



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

**4 May 2015**

1. Time and Place. The Board of Directors (“Board”) of ChumpCar International, Incorporated (“CCII” or “Corporation”) held its second board meeting on 4 May 2015 at Corporate Headquarters, located at 18305 Llagas Court, Morgan Hill, California, convening at 0845 Pacific Time.
2. Attendance. All CCII directors attended:  

John Condren, Jimi Day, Bill Riley, Bob Mink, and Debs McIlhenny.

There were no absentee directors and no guests.
3. Presiding Officers and Quorum. As Chair, John Condren convened the meeting; Debs McIlhenny, Secretary, recorded the meeting. Chair announced that all directors were present, there are and were no non-voting directors, thus there was a Quorum and the Board was ready to proceed with its business.
4. Written Notice. The Board received written notice of the meeting, although the notice may not have complied with the requirements of CCII. Therefore, all directors waived their individual requirement of formal notice of the meeting, as the entire Board was present. Each director waived notice of the meeting and agreed to proceed with the meeting as though they had received formal notice in accordance with CCII’s Bylaws.
5. Corporate Statement. Board generally discussed CCII’s incorporated status. No action required.
6. Financials. Board discussed the 2014 financials, noting that first half of year the organization operated as for-profit, and second half of year as non-profit. CCII recorded a small loss for the year as a whole. After further discussion about the need for redundancy, an appropriate motion duly seconded, and unanimous vote, the Board adopted the following resolutions:  

RESOLVED that the Board authorizes that Treasurer should have CCII check-writing authority and directs Chair and Treasurer to take steps necessary to implement that authority;

RESOLVED that CCII’s bookkeeper will provide Treasurer with periodic financial reports.
7. Volunteer Program. After thorough discussion regarding current revisions to the volunteer program procedures and the need for further modifications and standardization, an appropriate motion duly seconded, and unanimous vote, the Board adopted the following resolution:  

RESOLVED that the Board TABLE the issue of final revisions until the Board received further, anticipated modifications and clarifications.



8. Website Update. Discussion on the process of updating the website. After an appropriate motion duly seconded, and unanimous vote, the Board adopted the following resolution:

RESOLVED that the Board TABLE selecting a vendor until the Board received further, anticipated vendor input.

9. Forum. Following general discussion on the multiple issues regarding the Forum, and an appropriate motion duly seconded, and unanimous vote, the Board adopted the following resolution:

RESOLVED that Board would further instruct and define to the Forum Admin and all other Moderators to review the Forum for inappropriate content (e.g. – language, politically-inferred statements, promotion and/or discussion of other (non-ChumpCar) org events, etc.)..

10. Annual Member Meeting. After discussion about effective communication with members, including using advertising, direct email/social media contact, snailmail, and in-person contact, and following an appropriate motion duly seconded, and unanimous vote, the Board adopted the following resolution:

RESOLVED that the November Board meeting, scheduled for 2 November 2015 at Las Vegas Motor Speedway, would be open to all members who choose to attend, and would follow a town-hall meeting format to include public comment and closed executive session.

11. Chump Late Model. Board discussed this Late Model stock-car, road course, sprint format series as possible sprint race series or new class for ChumpCar. Michael Chisek appointed to coordinate the program rules. No action required.

12. Membership Petitions. Following almost three (3) hours of review and discussion, the Board drafted responses to seventeen (17) member petitions. After full discussion, an appropriate motion duly seconded, and unanimous vote, the Board adopted the following resolution:

RESOLVED that the Board authorizes and directs Chair to post the responses.

13. Matters Requiring No Board Action. The Board reviewed and discussed a variety of other matters that required no action, including, but not limited to, staffing; national rules review; safety; membership, dues, and voting; region standardization; inter- and intra-regional communication; public relations; sponsors; decal placement; tracks, schedules, and availability; appeals process; and legal issues.

Having nothing further to discuss, and after an appropriate motion duly seconded, and unanimous vote, the Board adjourned at approximately 1500 Pacific Time.

Dated: 1 June 2015

FOR THE BOARD,

Debs McIlhenny, Secretary

## **Petition 2015-1**

### **Allow larger fuel tanks in exchange for TCV points**

**Andy Cossick**

1. Identify the issue, as you perceive it. Reference any existing rule(s) that pertains to the issue.

Rule 9.9.4 limits the size change allowed on a fuel tank. The issue is some cars cannot run 2 hours on their existing fuel cell, and while the team may be under 500 points in TCV they cannot use those points to expand the size of the fuel cell. This situation limits teams in their ability to make their cars more competitive.

2. Identify, if possible, your understanding of why the current rule or process was initiated and put into place (this is requested to confirm some general understanding of the larger picture; however, if you do not have such an understanding, proceed to Step #3)

I believe the original rule that allows aftermarket fuel cells of up to two gallons was put in place to allow teams with odd size fuel tanks to find something close. I also believe there is some safety consideration in limiting the size of the fuel tank. However if car A has a factory size 10 gallon tank and car B has a factory size 20 gallon tank, allowing car A to have a fuel cell of 20 gallons poses no greater risk than car B.

3. Propose a solution or revised rule. Petitions received without a solution will NOT be reviewed or discussed by the Board of Directors. Make sure that your solution is well-thought out and encompasses the following considerations:

- \* Single-class of racing
- \* Sprint races of lengths between 30 minutes and 2 hours
- \* Endurance races of lengths between 4 hours and 40 hours
- \* All vehicle makes and models as listed in the MPV List of the BCR
- \* Drivers and crew of all capabilities, including members with handicaps
- \* No preferential emphasis is provided to any car type
- \* Meets generally accepted safety rules mandated by various motorsports tracks, recognized safety organizations and insurance providers
- \* No preferential emphasis is provided to mechanical, manufacturing and/or fabrication tools or equipment beyond typical hand tools found in most home garages and/or is available from general, non-specialty retailers

*Revised rule:*

*9.9.4 Fuel cells shall be limited to the stock, OEM fuel capacity for the make/model of car, plus- or-minus (+/-) two (2) gallons. If outside this range assign a point value of 10 per gallon above the factory tank size +2 limiting the maximum size to either 2x original tank size or 32 gallons, whichever is less.*

*9.9.4.1. Allowable Fuel Cell Upgrades for no additional points:*

*9.9.4.1.1. For those teams having a STOCK fuel tank of 18-20 gallons, Chumpcar will allow the use of an SFI/FIA certified 22 gallon fuel cell. 9.9.4.1.2. For those teams having a STOCK fuel tank of 26-30 gallons, Chumpcar will allow the use of an SFI/FIA certified 32 gallon fuel cell.*

4. Provide a list of the positive changes and/or rationale for implementing the proposed solution or revised rule.

Provide teams with the ability to use TCV points to extend the distance they can travel on a tank. No more gray area (i.e. 9.2 gallon tank rounded up to 12 since there are no 11.2 gallon fuel cells). I chose limiting to 2x since smaller vehicles may not have a safe central location to fit really large tanks. 10

points per gallon seemed like a fair trade off though that could be changed to any more realistic number.

**Board of Director Decision: UNAPPROVED**

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**Petition 2015-2  
MPV Re-Evaluation For Lexus SC 300/400  
Glenn Smith**

My View Of Problem:

The MPV of the Lexus SC300/400 is currently set at too low of a value based off of its performance and what the market value of the car is.

Proposed Solution:

Raising of the MPV of the car based on its performance and market value.

Positive Changes:

Leveling of playing field between cars as was similarly done when the values of other cars were adjusted.

**Board of Director Decision: Referred to Chief of Tech (Phil McKinney)**

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**Petition 2015-3  
Petition to lower the MPV of Toyota MkIII Supras, 1986-1993  
Julian Reville - Team MOCIAP**

Currently the MkIII Supra, 1986-1993, is valued at \$400, the same as the Lexus SC300 and SC400, 1992-1997. A comparison of the weight to power ratios of the MKIII Supra vs. the Lexus SC300/400 shows a serious imbalance, in favor of the Lexus.

