



CVAR Board of Directors Meeting Minutes
Best Western Inn & Suites
602 N. General Bruce
Temple, TX 76504
January 17, 2015

1. The meeting was called to order by the President, Herb Hilton, at 12:00 noon. Since there were several new attendees, Herb asked for “around the room” introductions.
2. Attendees included: Herb Hilton, Jeff Garrett, Larry Reyburn, Merl Hanson, Don Gwynne, Scott Barrett, Gary McFarlane, Jean McFarlane, Jim Yule, Bob Green, Tom O’Grady, Rodger Soucy, and Steve Smargiasso. Larry Reyburn passed around “Track Famous” homemade chocolate chip cookies made by his wife Jackie to help keep the meeting tasteful.
3. Herb handed out paper copies of an updated meeting agenda.
4. Jeff Garrett moved that the minutes of the prior meeting be approved as written. Larry Reyburn seconded the motion, which was unanimously approved.
5. Election Results – Herb Hilton announced that the nominating committee’s recommended slate was elected.

2015 President – Herb Hilton
2015 Vice President – Jeff Garrett
2015 Treasurer – Larry Reyburn
2015 Secretary – Don Gwynne
2015 Authenticity – Bill Gardner
At Large Board Member – 1 year - Rodger Soucy
At Large Board Member – 2 years - Scott Barrett
At Large Board Member – 3 years – Steve Seitz

76 votes were cast, out of more than 300 members.

There were very few write-ins. One person voted for no one in all the positions.

Don Gwynne briefly discussed CVAR’s Non-Profit Periodic Report of our Board and Officers with the Texas Secretary of State’s office. An Action Item was assigned to Don to report back to Herb what information is currently listed on the SOS-Direct website.

6. Membership and Licensing 2014 Year End Report – Herb reported in Margaret Walker’s behalf.

Membership - During 2014 CVAR recorded 482 members consisting of the following types:
Competition License Members 370

New Members	58
Associate Members	21
Corporate Members	25
Founding Members	8

The membership fees were unchanged during the year. In an effort to contact non-renewing members for 2014, a mass email was sent out to them. Corporate Members pay \$125, which includes one personal membership. Some are paying \$125 + \$50, which is not required. Some Corporate members have voluntarily accepted a \$300 challenge from Gary McFarlane at Coat-Pro and Bill Griffith at Bigger Hammer Racing. Steve Smargiasso noted that the CVAR website doesn't explain the Corporate Membership process clearly enough. It is briefly noted at the bottom of the standard membership form. Herb Hilton noted that there is consideration of a three tiered "bronze/silver/gold" Corporate sponsorship. Gary and Bill will bring a proposal regarding this idea to the Board in the future.

Licensing – In early 2014 the Board of Directors developed standards and revised forms so that CVAR could issue their own National Competition License. Applications and processing are all handled by club volunteers. CVAR issued 157 licenses which brought gross revenue of \$3,925 for the club.

A total of 43 Novice Permits were issued during 2014 and 21 completed their driving series and earned Competition Licenses.

There were a total of 216 "hold" licenses still outstanding at the end of 2014. These are people who have a Novice logbook but have not finished the requirements for issuance of their Competition License. Many of these are inactive. Margaret is working on scrubbing this list. Merl noted that at least one person has run as many as ten race weekends on their Novice logbook without submitting application for upgrade to a Competition License. Merl is checking that people running on a Novice license nonetheless do have a current medical exam. Herb thanked Merl for his extra diligence in this regard.

Return to Racing Standards – In an effort to facilitate drivers returning to racing after time away from the track, the Chief Steward led the development of standards that allow experienced drivers to activate their licenses following completion of monitored driving with a Novice permit.

Thoughts for 2015 – During 2014 the Chief Steward, Registrar, Membership/Licensing, Treasurer and Tech made some initial progress coordinating an exchange of information. Our goal is to improve the quality of service to our Members and Club records/documents.

Membership/Licensing would like to improve the information exchange for the Novice program in order to assure that all drivers have current physicals while going through their Novice driving period.

7. Treasurer's Report – Larry Reyburn passed out three pages regarding Final 2014 Financial Results. Briefly, 2014 was our best year ever. Compared to last year, we experienced a 25%

increase in total revenue from a 28% increase in event registrations. We ended the year with a net income of \$38,495.70. Current assets include \$83,205, not including the \$2,343.04 balance in the Patrick Phillips fund. Additionally, we have prepaid a total of \$32,936.25 of our 2015 expenses. We are a very healthy Club financially. The handout sheets included a 2014 Profit/Loss Statement and a Balance Sheet as of December 31, 2014. Larry reported that the Patrick Phillips Memorial Fund balance currently stands at \$2,343.04.

8. Authenticity Report – Bill Gardner was not able to attend due to illness in his family; the Authenticity Report was postponed until later in the meeting.

9. Chief Steward's Report – Bob Green noted the large entry expected for our last race at TWS. The planned staffing includes three corner workers per station on Friday, and four or five per station on Saturday and Sunday. Bob discussed the condition of the paving on the NASCAR tri-oval as regards potential lunchtime drive-arounds and group photo opportunities. Several alternatives were discussed.

10. Timing, Scoring and Registration – Merl Hanson discussed rules regarding the assignment and retention of permanent car numbers. Merl proposed purging the numbering master list of people and cars that have not participated within the last two years, with a few exceptions such as drivers with multiple cars. Jeff Garrett moved that Merl's recommendation be implemented, and Larry Reyburn seconded the motion, which was approved unanimously.

