

1 October 2014

Good day to all our Members –

On Saturday, 13 September 2014, the Board of Directors of ChumpCar International Inc. met to discuss business matters which included a review and determination of qualified and accepted petitions received by the membership for the amendment of existing and/or introduction of new rules for the organization.

In total, the Board received 18 petitions, of which two (2) were denied due to application and/or subject duplication. Sixteen were reviewed and discussed and voted upon. **Any determination made by the Board of Directors to amend, delete and/or add a rule shall become effective on 2 January 2015.**

The petitions received and reviewed were:

- **Petition** to extend 2005 Snell-approved helmets beyond 1 January 2015.
 - Submitted By: John Condren
 - Subject Basis: A recent report issued by The Snell Foundation noted that no significant changes would occur in testing or approval for upcoming 2015 Snell-approved helmets (available for sale 1 October 2015) and that helmet designs have remained, basically, the same since 2005 standards were reviewed.
 - Determination: The Board voted to allow the continued use of 2005 Snell-approved helmets until 1 January 2017, provided that all helmets are maintained properly and show no signs of wear, impact or abuse. On 2 January 2017, only 2010 and 2015 Snell-approved helmets would be allowed for club-based use by drivers.

- **Petition** to require driver extraction during any fueling process; extend fuel-based pit stops to seven (7) minutes in duration.
 - Submitted By: Bob Rymarchuk
 - Subject Basis: Further enhancement of safety protocols during pit stops
 - Determination: The Board did not approve the petition, citing current safety standards that, when closely followed and implemented, have resulted in accident-free re-fueling. Pit lane fires (although few) have, primarily, resulted from mechanical failures. Additionally, the engagement of this petition would have placed an undue burden and competitive disadvantage on certain vehicles.



- **Petition** to remove non-OE shocks and springs from the value-add list and amend the “2X Rule” to include non-adjustable shocks and suspension springs.
 - Submitted By: Richard Bennett
 - Subject Basis: Increased handling and stability of the vehicle is a safety issue; cost factors are reasonable for performance-based, non-adjustable shock absorbers and springs.
 - Determination: The Board discussed this subject in three (3) parts: (1) shock absorbers; (2) springs, and; (3) future expansion of the rule.
 - Shock Absorbers: The Board voted to remove shock absorbers from Section 4.5.3.2.1 (Value-Add)
 - Non-OE shock absorbers have been defined by the Board and are limited to non-adjustable, non-revalvable, non-shimable and non-serviceable units. ALL SHOCKS MUST BE SEALED UNITS THAT CANNOT BE OPENED UNDER ANY CIRCUMSTANCE.
 - Non-OE shock absorbers shall be allowed provided that they maintain a 2X cost of the highest-priced OE-replacement shock absorber found on a national auto parts chain website.
 - For example: Napa Auto Parts lists three (3) OE-replacement shocks for “Car X”. Pricing for these shocks ranges from \$14.99 to \$35.99. ChumpCar will allow a non-OE shock to be used provided the retail cost of the new shock is \$71.98 or less.
 - The Board further clarified that shocks which have been modified IN ANY WAY (including an exchange of internal oil) will result in a MINIMUM \$10 per shock value-add.

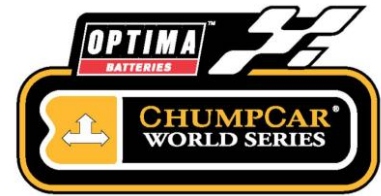
- **Petitions (2)** to amend the valuation of plexiglas and polycarbonate windows.
 - Submitted By: Jeremy Price and Art McEwen
 - Subject Basis: Re-evaluation of plastic and/or polycarbonate window materials
 - Determination: The Board discussed this subject in five (5) parts: (1) windscreens; (2) windshields; (3) side windows; (4) rear windows/hatches, and; (5) allowable modifications.
 - Windscreen: The Board defined a windscreen as any protective and/or aerodynamic polycarbonate sheet placed before the seated driver’s position that may act as a windshield but not fill the full profile of a standard windshield.
 - Windshields: The Board voted to amend Section 9.1.1 and Section 9.1.1.1 as follows:
 - The Board voted in favor of removing wire-mesh as an acceptable windshield material.
 - The Board voted in favor of clarifying that all polycarbonate windscreens and/or windshields MUST have a uniform thickness of at least 3/16”.