Specifically, a 1989 Toyota MkIII Supra, in stock trim, produces 200 HP and 196 lbs-ft of torque from the 7M-GE motor, and weighs 3395 lbs, for a weight to power ratio of 16.98 lbs/HP.

The 1992-1997 Lexus SC300, in stock trim, produces 225 HP and 210 lbs-ft of torque from the 2JZ motor, and weighs 3485 lbs, for a weight to power ratio of 15.48 lbs/HP, a 10% advantage.

The 1992-1997 Lexus SC400, in stock trim, produces 250 HP and 260 lbs-ft of torque from the V8 1UZ motor, and weighs 3600 lbs, for a weight to power ratio of 14.4 lbs/HP, a 15% advantage.

I propose that the MPV of Toyota MkIII Supras, 1986-1993 be lowered from \$400 to \$350, hopefully allowing sufficient suspension enhancements to partially offset the higher power of the Lexus SC300/400.

**Board of Director Decision: Referred to Chief of Tech (Phil McKinney)**

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**Petition 2015-4**

**Petition: Fuel tubing size**

**Justin Lee - Thing3 Racing**

1. Identify the issue, as you perceive it. Reference any existing rule(s) that pertains to the issue.  
Fuel line routing whether from the fill cap to the tank or from the tank to the fuel rail and tank return has grown excessive in both diameter and length. Teams have been observed utilizing 4-6" diameter filling necks with matching fuel tubing going into the fuel tank/cell of excessive lengths holding as much as 3-4 gallons of fuel. Teams have also been observed utilizing excessive routing to and from the fuel tank and engine systems with questionable motive and safety. This quantity of fuel being stored outside of the tank both creates an increased safety risk and advantage of storing more fuel while on track.
2. Identify, if possible, your understanding of why the current rule or process was initiated and put into place (this is requested to confirm some general understanding of the larger picture; however, if you do not have such an understanding, proceed to Step #3)  
Related to but not contained within:
  - 4.8.1.4. All properly sized stainless steel or metal braided fuel hoses, fuel fittings, fuel filters, and related mounts are open and do not count towards TCV.
  - 4.8.1.5. All fuel-system components upstream of the fuel pump, including the fuel pump, tanks/cells, mounts, fillers, vents, etc. are open and do not count towards TCV (NOTE: carburetors, injection pumps, computers, and individual injectors are NOT exempt from TCV. Basically, things downstream from the pump count towards value.)

9.9.8. Fuel Cell Installation: If you decide to install a fuel cell, it must be securely mounted in a professional manner and must be installed in a safe location. All aftermarket fuel components must use threaded fittings and appropriate hose types, and include all appropriate racecar-quality vents, valves, and other features. Fuel cell installation will be judged on overall execution and apparent safety.
3. Propose a solution or revised rule. Petitions received without a solution will NOT be reviewed or discussed by the Board of Directors. Make sure that your solution is well-thought out and encompasses the following considerations:  
To avoid potentially dangerous conditions, fuel tubing outside of OEM length and diameter may not increase the capacity of the fuel system in its entirety by more than 0.5 gallons outside of the fuel tank/cell and surge tank. The tubing must also adhere to OEM routing while making appropriate acceptations for the addition of a fuel cell and/or surge tank. As such, the fuel system is hereby defined between the gas cap and filler neck to the engine and all associated fuel lines.
4. Provide a list of the positive changes and/or rationale for implementing the proposed solution or revised rule

Teams will not be tempted to route fuel lines containing an excessive amount of fuel outside of the safe storage of a fuel tank/cell which has obvious dangerous implications during a wreck. There will also not be a competitive advantage granted to those willing to take this risk on track to themselves and others.

**Board of Director Decision: UNAPPROVED WITH COMMENT – The Board agrees with the “spirit” of this petition but does not agree with mandates that provide overwhelming restrictions; therefore, the BCCR will be amended to reflect: (A) a 3” MAXIMUM O.D. for all fuel fill lines; (B) MAXIMUM -8 (AN) or ½” fuel lines from cell/tank to the engine; and (C) language that will state all fuel lines must be routed in a direct routing to and from source/termination point. Fuel tubing size, placement, attachments and connections to be determined at the discretion of the Director of Tech & Safety. Regional Tech Chiefs to confer via e-mail or phone, with pictures if possible, with the Director of Tech & Safety on all questionable fuel components or layouts. Unapproved fuel components or layouts to be noted in Log Book for immediate correction or correction by next event.**

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**Petition 2015-5**  
**Petition to amend the 2015 BCCR - 4.5.5.1.1**  
**Nathan Gardiner**

A Modification of and Expansion to the Valuation Method for Materials Used in Homemade Components

1. Identify the issue, as you perceive it. Reference any existing rule(s) that pertains to the issue.

4.5.5.1.1.

In general, this rule works well and represents a fair and logical way of assigning material values. A couple issues arise which can be eliminated or reduced with an expansion and modification to the current rule.

Issue #1: Value mis-match

Team A uses sheet aluminum (this aluminum was originally roof flashing) from their garage to build spoiler, they claim \$2 / sq. ft.

Team B buys aluminum flashing from Lowes and claims that aluminum flashing is not exactly ‘sheet metal’, they do not think \$2 / sq. ft. is appropriate so they decide that the value is equal to their purchase price of \$0.43 / sq. ft.

These are both identical ‘sheets of metal’ and should be assigned equal value.

Issue #2: non-sheet materials

The rulebook only specifies a valuation method for 'sheet' materials. Therefore, if two teams show up with aluminum tube uprights supporting a rear wing they may claim and receive different values.

Issue #3: Items not addressed by 4.5.5.1.1

If a team shows up with cardboard or corrugated plastic, what is the value? These do not fit within 4.5.5.1.1 fixed values, but there is no defined way to value these within the 'homemade components' section of the rulebook. It is common practice to value these on a per sq. ft. basis equal to purchase price, but it isn't actually written in the BCCR.

Issue #4: \$ signs

This rule still assigns TCV increase in \$, while the rest of the rulebook has been converted to 'points'

The following petition will do 4 things:

1. More broadly apply the fixed values identified in 4.5.5.1.1 to lessen lawyering and variation in value on identical materials.
  2. Add a way to value materials which are not in sheet form but are composed of the materials in 4.5.5.1.1
  3. Define a way to assign value to materials which are less common and not addressed by the fixed values in 4.5.5.1.1
  4. Change \$ to 'points'.
2. Identify, if possible, your understanding of why the current rule or process was initiated and put into place (this is requested to confirm some general understanding of the larger picture; however, if you do not have such an understanding, proceed to Step #3)

The current rule was put into place to standardize the valuation of homemade components, much like the MPV system standardized the value of all cars used in the series. It was common under the previous material valuation system for team A to have a value of X for sheet aluminum, and team B, using the same exact material to have a value of ½ X. This variation stemmed from vendor, time of price quote, buy quantity, and more. The rule allows Chumps from all over the world to pick up a sheet of plywood, build with it, and have equally assessed TCV increases.

