



MINUTES OF OFFICIAL MEETING OF:

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

28 July 2016

1. Time and Place. The Board of Directors (“Board”) of ChumpCar International, Inc., (“CCII” or “ChumpCar”) held its fifth board meeting on 28 July 2016 at the SpringHill Suites Hotel one mile from Charlotte Motor Speedway located in Charlotte, NC, convening at 1830 hrs Eastern Daylight Savings Time.

2. Attendance: All Directors attended: Chair/President/CEO, Bob Mink; Treasurer/CFO, Jimi Day; Secretary/VP, Debs McIlhenny; and Directors Bill Riley and Mikiel Kingsley.

Approximately ten (10) members attended in person, with as many as 538 members attending via live-streaming, all with the opportunity to ask questions and receive answers.

3. Presiding Officers and Quorum. Secretary convened and recorded the meeting, introduced Mink as new Ch/Pres/CEO, Kingsley as newest Director, and Mike Chisek as new COO; introduced remaining Board members; noted that all directors were present; acknowledged all attending in person and online; recognized a quorum, and opened the meeting for business.

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

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

A. Secretary/VP, Debs McIlhenny, spoke briefly on the steps the Board has taken for the transition to Bob Mink as new Ch/Pres/CEO, stating the goal to respect ChumpCar’s origins ... to provide the most seat time for the buck, safely, and at some of the best tracks in the country; and noting that the Board must make decisions that might not please everybody, but are made with a sincere attitude to do what’s in ChumpCar’s best interests, and with the hope that the membership will appreciate and understand the efforts.

B. Chair/Pres./CEO, Bob Mink, commented about new leadership, his perspective as being a fellow-Chump and avid racer/car owner/mechanic; next major rule change year would be 2018, with only minor tweaks for 2017; effort to stop speed- and free-part creep; the need for clarity in the rules, no more “secret rule book”; waivers either will expire or be added to the BCCR appendix upon Waiver Committee (all RDs, Chief of Tech, and CEO) approval; Charlene, who used to do deliveries, now is working for/with Bill Guzenski (Western RD); Talia Wunder is our new bookkeeper; have a new store online; new designs on door panels, especially for night reflectivity; and applauded Bill Strong, Rob Verenna, and Mikiel Kingsley for improvements to the website and their unfailing efforts over July 4th to get it running when the system encountered an unexpected



glitch. Registration and payment changes are coming, to get away from charging per driver and toward charging per car. Want to make ChumpCar the best grassroots racing series out there.

C. Treasurer/CFO, Jimi Day, noted that we resolved the Wisconsin tax matter without having to pay tax, saving a lot of money; the Board has almost completed a full financial review; despite the ByLaws stating that we must provide a financial statement 120 after the beginning of the tax year, we still cannot provide an official financial statement because (i) finalized tax returns provide the necessary information for the statement, (ii) our new CPA found mistakes in the 2014 tax return, (iii) those mistakes affected the 2015 tax return, so, (iv) we sought and got an extension on the taxes and haven't filed them yet. We will publish the statement as soon as we have cleared up the tax issues.

There were no further reports.

6. PETITIONS. Chair led the discussion, with input from other Board members and attendees. As it always does, the Board discussed Petitions in closed session, sometimes for days, in order to answer them efficiently in open session. The Board will strive to explain its decisions to increase clarity.

A. #0716-1. Expiration Dates for Seat Harnesses and Window Nets. **Denied**.

Chair stated that ChumpCar will follow industry standard, with SCCA being the example for this issue:

(i) A SFI-only Harness is good for four (4) years from year (not the month and day) of manufacture. Example: If year of manufacture is January 2, 2016, the harness is good until December 31, 2020. **If FIA only, you must use the expiration date on the label, which will be two (2) years from date of manufacture. If it has both tags, use the SFI date.**

(ii) Window Nets typically don't have an expiration date. Use good judgment. But, if the net has an expiration date on it, that date applies.

B. #0716-2. Rename "EC" to "Exhibition." **Denied**. But the Board will reconsider if enough members get behind the idea.

C. ##0716-3 and -4, together. Open Tech Sheets and Log Books. **Denied for 2016, but ... plan to move to more open tech/log books for 2017**. Chair likes the idea. Board considers this move a major rule change, love it or hate it. Most posted responses favored the change. The Eastern Region already does this. The Board favors this change, but wants to organize a reasonable plan for it rather than just approve the submitted petition.