- The Board voted in favor of requiring all cars with polycarbonate front windshields or windscreens to have front safety straps installed on the **INSIDE** of the cockpit to support the windshield and keep it from collapsing into the interior of the vehicle.
 - A minimum of two (2) straps is required.
 - Straps shall be 1 inch wide x 1/8 inch thick (aluminum or steel), and shall be bolted or riveted to the chassis or roll-cage at the top and bottom of the strap.
 - The straps cannot be any further than 1" from contact with the front windshield.
 - Placement of both straps should be approximately 12 inches apart and at least one strap may not exceed being placed more than 12" from the centerline of the windshield.
- Side Windows: The Board voted as follows:
 - No covering of any type (other than a required and approved window net) is allowed in place of the driver's side window.
 - No covering of any type is allowed in place of the passenger's side window.
 - Polycarbonate or plexiglas is allowed in place of any side window opening without additional value-add, provided:
 - A factory-installed (OE) window was standard equipment for the year, make and model of car presented to Tech.
 - The window opening is located behind the driver's seat or B-pillar (whichever is appropriate).
 - All material must maintain a uniform thickness of at least 1/8".
 - All windows must be attached by screw, rivet or bolt on a maximum 10" centerline around the perimeter of the window covering.
 - The shape and location of the window covering must be exactly the same size, shape, plane and location of the OE window.
- Rear Windows and/or Hatches: The Board voted as follows:
 - Polycarbonate or plexiglas is allowed in place of any rear window or hatch opening without value-add, provided:
 - All material must maintain a uniform thickness of at least 1/8".
 - All windows must be attached by screw, rivet or bolt on a maximum 10" centerline around the perimeter of the window covering.
 - The shape and location of the window covering must be exactly the same size, shape, plane and location of the OE window.



- The Board voted in favor of clarifying that any polycarbonate rear window or hatch MUST have at least two (2) 1" x 1/8" aluminum safety straps installed on the OUTSIDE of the window/hatch to support the window and keep it from separating from the vehicle. Straps must extend the full length of the window/hatch and must be securely attached to the chassis or roll-cage.
- Allowable Modifications: The Board voted as follows:
 - On rear, side-windows: Either one (1) NACA duct (maximum opening of 11" in total length x 6" in total width) or one (1) maximum 3" diameter hole may reside per vehicle side for driver ventilation ONLY. This allowable modification may NOT be applied to any other cooling, intake or performance-based use.
 - On rear-windows and hatches: A maximum of two (2) three-inch (3.0") diameter holes may be drilled or machined anywhere within the window or hatch.
- The Board makes a special note to all members that the maximum sizes and numbers, as specified above, are a "maximum" are will not be allowed ANY consideration or adjustment.
- The Board makes a special note to all members that this amendment does not extend to sunroof hatches or openings.
- The Board makes a special note to all members that this amendment will alter Section 4.5.5 of the BCCR to read:
 - 4.5.5. Fabricated Components: In support of Section 4.5.3.1, ALL COMPONENTS fabricated by a race team, even though they may have near-zero cost associated with them, still have value. THIS INCLUDES SPLITTERS, SPOILERS, WINGS, ROOF COVERINGS, WINDOW REPLACEMENTS, ENGINE/TRANS MOUNTS, ETC. – ANYTHING THAT YOU MADE.
 - No other changes to Section 4.5.5 are applied.
- **Petition** to remove brake pads from the "2X Rule", and restrict all brakes to OE size and style, and allow non-value-add brake cooling.
 - Submitted By: Richard Bennett
 - Subject Basis: Brake pad materials are difficult to monitor and enforce; brake systems should not be larger than OE; brake ducting and cooling systems should be free of value-add.
 - Determination: The Board discussed this subject in three (3) parts: (1) brake pads; (2) caliper and brake rotor sizes; and (3) brake cooling.
 - Brake Pads: The Board voted as follows:
 - Remove brake pads from the 2X Rule
 - Remove brake line from the 2X Rule
 - Brake System (Caliper and Rotor Size Limits): The Board voted as follows:



- Amend Section 4.8.1.2 to remove ONLY brake pads and brake lines; all other items remain as-written
 - 4.8.1.2. Wheels, brake calipers, brake rotors, brake pads, brake lines, u-joints and ball joints are open PROVIDED all competitors maintain the “2X Rule” --- The 2X Rule: the retail price of any NEW replacement wheel, brake caliper, brake rotor, ~~set of brake pads, brake line,~~ u-joint and/or ball joint that you put on your ChumpCar has to be less than twice the cost of a replacement wheel, brake caliper, brake rotor, ~~set of brake pads, brake line,~~ u-joint and/or ball joint 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.
 - Brake Cooling: The Board voted as follows:
 - Brake ducts and cooling remain a value-add.

- **Petition** to allow OE window glass in all cars without penalty.
 - Submitted By: Richard Bennett
 - Subject Basis: ChumpCar rules pertaining to window and/or sunroof glass differ from SCCA, NASA PCA, BMWCA and other orgs.
 - Determination: The Board voted as follows:
 - All window and/or sunroof glass (except front OE Safety-Glass windshields) must be removed from all competition vehicles participating in ANY ChumpCar event prior to the car being allowed on the race track. This INCLUDES all EC cars.
 - For cars and/or teams NEW to ChumpCar (first event), cars MAY retain original window and/or sunroof glass provided:
 - ALL glass is properly and thoroughly taped (that's ALL glass...not some).
 - A ONE-TIME provision shall be noted in the vehicle log book. This is a single event waiver.
 - Tinted film is NOT considered legal or adequate protective tape.