3. Propose a solution or revised rule. Petitions received without a solution will NOT be reviewed or discussed by the Board of Directors. Make sure that your solution is well-thought out and encompasses the following considerations:
  - \* Single-class of racing
  - \* Sprint races of lengths between 30 minutes and 2 hours
  - \* Endurance races of lengths between 4 hours and 40 hours
  - \* All vehicle makes and models as listed in the MPV List of the BCCR
  - \* Drivers and crew of all capabilities, including members with handicaps
  - \* No preferential emphasis is provided to any car type
  - \* No preferential emphasis is provided to mechanical, manufacturing and/or fabrication tools or equipment beyond typical hand tools found in most home garages and/or is available from general, non-specialty retailers
  - \* Meets generally accepted safety rules mandated by various motorsports tracks, recognized safety organizations and insurance providers

What I propose are a few wording changes and two added bullets:

4.5.5.1.1. ~~Not~~ Every possible material used in "home-" and/or "hand-made" fabricated components ~~can be~~ is addressed within the BCCR.; ~~however, many~~ Components

fabricated from standard materials (listed below) will be assigned a value using the following material rates:

- 4.5.5.1.1.1. PlyWood (up to 0.5" thick) - \$1 point / sq. ft.
- 4.5.5.1.1.2. Sheet Metal (up to 0.25" thick) - \$2 points/ sq. ft.
- 4.5.5.1.1.3. ~~Sheet Plastic~~ / Polycarbonate (up to 0.38" thick) - \$3 points/ sq. ft.
- 4.5.5.1.1.4. Carbon Fiber - \$5 points/ sq. ft.
- 4.5.5.1.1.5. Remaining materials not fitting one of the above categories (canvas / coroplast / cardboard / foam / lawn edging etc.) will be valued at their purchase price at a ratio of \$1 / sq. ft. = 1 point / sq. ft. Bring a receipt proving cost. Tech inspectors have the right to look up values and make changes regardless of a team's claimed value.
- 4.5.5.1.1.6. Tubing will be classified into one of the material categories per 4.5.5.1.1.1-5., and its sq. ft. will equal its exterior surface area (example: an aluminum tube with diameter 1" and length 3' would be valued at  $3.14 * 1 * 36 * 2 / 144 = 1.57$  points)

This rule change would affect all cars and teams equally, shows no preference, and would not cause issues with any of the bullet points listed under point 3.

- 4. Provide a list of the positive changes and/or rationale for implementing the proposed solution or revised rule.
  - 1. Increased standardization of material values.
  - 2. Increase in the ease and speed of tech inspection and post-race impound as materials used can be more readily valued.
  - 3. Common practice by many ChumpCar teams has been to use purchase price as the basis for valuing non-standard materials even though this is not specified in 4.5.5.1.1. This rule modification would officially include this valuation method for materials not covered under 4.5.5.1.1.1-4
  - 4. Introduce a valuation method for non-sheet materials.

## **Board of Director Decision: UNAPPROVED**

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### **Petition 2015-6 MPV for 1989-1992 Mazda RX-7 series 5 13B JC Krueger**

I am writing to petition the board to adjust the MPV points for the Mazda RX-7 series 5 1989-1992 (non-turbo). It is currently at 435.

In the beginning of the 2014 race season the value for the Mazda RX-7 series 4 13B 1986-1988 was reduced to 350 points. I do not know the reason for the reduction, I assume somebody petitioned the board for the change (I saw the notice of the change on the forum). I would guess that this change was made to reflect the age of the cars and the fact that they are becoming less competitive with "newer" cars being raced in the series.

I propose that the same drop in value be considered for the 1989-1992 series 5 Mazda RX-7. The only differences between the series 4 cars and the series 5 cars was a slight boost in hp (146hp to 160hp),

and some cosmetic changes. I feel that this slight difference in hp doesn't warrant a 85 point difference. I propose changing the 1989-1992 series 5 MPV value to 380-395 points. This would reflect the slight differences between the series 4 and series 5 cars and the overall age and waning competitiveness of these cars.

I feel that this sight change will allow these cars to become more competitive against other cars in its class by allowing a few performance parts to be added and still keep the TCV under 500 points. This could encourage other RX-7 owners to race their cars in the Chump Car Series. By dropping the MPV for the turbo charged series 4 and 5 RX-7s a commensurate amount as well (currently 475 and 535) to reflect their age, could bring even more RX-7 owners to Chump Car racing.

## **Board of Director Decision: Referred to Chief of Tech (Phil McKinney)**

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### **Petition 2015-7**

#### **Petition for clarification of Minimum Roll Cage Standards, re: door bar spacing**

**David Castello**

Petition for clarification of Minimum Roll Cage Standards, specifically regarding door bar layout and placement. Section Appendix, Roll Cages, A.2.a.

*1. Identify the issue, as you perceive it. Reference any existing rule(s) that pertains to the issue.*  
CHUMPCAR 2015 BCR:

Appendix:

A:

2. Two driver-side door bars that will prevent cockpit intrusion (NASCAR-style or X-design is acceptable).
  - a. The spacing between the fore and aft terminal ends of all door bars (including X-design) must include a separation of no less than six inches of open space when measured at the centerline of each bar. Triangulated bars that meet or join at the front hoop are allowed so long as the spacing of the upper and lower bars (attached to the main hoop) is a minimum of six inches when measured at the centerline of the tubing bar.

The wording on door bar spacing is a constraint to possibly safer build options beyond the minimum requirements.

As written, in order for a roll cage to be compliant to the rules, the door bars must have a minimum of 2 driver's side door bars and a minimum of 6" of open space (daylight) between the driver's side door bars. This would indicate that one could have 7" or even 10", but not 5-1/2" of open space between the bars.

My interpretation is that this is a minimum build standard but the wording does not cover additional scenarios where 3 (or more) door bars would be utilized in a generally accepted safe manor of roll cage construction. Utilizing a door bar layout with 3 door bars vs. the minimum of 2 would generally be considered "safer" but could then place the bars *closer* than the currently defined minimum of 6" of spacing. This would be violating the written rule but would clearly be a safer option.

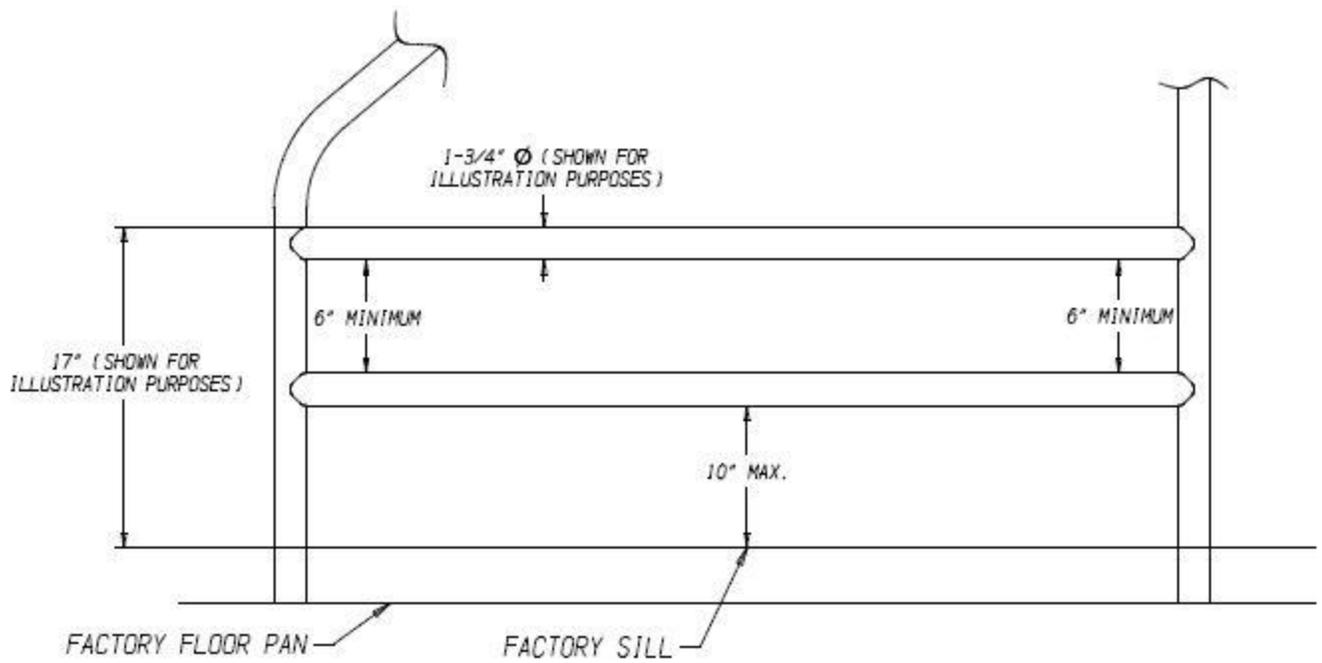
2. *Identify, if possible, your understanding of why the current rule or process was initiated and put into place.*

After much thought and deliberation with fellow Chumps on the *intent* of the wording, I think that Chumpcar was defining the minimum standards so teams could not build unsafe driver's side door bar designs, specifically by giving teams a maximum dimension from the factory sill to the lower door bar and then a minimum dimension of door bar spacing. This does make sense from the perspective of minimum safety standards and would prevent teams from having driver's side door bars that have a net result of being too low in comparison to the driver, thus not providing adequate side impact protection.