D. #0716-5. PowerTrain Swaps. **Denied, but expect a full-on swap formula for 2018**. Mikiel Kingsley and Bill Riley noted that the goal is to provide the new rule book by mid-year 2017. Many say the math in Mike Chisek's idea just needs tweaking. Many Chumps have submitted great ideas. The three engineers on the Board (Mink, Riley, Kingsley) have assimilated the many ideas and are working with Phil McKinney (Chief Tech), Chisek, and others to create what they believe



will be a fair formula, although it won't please everybody. Chisek suggested that it will get more expensive to increase the horse-power. Chair suggested that reliability swaps won't cost so much.

E. #0716-6. Free Coil-Overs. **Denied**. Chair would *love* to ban coil-overs; Riley finds them easier to work with, but noted that the Board tends to agree with Chair here. The general consensus: the availability of after-market springs is a direct reflection of the car you chose. Ten points per corner is not excessive.

F. #0716-7. Arm Restraints or Roof Nets in Convertibles. **Approved**. Run one or the other. If you opt for a roof net/hard-roof cover, you must ensure that the net covers all the driver's seat and part of the passenger compartment, and is securely fastened in order to satisfy Tech. **Do not use zip ties to secure the roof net**. Pit-out officials will stop you if you try to pull a fast one.

The Board strongly recommends that every Chump watch the following YouTube video of an unrestrained-arms, open-convertible roll-over:

Big Mazda MX5 Crash - Mark Leach (Car 16) Snetterton.

*** * * This Arm Restraint Rule change takes effect now. * * ***

G. ##0716-8 and -10. Fuel Cell Size. **Denied, after significant discussion in closed session**. Fuel cells must meet Rule 9.9.4 as written. Rule is fine as is, but we may review for 2018. We will do a better job of enforcing the rule consistently. We are considering points for capacity over stock, but not until the 2018 rules. Chair – If you run a car with a stock motor and tiny capacity tank, seek a waiver from the Waiver Committee. You have to deal with the personality of the car you choose. CFO – this is not meant to increase a reasonably-sized tank.

H. #0716-9. Fasteners Guideline or Prohibition. **Denied, because it is absolutely impossible to enforce**. There are far too many fasteners in every car to identify, much less put them, on a list of acceptable fasteners – or for anybody to replace all the fasteners in a car. Incredulous, the Board reminds everybody that Racing Common Sense should dictate that pointy-tipped fasteners are a bad idea.

I. #0716-11. Change the Series Name. **Tabled, because we have no immediate alternative**. But we bantied the idea a lot in closed session, and are considering it. We encourage members to suggest ideas.

J. #0716-12. National Chumpionship. **Denied, for now**. We're considering it and the expansive logistics, costs, and parameters required. A bit concerned to go to all the trouble and have nobody show up. Hauling can be a real issue for this kind of event. Would take a year to arrange, needs to be at a bucket-list track; need to ensure that all who want to run, get to. You get the idea. It was less-than-successful last time we did one.



K. #0716-13. Free Accusump, Aluminum Radiator, Trans-cooler, Oil-cooler, Etc. **Denied, after contentious discussion in closed session.** We addressed this issue at the last board meeting, and lowered the points. Director Riley believes that the petition speaks to reliability. Chair emphatically believes these items create racing advantage. Treasurer would make them free. Secretary agreed that the parts enhance reliability, but accordingly, create racing advantage. Kingsley noted that if you have a car that comes stock with an oil cooler, and we make oil-coolers open, your advantage of having one is gone and you get nothing from the rule change. It amounts to a loss for you. Everybody else can use the points for go-fast parts. We'd need to reduce the value of every car on which that part comes stock to equalize the system. Day noted the need to balance reliability versus go-fast stuff ... you have to finish to win in endurance racing. Must choose what you need most. Kingsley suggested that the Board consider this issue during its swap-rule and new car additions discussions. Until that time, the Rules stand unchanged.

L. #0716-14. Modernizing the ChumpCar Fleet. **Approved, only as a matter of fact:** we're including "newer cars" as part of the 2018 rule changes. Stay tuned, and see next comment.

M. #0716-15. Add New Cars, Values, Etc. **Denied as presented; but, see Board comment to #0716-14.** We're doing this already. In the past there were many value point changes made but never published. For now, if value goes down, it goes down immediately. If value goes up, it will wait until 2017. Before we post it all, we will vet it well so as to avoid surprises as much as possible.

