added. **Approved, but with restrictions to limit the waiver to 3rd generation Camaros/Firebirds (1982-1992)**. Following discussion, including input from the floor, the Board approved the requested waiver. It applies only for 3rd generation Camaros and Firebirds (years 1982-1992). The Board required that the waiver be entered into the BCCR Appendix for public dissemination.

B. #0416-2 Pre-Race Impound. Unanimously **Denied**. Discussion noting that, while the petition raises an interesting idea, it’s hard-to-impossible for some competitors to manipulate work schedules to accommodate a Friday impound.

C. #0416-3 Biannual World Championship (every other year). Unanimously **denied**. Chair provided history on 2013 National ChumpCar Championship held at Iowa Speedway, a 25-hour



race over 2 days. It drew only 32 cars, of which only 16 were contenders. Because the historic draw was poor, the difficulty of enforcement across regions, and other problems raised during discussion, the Board unanimously denied the petition as currently worded and suggested that Chumps come up with a format and issue another petition.

D. #0416-4 Suspension/Brakes with no Value Added. Unanimously **Denied**. Chumps raised the idea of using honest, knowledgeable competitors as resources who would know what parts are matched with what cars, or grouping folks by car category to go through tech.

E. #0416-5 Accusumps with no Value Added. Unanimously **denied**. Full Board noting Accusumps are a racing advantage, and that the current 10 points is very reasonable.

F. #0416-6 Aluminum Radiators with no Value Added. Unanimously **denied**. Board noting that we lowered the points value from 50 already and added restrictions, and that the majority of comments to the petition voiced “no.”

G. #0416-7 Identifying Common Swaps and Assigning them PVs. Unanimously **denied**. Board noted that the petition was hard to comprehend, Chump comments on the petition indicated the idea was too subjective, and it’s relatively impossible for the Board or Tech to identify “fast” or “slow” with any accuracy.

H. #0416-8 Swap Rule III. **Denied**. Generalized belief from Board and floor that the petition targets “Frankencars.” Members were adamant that the Board be heavier-handed. Much discussion about exercising with vigor the “Spirit” of CC; better enforcing the “margin of victory” rule; the application of ingenuity and engineering to max-build for the sake of competition and still stay within the written rules; and the need to preserve the swaps that are necessary for competitors just to get their cars on the track. Members overall wanted the Board to protect the roots of CC. The Board ultimately denied the petition, noting that there was no good consensus for the petition as written; the Board will continue to explore this issue and invites further petitions on it. Director, Bob Mink, recused because he runs swaps.

I. #0416-9 Keep Limit at 500 Points. Unanimously **approved**. The Board will find and correct any inconsistencies in the BCCR.

End of NEW BUSINESS

8. OPEN FORUM Q&A SESSION.

This session offered the attending Chumps the opportunity to ask general questions or raise ideas. It was not intended to replace the petition process or produce Board resolutions. The questions included:



- A. Does CCII have any set up for in-car Caution Warning Systems? While not wholly discounting the idea, discussion included the high per-car cost, poor standardization, dumbing-down of driver situational-awareness of flag stations.
- B. Does CCII have in place a system to realign replacement costs as time passes? Discussion included the difficulty of predicting the future availability and costs of parts. The question is pertinent, however, and a topic that the Board discusses periodically.
- C. What kind of marketing is CCII doing? Discussion included the Board noting that social media is our focus, and inviting talented/interested Chumps to contact any of us to discuss the issue of boosting our market presence.
- D. What limits the numbers of cars that can be on track? Chair explained that we are limited to what the track permits and safety dictates.

Having nothing further to discuss, and after an appropriate motion duly seconded, and unanimous vote, the Board adjourned at approximately 1645 Easter Daylight Savings Time.

SECRETARY'S CERTIFICATE

I, Deborah B. McIlhenny, certify the following:

I am the Secretary of ChumpCar International, Inc. ("CCII");

Each member of the CCII Board of Directors received written notice of the 1 April 2016 regular meeting in compliance with the CCII ByLaws;

The meeting was duly and regularly called and held in accordance with the CCII ByLaws; and

The CCII Board of Directors at the regular meeting held 1 April 2016 neither adopted nor modified/rescinded any Resolutions.

FOR THE BOARD, AND IN WITNESS THEREOF, I set my hand this 11 April 2016.



Deborah B. McIlhenny, CCII Secretary