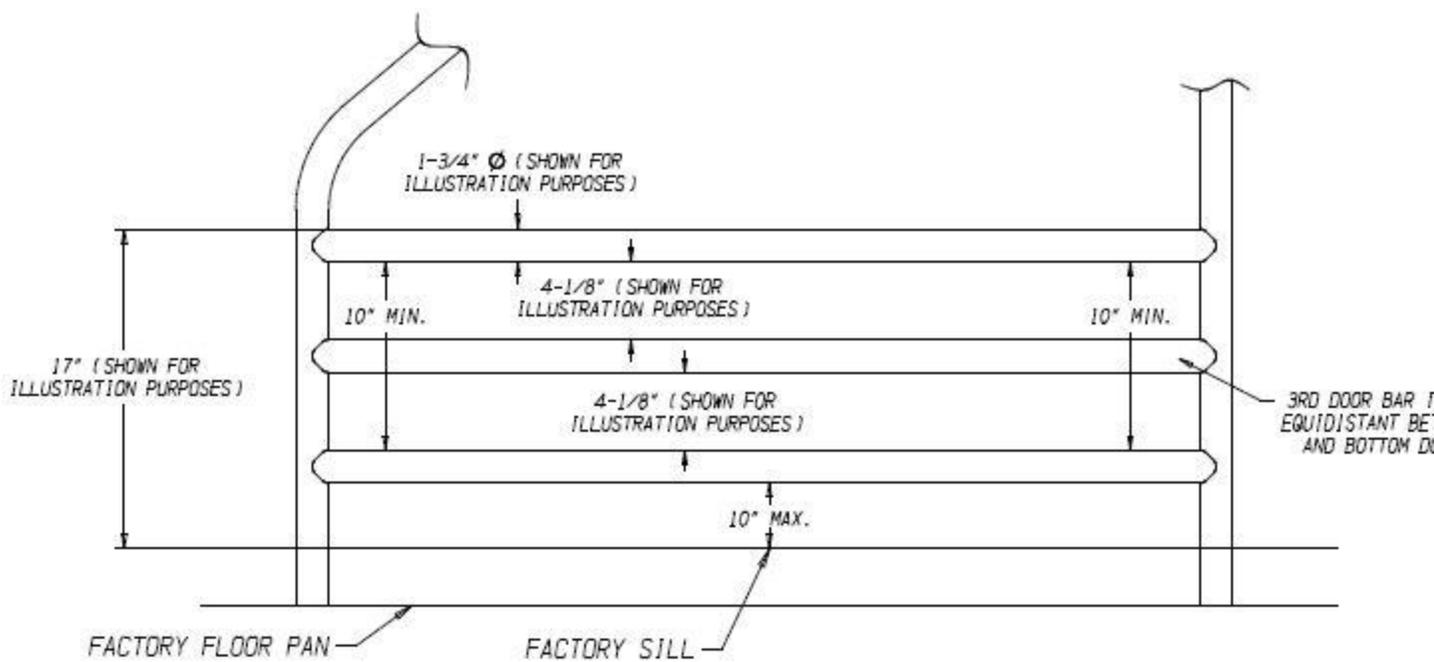
3. *Propose a solution or revised rule. Petitions received without a solution will NOT be reviewed or discussed by the Board of Directors. Make sure that your solution is well-thought out and encompasses the following considerations:*

My proposed solution is the following:

- Leave the current wording as-is, but define this as a *minimum standard for teams using only 2 driver's side door bars.*
- Add verbiage and/or sketches to define what is acceptable for teams utilizing more than 2 door bars (see included sketches for reference)
- o Example of added wording: *For teams utilizing more than 2 door bars, the minimum opening distance between the top and bottom door bar shall be "X" inches with remaining bars placed equidistant between top and bottom door bar within reason utilizing safe and reasonable build practices (I suggest 10" minimum, but there are smarter people than me on the board that can make the final decision and reword the final verbiage).*



## 2 DOOR BAR LAYOUT (MINIMUM STANDARD)



4. Provide a list of the positive changes and/or rationale for implementing the proposed solution or revised rule

This is simply a clarification to the existing rules to ensure everyone understands the options available at the time of a new build and can build their car as safe as possible to meet or exceed the minimum safety standards.

**Board of Director Decision: UNAPPROVED WITH COMMENT – To-date, ChumpCar has not had a team present a car to Tech with roll-cage door-bar issues resulting from any misunderstanding of the stated rules. While the presented explanation “may” present a more detailed example, the Board of Directors feels that the current explanation meets basic build requirements.**

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**Petition 2015-8**  
**Petition to change 4.6.11**  
**Aaron Bluestone**

4.6.11. Applicable to BMW e28/e30/e36 platforms only: No swap-surcharges or additional cost values shall be applied to engine swaps FOR ENGINE MODELS THAT ARE APPLICABLE, INTERCHANGEABLE AND/OR OPTIONAL TO THE SUBJECT PLATFORM. (i.e. - 318-to-325(M50) engine swaps) Rather, the MPV (points value) of the car will be based on the car and engine combination as presented to tech and the engine resident within the vehicle, regardless of what engine may have been installed originally.

I find that this rule has the potential for some strange unintended scenarios such as the use of an M3 shell, or a shell that has unfair advantages like a better ratio limited slip. I also find no reason that a better rule could not apply to cars of any brand.

I propose that rule be removed and replace with the following:

Rule for swapping engines within same generation and type of car:

You may optionally swap engines without using the swap process so long as the engine, transmission, and rear end (if applicable) are available in the same trim car from new. The base value will be of whatever engine you are using.

All items that are 2x can be of either spec.

All items that are fixed value add must be from the same spec car as the engine or you must pay for each as if they are added

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## **Board of Director Decision: UNAPPROVED**

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### **Petition 2015-9**

#### **Petition to ban certain tires**

**Aaron Bluestone**

2.4.4. EC-cars must race on tires rated at 180 treadwear or higher.

The reason for this rule as I understand it is to keep tire costs down.

I am petitioning because I was made aware that the Pilot Sport Cup 2 is now a 180 treadware tire. These tires are amazing but expensive. It would cause a considerable cost creep if we all needed to start buying these to stay up front.

proof of 180 here:

<http://www.tirerack.com/tires/tires.jsp?tireMake=Michelin&tireModel=Pilot+Sport+Cup+2>

The Toyo R1R is another tire that has changed and will now be 200tw. I would consider these to be more expensive than the Rivals but with a shorter life. I request the board consider the merits of banning this also.

I cannot think of a way to revise the rule outside of specifically banning these tires by name.