- **Petition** to define DOV/MOV penalties as applicable to a “team” of drivers, such that rental cars with new team drivers do not incur DOV/MOV penalties from previous events that may have had different drivers.
 - Submitted By: Tom Moran
 - Subject Basis: Carry-over penalties make it harder for car rental teams and businesses to rent cars.
 - Determination: The Board voted to continue to require that all first-place podium cars maintain the as-written DOV/MOV penalty.



- **Petition** to require all fueling to be completed using hoses that are positively inserted within a fuel filler or fuel cell; in short, restrict fueling by means of funnels or any fueling that is open to the atmosphere.
 - Submitted By: Trop Truglio
 - Subject Basis: Safety; fuel spillage.
 - Determination: The Board voted to continue to allow funnels during fueling.

- **Petition** to amend Section 3.5.2 of the BCCR such that roof-nets are no longer required and that all open (convertible) cars and/or cars with t-tops or sunroof openings be required to use SFI-approved arm-restraints.
 - Submitted By: Kevin Smith
 - Subject Basis: Driver safety.
 - Determination: The Board voted to amend Section 3.5.2 and require SFI-arm restraints in all open (convertible) cars and/or cars with t-tops or sunroof openings. Furthermore, the Board cited the following testing process and penalties:
 - Testing:
 - At Pit-Out, where all cars are required to stop, all drivers of open (convertible) cars and/or cars with t-tops or sunroof openings shall be required to perform an arm-restrain exhibition and test, by effectively raising both arms to their maximum allowable height.
 - Pit-Out Marshals shall be required to visually see and/or physically test that the arm restraint is at its maximum allowable extension.
 - At full-vertical extension, the driver's hands must NOT extend above a linear plane defined by the bottom edge of the lowest bar comprising the roll-cage "halo."
 - Penalties:
 - Drivers of open (convertible) cars and/or cars with t-tops or sunroof openings who fail the extension test at Pit-Out will NOT be allowed on course. Drivers will be directed to remove their car from the Pit-Out lane to a location that does not impeded other cars and make the necessary adjustment to their arm-restraints. Upon completion of adjustments, they must re-complete the test, at the availability of the Pit-Out Marshall.
 - Drivers of open (convertible) cars and/or cars with t-tops or sunroof openings inspected at Pit-Out who have not properly attached their arm restraints or are completely missing arm restraints will be issued a 20-minute penalty at Pit-Out.
 - Drivers of open (convertible) cars and/or cars with t-tops or sunroof openings found at Pit-In without arm restraints, and



having been on track, will be issued a 60-minute penalty at Pit-In.

- The Board makes a special note to all members that the penalty for missing or improperly affixed safety gear shall extend to ALL drivers or ALL cars and include ALL safety-related items, including (but not limited to) neck support, gloves, helmet strap, shoes, etc.

- **Petition** to require minimum standards for racing in the rain: windshields, headlights, taillights and working wipers..
 - Submitted By: Eugene Grimes
 - Subject Basis: Safety.
 - Determination: The Board voted to deny the petition, citing that not all cars have windshields or wipers, and that visual safety standards may be at the discretion of the Steward.

- **Petitions** (2) regarding BMW engine swaps within a common platform.
 - Submitted By: Mike Smith and Tom Moran
 - Subject Basis: 318-to-325(M50) engine swaps with the resulting car designated as a 318.
 - Determination: The Board voted as follows:
 - Applicable to BMW e28/e30/e36 platforms only: to establish the MPV (value) of the car presented to tech based on the engine resident within the vehicle, regardless of what engine may have been installed originally.
 - 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 to the subject platform; however, surcharges and additional cost values will be applied to engine swaps where a non-platform engine was exchanged.

- **Petition** regarding excessive fuel jug and 55-gallon drum fuel storage on pit lane.
 - Submitted By: Mike Smith
 - Subject Basis: Safety.
 - Determination: The Board voted to deny the petition, citing that rules pertaining to 55-gallon drum storage on or near pit lane have been established and are in-effect; no safety issues relating to drum storage (to-date) have occurred.
 - The Board did recognize that mass-storage of plastic fuel jugs within a pit box may pose a hazard and that Pit Marshals will be advising teams to limit the local (pit box) storage of 5-gallon jugs to the number of jugs required for two (2) pit stops.



- **Petition** to implement a Pace Car for all Full Course Yellows.
 - Submitted By: Michael Smith
 - Subject Basis: Safety.
 - Determination: The Board voted to deny the petition, citing that some FCY conditions last less than one minute (less time that it would take to stage a Pace car and/or pick-up the lead car); further, that ChumpCar may not have access to a Pace car at all events. Pace Car implementation is at the discretion of the Steward.

End of petitions.

All the best –

A handwritten signature in black ink, appearing to read 'John'.

John F.S. Condren
ChumpCar International Inc.
CEO and Chairman of the Chumps