Miscellaneous comments:

Chief of Tech – we definitely consider your petitions seriously, even though we might not choose to approve your request.

Chair/Pres./CEO – I make it a point to try to answer every Petition comment I get.

7. ONLINE ATTENDEE QUESTION and ANSWER SESSION (answers serve only as points of discussion, and not changes to Rules):

A. Mounting bushings, free please. Chair commented that aftermarket urethane bushings are available for almost every car imaginable, and are cheaper than OEM bushings, which is why they are open. We don't roll engine mounts in because they are not safety items, like springs and non-adjustable shocks. They are 10 points right now.

B. Hard tops on Miatas, BMW Z3s, Spyders, and Mazdas with foreign –hard tops only – zero points please. The Board has no idea what the original thoughts were for hardtops. We are looking into the value on factory hardtops and will come up with a more reasonable point value. Send Petitions please, or apply for a waiver. If we change the Miata rule right now, it will hurt those guys who built cages to no hard-tops. This topic deserves attention.



C. Delrin and Urethane bushings. All agree that the products differ. Question is if they're OEM or not. Consensus was that as long as they were not eccentric or wider than stock, either is acceptable, because otherwise enforcement would require taking the car apart to determine the material. Hence, Delrin is OK.

D. New Registration System. Mobile didn't seem to work well. Watch for it on a cell phone near you in the very near future. Chisek - Front side won't look very different. We'll change some payment structure in 2017, to drop penalties for late minute registration. We'll incentivize the early-birds. Strong noted new changes for website, live-feed through the race cars and whole race results, current news, distribution point to other folks' contributions, feedback.

E. **Drones. Not allowed at any track. Don't bring them.** Sorry, folks.
Secretary Notes: I saw several on the ground at Charlotte, one of them in the hot pits. Totally unacceptable. ChumpCar respects and honors track rules and expects all members to do the same. Secretary's concealed carry qualified . . . and a pretty good shot. . . . "PULL!" (just sayin')

F. OBDii. This issue is part of the discussions for the 2018 rules change.

G. Changing Injector Size. This is similar to changing carb pressure. We don't mind if you want to waste fuel by installing larger injectors. In our overall points discussions that will take place over then next few months, we'll fix the hit that exists now.

H. Minimum Weights. We can't enforce such a rule – we do not have scales. That's not to say that for every situation we have where we can't enforce a rule, there is no rule. This issue is subject to Tech-Director discretion. And recall that you can appeal a Tech-Director-made decision. We have a rule that excessive lightness is not allowed. As Chair put it, excess lightness is like pornography – I can't define it, but I know it when I see it. (Chair forgot to credit Justice Potter Stewart's law clerk, Alan Novak, for putting the phrase "I know it when I see it" in Justice Stewart's head.) If somebody wants to give us three sets of reliable scales, calibration equipment, software, and computers (one for each region, same brand/model for consistency), we will be glad to consider a minimum weight rule. Until then, weight is a matter of Tech discretion.

I. Next Board Meeting. We did not have time in closed session to discuss the schedule for the next meeting. We will discuss it soon and announce it.

With no further business to discuss, and following proper motion to adjourn, duly seconded and voted for unanimously, the Board adjourned at approximately 2030 hrs Eastern Daylight Savings Time.

To view/hear the open session, please go to:
<https://www.facebook.com/ChumpCarWorldSeries/videos/10154338135327346/>



SECRETARY'S CERTIFICATE

I, Deborah B. McIlhenny, certify the following:

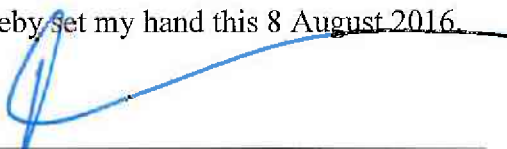
I am the Secretary of ChumpCar International, Inc. ("CCII");

Each member of the CCII Board of Directors received written notice of the 28 July 2016 regular meeting in compliance with the CCII ByLaws;

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

The CCII Board of Directors at the regular meeting held 28 July 2016 neither adopted nor rescinded any Resolutions.

FOR THE BOARD, AND IN WITNESS THEREOF, I hereby set my hand this 8 August 2016.



Deborah B. McIlhenny, Secretary – CCII