## **Board of Director Decision: UNAPPROVED WITH EXPLANATION -- ChumpCar does not control, measure, set or test tire treadwear; this is a factory controlled measurement.**

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### **Petition 2015-10**

#### **Petition to grandfather existing roofnets.**

**Art McEwen**

1. Identify the issue, as you perceive it. Reference any existing rule(s) that pertains to the issue. With the recent requirement for arm restraints in open cars competitors with existing roof netting now face obsolescence of gear that was previously considered "safe".
2. Identify, if possible, your understanding of why the current rule or process was initiated and put into place

While arm restraints are arguably as safe or safer then roof netting and are the preferred method in future, roof netting isn't suddenly inherently unsafe and switching from one safety system to the other without a transition period needlessly increases costs to the competitor.

3. Propose a solution or revised rule.

Please consider the following change to 3.5.2.3 and suggested wording for a new 3.5.2.4

3.5.2.3. Roof Nets (per 2013-2014 BCCR): Roof nets are still considered a valuable safety tool and teams may utilize roof nets (without value-add or penalty); however, arm restraints are still required for new open-top Chump cars. Roof nets, when used in conjunction with arm restraints will not be deemed to expire after their SFI/FIA dates have expired.

3.5.2.4. Chump cars which have passed 2013 or 2014 Chump safety inspection with roof nets in place shall have their roof nets grandfathered until their nets SFI/FIA dates have expired provided the nets otherwise maintain compliance with 2014-16 BCCR. Such teams can operate without arm restraints, However if arm restraints are used by any driver then procedures/penalties outlined in 3.5.2.1/3.5.2.2 must be followed.

4. Provide a list of the positive changes and/or rationale for implementing the proposed solution or revised rule

Roof nets were previously deemed safe and have not been shown to be otherwise even if arm restraints may be inherently “better”. Teams have previously expended time and money to install roof netting with the view that they were within the rules through 2016. This grandfather provision provides a temporary compromise for existing teams and allows them to transition towards arm restraints without throwing away potentially viable safety gear.

## **Board of Director Decision: UNAPPROVED**

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### **Petition 2015-11**

#### **Proposed amendment to the BCCR Warren Gould - Brick House Racing**

Propose that the value of brake Master Cylinders be change to allow OEM type Brake Master Cylinders to be included in the 2X rule while keeping aftermarket units at the current 50 point value, The brake system is currently allowed to be upgrade per the 2X rule with the exception of the Master Cylinder. This allows changes to calibers, rotors, pads,and lines. The inclusion of OEM type Master Cylinders would also meet the intent of this rule. By retaining the 50 point value for aftermarket units, the rules would allow teams to improve brake feel without significantly improving brake performance or opening the door to high cost aftermarket racing units to be installed without penalty.

Current rules:

4.5.3.2.1. Non-exempt components and their FIXED POINT VALUES:

Non-OE master brake cylinder: 50 pts

4.8.1.2. Wheels, brake calipers, brake rotors and shock absorbers are open PROVIDED all competitors maintain the “2X Rule” --- The 2X Rule: the retail price of any NEW replacement wheel, brake caliper, brake rotor, or shock absorber that you put on your

ChumpCar has to be less than twice the cost of a replacement wheel, brake caliper, brake rotor or shock absorber that is available on-line by a nationally recognized auto parts retail chain (i.e. - Napa, AutoZone, O'Reilly, Advanced, etc.). ChumpCar reserves the right to go on-line and pull-up retail prices... so have your part numbers ready

Proposed amendment:

4.5.3.2.1. Non-exempt components and their FIXED POINT VALUES:

Aftermarket master brake cylinder: 50 pts

4.8.1.2. Wheels, brake calipers, brake rotors, OEM-type brake master cylinder, and shock absorbers are open PROVIDED all competitors maintain the “2X Rule” --- The 2X Rule: the retail price of any NEW replacement wheel, brake caliper, brake rotor, OEM-type brake master cylinders or shock absorber that you put on your

ChumpCar has to be less than twice the cost of a replacement wheel, brake caliper, brake Rotor, OEM-type brake master cylinder, or shock absorber that is available on-line by a nationally recognized auto parts retail

chain (i.e. - Napa, AutoZone, O'Reilly, Advanced, etc.). ChumpCar reserves the right to go on-line and pull-up retail prices... so have your part numbers ready

## **Board of Director Decision: UNAPPROVED**

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### **Petition 2015-12**

#### **Petition to require minimum number of races prior to receiving a full competition license**

#### **Shaan Mohammed - Busted Knuckles Racing #87**

1. The issue:

The Optima ChumpCar World Series has a large amount of first time and or rental drivers/teams. While accidents are caused by drivers/teams with a range of experience, the perception is that the majority of accidents are caused by new drivers or rental drivers unfamiliar with the car, track, conditions, or racing. Unfamiliarity causes drivers to make decisions that under normal circumstances might not be made. Additionally, drivers unfamiliar with the series or road racing are more likely to ignore safety signals and rules. Having volunteered at several races, I have heard first hand, “he’s a dirt track racer...he doesn’t know the flags.” The driving school can be skipped by drivers and without practice or repetition the information in the class is often forgot (what’s a meatball flag?).

Referenced Rules: (only references driver eligibility and conduct)

Section 2.5 specifically 2.5.2

Section 6.2.4

Section 7.0 specifically 7.6

2. Understanding:

Two types of licenses are currently listed in the rule book. The first is issued per race and is only valid for the issued race and is assumed to be electronic since no hard copy exists. The second is issued as a requirement of membership in the ChumpCar Series and shows that a member has paid their yearly dues and has voting rights within the series.

Section 7.0 provides ground rules for conduct and penalties for bad behavior. This section provides explanation of a “safe” pass as well as general courtesies that should be considered while on track. In general, section 7.0 provides a handbook for drivers to follow while out on track.

3. Proposed Solution:

Similar to other forms of motorsports and series, drivers should be required to complete a number of events without incident. Many sanctioning bodies require that drivers first complete a number of HPDEs before being issued a competition license. Motorcycle racing requires new riders to wear a safety vest to identify them as a novice and let other riders know to give them extra room.

Drivers should be required to compete in “X” number of races before being issued a competition license. This is regardless of the prior experience of the driver. The team vehicle must be marked clearly with a red “N” for novice on all four sides of the vehicle anytime that an unlicensed driver is part of the team. Once the driver has competed in “X” number events without incident, either contact or safety, then the driver is awarded a competition license. If all drivers on a team are licensed then the red “N” may be removed from the vehicle. To keep the license, the driver must compete in at least one event per year. This will ensure they are current with any changes that may have been made within the series.

Prior to receiving the license drivers are required to pay \$10 per event and attend the driving school. After attending the driving school and paying their fee – the wrist bands will be awarded to the drivers. Registration will only hand out bands to drivers not team captains, this will aid in making sure that everyone has a license and that team captains are just handing them out.

Licenses can be revoked or put on probation at any time after which an incident has occurred. Terms can be decided by the officials based on intention and severity of the incident.

#### 4. Benefits and Risks:

Benefits:

1. Clearly marked vehicles informs both officials and other teams that the driver may be new and to give them a little extra room,patiences, or guidance.
2. Having a license that is earned instead of bought adds credibility to the series by showing that drivers have completed a “structured” training course and demonstrated some level of vehicle control.
3. Handing out driver bands after the Novice school ensures that drivers actually go to the meetings and eliminates the “he’s a dirt track racer” excuse.
4. Charging drivers to attend the Novice school provides incentive to acquire a license
5. Improvement in overall safety by increasing the knowledge of drivers.

Risks:

1. Drivers will be upset about having to pay a fee for driver school even though the fee is WAAAAY less than an HPDE (which would be required by anyone else)
2. Marked cars may become unfair targets of complaints
3. A system of tracking drivers will need to be created

#### Additional Background:

I have been fortunate enough to volunteer at several races. Volunteering has given me a new perspective on the series and a greater appreciation for what the staff and officials do. Volunteering has also allowed me to see things I wouldn’t see under normal situations. I have personally witnessed arguments between teams after a “pro” SCCA/Grand-Am driver cut someone off after giving them the “you’re number one” out the window. I have also had discussions with teams when their driver repeatedly ignores the meatball or black flag. The reasoning, “he’s a dirt track guy...he doesn’t know the flags.” My response, “did he not go to Novice school?”

I have also been witness and victim of a novice driver (either to racing or the car) who over drove and caused an accident. Thankfully most were minor, unfortunately one totaled our car.

We were all novices at one point. We have all made stupid mistakes. The above solution will not eliminate all stupid mistakes but, I do hope it reduces the number of drivers who pass under yellow and ignore black flags because they don’t understand the rules. I hope it encourages new drivers unfamiliar to slow down...learn the car, the track, and other drivers. I hope it encourages “pro” drivers who rent seats from teams to be a little more courteous and recognize that not everyone on the

track is at their level and the tunaslapper car they are driving doesn't have the same capabilities their high dollar caviar getter does.

Adding identification to a car would let everyone know that the driver of the car is potentially a novice. Give them room, encouragement, and lot's of friendly advice. Requiring a process to get a license would encourage drivers to take a moment and breath else be sentenced to a life time of novice schools.

## **Board of Director Decision: UNAPPROVED**

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### **Petition 2015-13**

#### **CHUMPCAR SWAP RULE PROPOSAL**

**By Jean Sirota (team AISA Wringers)**

##### 1. The Issue: Powertrain Swaps Rule (Section 4.6)

Current swap rules fails to encompass at least three important considerations (as provided in the forum guideline for making board petitions)

i. Single Class of racing

ii. Consider all makes and models as listed in the MPV list of the BCR

iii. No preferential treatment to any car type

Current swap rule fails to create an effective relationship between the performance gains from a swap relative to the base MPV value of a platform.

Today the most significant factor in whether a swap will work by the rules is in large part the age/scarcity of the OUT engine. What relevance should the scarcity of an engine have on performance characteristics of a car that is racing without even having that engine in it? Further, the price of the IN engine is also in large part determined not so much by its performance characteristics but by its availability.

The latter results to what amounts to preferential treatment for much older (~25+ year old), more exotic cars, or cars with fragile engines (which tend to be rarer and more expensive on carpart.com).

On the other hand, more recent, mass-produced econo-boxes (which are actually more "chumpy" in spirit), are at a double disadvantage: the engines are often underpowered, abundant and low value on carpart.com, so no possibility for even a modest upgrade. Current swap rules fails to consider an almost infinite number of platforms and swap possibilities. The result is any number of possible "loophole" cars. Result are rule amendments (ie: 4.6.11 "E36" rule) or MPV adjustments (ie: 944/944S just recently)

##### 2. My understanding of current rule:

a. Chumpcar always recognized that swapping an engine or transmission is a feasible, low cost improvement to increase the performance of a platform.

b. Current swap rule was created when AIV was used for car valuations, and an important consideration was whether the total monetary value of car and swap was within \$500.

c. The rules moved away from AIV but swap formula remained because John was either too busy or too lazy or too dumb to revamp it or maybe just ran out of wine?

##### 3. The Solution

*GOALS:*

- a. Create a rule that could be easily and consistently applied to all swaps (by both competitors and tech)
- b. create an effective relationship between the performance gains from a swap relative to the base MPV value of a platform
- c. Limit swap costs by assigning a cap on major component values.

*METHODOLOGY:*

- a. 1 horsepower = 2 points
- b. 0-25 horsepower gain is free (but still takes the swap surcharge)
- c. Zero net power gain swap should have lowest total TCV surcharge
- d. Surcharges are \$25 per each major component swapped
- e. Additional surcharges for forced induction engines, RWD or AWD conversions.
- f. Value of outgoing components are not used
- g. Most parts needed to complete simple swaps are free
- h. Limit complex swaps requiring major chassis modifications
- i. Value limits for incoming major components

*PROPOSED MODIFIED SWAP RULE:*

4.6. The "Formula" is:  $MPV + (HP/IN - HP/OUT - 25) \times 2 + \text{Surcharge}(s) = \text{TCV}$

Example:

200 MPV car, swaps 100hp engine for a 150hp engine

$200 + (150 - 100 - 25) \times 2 + 25 = 275$  points TCV

4.6.1. To determine the Total Competition Value (TCV) for all cars that have swapped-out a major component (or components), ChumpCar will start with the vehicle's MPV (Market Performance Value – See Section 4.1).

4.6.2. ChumpCar teams must then document the published horsepower rating of the incoming engine as determined by manufacturer's published specifications. Then subtract the published horsepower rating of the outgoing engine, subtract 25 then multiply by a factor of 2 :  $(HP/IN - HP/OUT - 25) \times 2$

4.6.3. When subtracting the OUT horsepower from the IN horsepower, and after subtracting 25, the resulting number CANNOT be a negative value. Any negative value shall become a ZERO dollar value.

4.6.4. Engine, transmission and/or differential swaps that require alternate mounts, oil pan, driveshaft, axles, flywheel, and/or clutch assembly, and any other minor parts may include these items as free PROVIDED the components are within the "2X Rule"

4.6.5. Engine swaps that require alternate intake manifolds may include these items as free PROVIDED the components are original OEM mass produced, parts unmodified in any way, designed for the engine series and direct fit or bolt on without any modification. An intake manifold is defined as all parts from the throttle-body inlet to the cylinder head intake port(s), excluding any supercharger(s). The intent here is to facilitate swap packaging/clearance or EFI engine management compatibility considerations such as when swapping a truck engine into a car chassis or swapping an OBD2 engine into an earlier OBD1 car. Don't show up with some rare ITB, quad Weber or double pumper tunnel-ram setup from some obscure, rare high value super or muscle car or you will be dinged extra points for it!

4.6.6. The original car frame, firewall, and transmission tunnel must remain intact, however MINOR clearancing, notching, grinding, cutting and re-welding of components is allowed for the purpose of fitting swapped components.

4.6.7. Engine swaps requiring an ECU and wiring harness exchange may include these items as free.

4.6.8. ChumpCar teams must then document and add the dollar value of the major components installed, determined by the average of the lowest ten (10), "A-rated" advertised prices for the exact same component, as found on CARPART.COM.

4.6.8.1. ChumpCar will only consider CarParts.com "A-rated" advertisements as qualified, approved documentation. The ad must quote a specified, firm price.

4.6.8.2. ChumpCar will NOT consider CARPART. COM advertisements which include the words: "CORE" or "PARTS ONLY" or "REBUILDABLE" or "NEEDS..." or describe any issue/problem with the component. It's either ready to plugin and race or the ad is not acceptable.

4.6.8.3. The value of swapped component shall not exceed the following amounts preset for 2015:  
Engine: \$750  
Transmission/Transaxle: \$500  
Differential:\$300

4.6.8.4 When swapping multiple components, the combined component value limit can be used so as long as the total value does not exceed the total limit. For example, when swapping engine and transmission, the limit is \$1250. If the engine value is \$450 then the maximum value of transmission is \$800.

4.6.9. In addition to the "Formula", ChumpCar will impose a surcharge on each major component that is swapped:

25 points a normally aspirated engine;  
150 points for a forced induction engine;  
25 points for the transmission or transaxle  
25 points for the differential or other major component.  
50 points for FWD to RWD conversion  
100 points for AWD conversion

4.6.9.1 A swapped engine assembly is further defined as the designed for cylinder head AND block AND pistons AND connecting rods AND crankshaft AND camshaft AND oil pan as specified by the manufacturer for the year and model engine being installed.

4.6.9.2 A swapped transmission is further defined as the designed for casing AND shift linkage AND gear ratios as specified by the manufacturer for the year and model transmission being installed.

4.6.9.3 A swapped differential is further defined as the designed for casing AND gear ratios AND drive axles as specified by the manufacturer for the year and model differential being installed.

4.6.9.4. Teams with non-standard major components MUST present their documentation to tech (IN and OUT horsepower, value for all additional components, date of manufacture). ChumpCar reserves the right to conduct its own search of CARPART. COM and/or NAPA.com for any component or part, and to utilize a value that it has researched, when and if ChumpCar officials feel that the ACPV provided by the competitor does not meet conventional market values. Parts without documentation will be assessed a value by Tech.

4.6.10. For any vehicle utilizing a non-standard major component which is NOT available on CARPART.COM, ChumpCar reserves the right to apply a reasonable, comparable market value to that component.

4.6.11. All cars shall have their MPV established at the time the vehicle is INITIALLY examined by ChumpCar officials; typically at the vehicle's first event. The MPV shall be established according to the equipment, components and/or options that are on the car AS-PRESENTED AND AS-RACED at the first event.4.6.2.2. ChumpCar will NOT consider CARPART.COM advertisements which include the words: "CORE" or "PARTS ONLY" or "REBUILDABLE" or "NEEDS..." or describe any issue/problem with the component. It's either ready to plugin and race or the ad is not acceptable.

4.6.11.1. Non-OEM component swaps shall be evaluated using "The Formula."

4.6.11.2. OEM component swaps made PRIOR to the vehicle's first evaluation and inspection will be valued as if the components were originally installed by the OEM. (e.g. – removal of an automatic transmission and replacement with manual transmission that was offered by the OEM; or, removal of a smaller displacement engine and replacement using an optionally available engine. In BOTH cases, the car will be evaluated as an OEM make and model using as-presented components.)

4.6.11.3. All swaps and/or component changes made AFTER the initial evaluation shall be reevaluated using "The Formula."

## **Board of Director Decision: UNAPPROVED**

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### **Petition 2015-14**

**Petition for: Bonus laps for TCV below 500 pts**

**Ian King (Das Idiots)**

Issue:

*The heart of ChumpCar is cheap racing and the majority of the rules are created to a) ensure the safety of all competitors and spectators b) leveling the playing field for everyone to have their intended technological entrepreneurship and c) keeping costs down within a framework that ensures the mixture of vehicles/powertrains/bodies and other great ideas (see 2x rule on many components, allowing people to choose a better quality part for racing and durability without having to buy more expensive stock parts that last a lesser amount of time in racing conditions).*

*Cost creep is always incurred as people target the 500pt mark with the best formulation of minimal MPV plus added parts and/or engine swaps. A great deal of work is also included to factor in penalty laps and whether it is worthwhile to take a penalty lap or two to enable using a performance improvement.*

Solution:

*I propose that the penalty laps of 1lap per 10points over TCV is to be altered so that vehicles entered with a TCV BELOW 500 points will receive bonus laps equal to 1 lap per 10\* points with a maximum of 15\* laps (without multiplier) being issued to any one vehicle*

*\*Both the maximum number of laps and the ratio of laps can be reviewed separately by the ChumpCar members and the board if these numbers are not deemed adequate (either too generous or too lenient).*

Rationale:

*I believe this simple rule change should allow for a number of things:*

- a) allow for teams to enter cars with a minimal investment (except safety equipment) which can entice more entries*
- b) increase the number and diversity of vehicles on the grid (and often, in the paddock only)*
- c) increase the variety of strategies employed for competitiveness*
- d) level out the playing field still further and allow a number of currently less competitive cars a possibility to finish higher up the grid.*

## **Board of Director Decision: UNAPPROVED**

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### **Petition 2015-15**

**Petition for: Accusump**

**Troy Trueleo**

1. Identify the issue, as you perceive it. Reference any existing rule(s) that pertains to the issue.

4.5.3.2.1 Accusump and/or Oil Accumulator: 10 pts (max limit 3 qt)

2. Identify, if possible, your understanding of why the current rule or process was initiated and put into place (this is requested to confirm some general understanding of the larger picture; however, if you do not have such an understanding, proceed to Step #3)

The current rule has a fixed point value for performance parts to add value to a teams point tally and assumes that an Accusump and/or Oil Accumulator and adds performance.

3. Propose a solution or revised rule. Petitions received without a solution will NOT be reviewed or discussed by the Board of Directors. Make sure that your solution is well-thought out and encompasses the following considerations:

Remove Accusump and/or Oil Accumulator from the non-exempt list and put it on the exempt list.

Add rule to Chumpcar rules

4.8.1.6. Accusump and/Oil Accumulators within a 3qt maximum are open and do not count towards TCV. All oil lines, fittings and related items to mount and install the system are open and do not count towards the TCV.

4. Provide a list of the positive changes and/or rationale for implementing the proposed solution or revised rule

The assusump does not make a car faster and will actually add weight to the vehicle to make it slower. It is put on a vehicle to have the potential to save the engine and make the vehicle safer for the team, other team and facilities so it does not starve of oil and this has many benefits that are not performance, but cost and safety items. 1- Engines cost a lot of money, a lot more than an accusump. By installing the accusump the team can save money on a long term basis. 2- Safety, currently teams overfill (some way way too much) and this can cause oil spills and extra smoke from the exhaust and in both cases are not good for themselves for other. 3- The team can have a major catastrophic engine failure, rods through the block, etc. This can cause the team to crash with possible injuries to the driver, other drivers, the car, other cars,

track officials, track materials, track marshals attending to the car, track marshals cleaning up the oil spill, the overall cost for said cleanups and other scenarios.

**Board of Director Decision: UNAPPROVED WITH COMMENT – The Board unanimously agreed that the Accusump (or any other engine oil accumulator) is considered a performance enhancement.**

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**Petition 2015-16**  
**Petition for: Roof Nets**  
**Art McEwen**

1. 1. Identify the issue, as you perceive it. Reference any existing rule(s) that pertains to the issue.

With the recent requirement for arm restraints in open cars competitors with existing roof netting now face obsolescence of gear that was previously considered “safe”.

2. 2. Identify, if possible, your understanding of why the current rule or process was initiated and put into place

While arm restraints are arguably as safe or safer then roof netting and are the preferred method in future, roof netting isn'tsuddenly inherently unsafe and switching from one safety system to the other without a transition period needlessly increases costs to the competitor.

3. Propose a solution or revised rule.

Please consider the following change to 3.5.2.3 and suggested wording for a new 3.5.2.4

3.5.2.3. Roof Nets (per 2013-2014 BCCR): Roof nets are still considered a valuable safety tool and teams may utilize roof nets (without value-add or penalty); however, arm restraints are still required for new open-top Chump cars. Roof nets, when used in conjunction with arm restraints will not be deemed to expire after their SFI/FIA dates have expired.

3.5.2.4. Chump cars which have passed 2013 or 2014 Chump safety inspection with roof nets in place shall have their roof nets grandfathered until their nets SFI/FIA dates have expired provided the nets otherwise maintain compliance with 2014-16 BCCR. Such teams can operate without arm restraints, However if arm restraints are used by any driver then procedures/penalties outlined in 3.5.2.1/3.5.2.2 must be followed.

4. Provide a list of the positive changes and/or rationale for implementing the proposed solution or revised rule

Roof nets were previously deemed safe and have not been shown to be otherwise even if arm restraints may be inherently “better”. Teams have previously expended time and money to install roof netting with the view that they were within the rules through 2016. This grandfather provision provides a temporary compromise for existing teams and allows them to transition towards arm restraints without throwing away potentially viable safety gear.

## **Board of Director Decision: UNAPPROVED**

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### **Petition 2015-17**

#### **Petition for: Aluminum Radiators**

#### **Robert Harris**

1. Identify the issue, as you perceive it. Reference any existing rule(s) that pertains to the issue.

##### Rule 4.5.3.2.1

Aftermarket replacements radiators that are aluminum are, in many cases, cheaper than the OE type ones that they replace. Many times, aftermarket aluminum radiator are constructed in a way that tends to have them more suited to racing in their overall construction, such as all aluminum in place of plastic end tanks that can crack easier.

There is also the issue with needing to choose between have a focus on reliability and performance. If you run a, in many cases, more expensive OE type radiator, you will not be assigned a point penalty, but may have a higher attrition rate. This has been viewed in the past as a performance advantage to have a more reliable car, but this may not present itself over the course of a since race. It may make a motor that would have lasted 15 races, to now last 7 or 8 due to the possible sustained higher temps with a smaller capacity no points OE type radiator. In order for "Team A" keep up with another equally prepped "Team B" that has the same car, but were able to afford a larger sway bar due to having a OE type radiator, makes "Team A" do the same to stay competitive.

2. Identify, if possible, your understanding of why the current rule or process was initiated and put into place (this is requested to confirm some general understanding of the larger picture; however, if you do not have such an understanding, proceed to Step #3)

I believe this rule was originally used as a bottle neck for those looking to get more power out of their car and would be limited by cooling system capacity. Also, I believe that it originally was based on rewarding those who just wanted to focus on making their car reliable and viewing that as an advantage. You end up relying on a higher attrition rate of the cars in front of you.

3. Propose a solution or revised rule.

Allow the radiator to be open cost.

4. Provide a list of the positive changes and/or rationale for implementing the proposed solution or revised rule

This could help lower cost in the long term for most teams, while not negatively impacting others. That lowered cost may come from a motor that lasts longer, a more affordable radiator than an OE equivalent that would have incurred a points penalty before, and allow a radiator that is actually designed for what they are being used for. It will also level the playing field for those who may be ok with rebuilding their

motors in a shorter time period than would be required if they used a proper radiator and chose to use the points on other modifications.

**Board of Director Decision: UNAPPROVED WITH COMMENT – The Board unanimously agreed that aluminum radiators are a performance enhancement; however, the Board also unanimously agreed to reduce the value of aluminum radiators from the current fifty (50) points to twenty (20) points – effective 1 January 2016.**



**ChumpCar International Inc. 501(c)(7)**  
**Profit Loss - July thru December 2014**

	Jul 14	Aug 14	Sep 14	Oct 14	Nov 14	Dec 14	TOTAL
<b>Ordinary Income/Expense</b>							
<b>Income</b>							
40100 - Event Registration	182,822.42	229,046.60	185,315.91	192,999.60	119,729.48	68,200.39	978,114.40
40150 - Concessions	10,215.00	8,605.10	8,349.00	0.00	0.00	0.00	27,169.10
<b>Total Income</b>	193,037.42	237,651.70	193,664.91	192,999.60	119,729.48	68,200.39	1,005,283.50
<b>Cost of Goods Sold</b>							
<b>50100 - Operations</b>							
50105 - Emergency Services	7,510.00	5,850.00	1,225.97	100.00	3,375.00	1,350.00	19,410.97
50110 - Equipment	1,100.00	250.00	177.21	0.00	101.00	0.00	1,628.21
50115 - Event Insurance	3,871.66	86.66	0.00	3,555.80	3,694.20	0.00	11,208.32
50120 - Event Supplies	1,833.29	418.81	798.44	1,628.29	1,157.82	3,312.48	9,149.13
50125 - Event Workers	86,421.00	92,389.50	15,385.00	15,652.92	29,663.11	5,994.50	245,506.03
50130 - Hospitality	5,160.24	2,160.24	2,658.86	6,295.34	4,338.28	2,910.70	23,523.66
50140 - Refunds	1,245.00	955.00	770.00	2,200.00	0.00	0.00	5,170.00
50145 - Track Rental	35,158.88	46,486.38	140,249.04	59,378.57	36,431.00	31,296.70	349,000.57
50155 - Trophies and Awards	0.00	0.00	4,915.60	4,615.00	0.00	0.00	9,530.60
50100 - Operations - Other	0.00	0.00	0.00	0.00	0.00	0.00	0.00
<b>Total 50100 - Operations</b>	142,300.07	148,596.59	166,180.12	93,425.92	78,760.41	44,864.38	674,127.49
<b>Total COGS</b>	142,300.07	148,596.59	166,180.12	93,425.92	78,760.41	44,864.38	674,127.49
<b>Gross Profit</b>	50,737.35	89,055.11	27,484.79	99,573.68	40,969.07	23,336.01	331,156.01
<b>Expense</b>							
60100 - Advertising and Promotions	600.00	2,718.46	4,768.79	13,094.37	4,542.99	1,577.07	27,301.68
60200 - Automobile Expense	2,747.63	7,191.19	3,909.88	5,927.99	1,543.91	570.78	21,891.38
60300 - Bank Service Charges	755.11	583.35	4,872.72	3,226.60	2,334.23	1,680.65	13,452.66
60350 - Business Gifts	0.00	429.32	111.99	0.00	0.00	130.00	671.31
60450 - Computer and Internet Expenses	13.98	86.98	167.72	29.15	13.98	13.98	325.79
60525 - Contribution	0.00	60.00	0.00	800.00	0.00	200.00	1,060.00
60700 - Insurance Expense	6,553.77	4,286.00	5,000.00	5,388.82	3,625.30	4,445.00	29,298.89
60850 - Licenses and Permits	0.00	0.00	75.00	669.39	0.00	0.00	744.39
60900 - Meals and Entertainment	3,142.67	2,933.06	5,711.22	710.52	300.73	561.71	13,359.91
60925 - Office Expenses	0.00	82.27	33.90	190.97	270.34	104.61	682.09
60950 - Office Supplies	550.28	803.80	686.25	856.48	1,025.15	24.97	3,946.93
61000 - Parking and Tolls	30.00	107.00	167.60	125.95	132.00	165.23	727.78
61300 - Postage and Shipping	366.34	2,465.10	139.94	2,466.85	166.71	54.80	5,659.74
61400 - Professional Fees	14,816.70	17,725.00	11,023.50	21,710.33	3,554.26	12,388.25	81,218.04
61495 - Taxes	0.00	0.00	0.00	716.00	0.00	0.00	716.00
61500 - Rent Expense - Garage	2,921.92	0.00	1,188.00	0.00	0.00	0.00	4,109.92
61525 - Equipment Rental	2,500.00	0.00	5,230.72	30.00	0.00	-835.00	6,925.72
61550 - Repair & Maintenance	672.54	0.00	112.93	0.00	0.00	0.00	785.47
61600 - Telecommunications	527.77	380.74	287.55	986.02	493.85	412.81	3,088.74
61700 - Travel Expenses	13,328.30	24,793.09	25,272.80	20,713.45	24,212.97	8,757.29	117,077.90
61800 - Utilities	598.65	856.23	623.81	945.28	566.18	501.07	4,091.22
<b>Total Expense</b>	50,125.66	65,501.59	69,384.32	78,588.17	42,782.60	30,753.22	337,135.56
<b>Net Ordinary Income</b>	611.69	23,553.52	-41,899.53	20,985.51	-1,813.53	-7,417.21	-5,979.55
<b>Other Income/Expense</b>							
<b>Other Income</b>							
70100 - Interest Income	0.33	0.12	0.07	0.86	0.34	0.33	2.05
<b>Total Other Income</b>	0.33	0.12	0.07	0.86	0.34	0.33	2.05
<b>Net Other Income</b>	0.33	0.12	0.07	0.86	0.34	0.33	2.05
<b>Net Income</b>	612.02	23,553.64	-41,899.46	20,986.37	-1,813.19	-7,416.88	-5,977.50