Merl discussed methods for event credits and refunds. During 2014, eleven drivers notified of the option to choose event credit versus a refund chose the event credit. It costs the club a fee to process a credit card refund. Merl recommended implementation of a six percent "restocking" fee for all future refunds. Don Gwynne moved that Merl's recommendation be adopted immediately, and Rodger Soucy seconded the motion, which passed unanimously. This new rule will be touted on the CVAR General e-mail group, and Scott will add it to the CVAR home page. Merl will add this information to our DLB Racing pages.

11. President's Report – Herb Hilton led a discussion about costs associated with the CVAR Newsletter, especially printing and mailing costs. Jim Yule noted that the CVAR membership sign-up includes a check-box to request a paper copy be mailed instead of online PDF distribution. Approximately 30 percent of the membership ticks that box, resulting in significant printing and mailing costs. Merl noted that in the last two years, he can't recall even one request for race registration on paper vs. the DLB website, so he felt almost all members should be able to get PDF newsletters by e-mail.

Larry Reyburn recommended that a letter be sent to each current recipient of the printed Newsletter to inform them that "Effective henceforth the CVAR Newsletter will no longer be provided in the mail, aka "hard copy". The Newsletter will be available on line and one can download and print. In the event you don't have printing capabilities, then a black & white printed copy of the Newsletter can be mailed via the U.S. Mail for a fee of \$10.00 per year." Larry Rayburn moved to implement the recommendation, and Scott Barrett seconded the motion,

which passed unanimously. An Action Item was assigned to Margaret Walker to remove the newsletter tick box from CVAR's paper membership form.

12. Next item discussed was the final 2015 CVAR racing schedule. Herb said that he had sent three e-mails to Charles Von Schmidt of the Bluebonnet Racing Circuit (BRC) without response. Other alternative racing circuits that should be considered for the 2016 schedule were also discussed, including High Plains, Hastings, Heartland, and MSR-Houston. In general, it was felt that the 2016 schedule will probably be similar to the 2015 schedule unless the situation changes.

13. Herb announced that CVAR was serving as Host for the 7 February 2015 meeting of the Vintage Motorsports Council (VMC) at COTA in Austin. CVAR will receive up to a \$2,000 reimbursement from VMC to cover its hosting costs. A guided bus tour of the COTA facility will commence at 0800. The VMC meeting will convene at 0930 in the Velocity Lounge, and is expected to adjourn around 1730.

14. The location for the next regular CVAR Board Meeting was discussed, and the decision was made to move it to Fairfield, TX, on I-45 between Houston and Dallas. Exact location, date and time will be announced later.

15. Herb and Gary discussed the difficulties faced by someone seeking to get a log book on a car. Gary and Hal prepared a draft "CVAR for Dummies" information packet with the request that the Board and Officers review it and provide comments and corrections back to him.

16. There followed a discussion of a meeting between CVAR representatives and the SVRA President, Tony Parella regarding the SVRA event at NOLA. Herb pointed out that CVAR members get the SVRA member rate when registering for an SVRA event, plus SVRA rebates CVAR \$50 for each CVAR member that attends an SVRA event.

Jeff Garrett presented a written proposal to allow five of the six events on the CVAR 2015 calendar to count towards CVAR's Championship Series, which would include the SVRA event at NOLA. That is, a person could attend all five CVAR races in 2015 without going to NOLA and win their class Championship. Similarly, members who choose to attend the NOLA event in place of another CVAR event are also not penalized in their Championship points chase. Jeff said that the NOLA event is intended to provide and promote new and interesting tracks and competition, and demonstrate CVAR's support and participation in an ongoing relationship with SVRA. Since SVRA classes may split some CVAR class cars into two run groups, it is theoretically possible for B Sedan drivers (and perhaps a few others) to gain a one point advantage (out of a possible 100 total points) by going to NOLA, but Jeff noted that one point can be easily made up by less than a one point improvement in one's Authenticity score.

Jeff stated that there is no intent to grant CVAR points at SVRA's National Championship races at COTA. In 2015, the NOLA event will be run under SVRA rules and race groups.

There was discussion of a question posed by Tom O'Grady whether the Proposal was intended to use NOLA as a TWS alternative track to avoid being a two race track club until an alternative track was booked or if this was a more strategic/long term move (regardless of Bluebonnet or some other track) with linkage to SVRA. This was not resolved during the ensuing discussions. Whether CVAR pursues increased involvement with SVRA events in the future may be influenced by whether the Bluebonnet Racing Circuit becomes available as a vintage racing venue.

There was discussion whether CVAR Timing & Scoring (especially Merl) would be willing to travel to New Orleans in October 2015. Merl responded that if SVRA was providing the primary T&S services, they could e-mail files to Merl and he could extract the needed CVAR finishing information outputs without actually attending NOLA. Steve Smargiasso asked whether CVAR's support of SVRA events like Indy, NOLA and COTA isn't enough, without giving CVAR Championship Points at an SVRA event such as NOLA. In further discussion, it was stated that six of the seven Group Reps were against awarding CVAR points at NOLA, but with further discussion, it turned out that Group 1 (Mark McIllyar) didn't really care one way or the other, and Group 7 (Steve Cole) didn't state a clear preference. After the discussions, Larry Reyburn seconded the motion as written, and the proposal was unanimously approved. Immediately after the vote, Merl stated that he did not understand what CVAR's T&S responsibilities will be at NOLA in October 2015. Herb responded that he would be meeting again with Tony within the next four days and after that he would call Merl to discuss it.

17. Next item on the President's agenda was to approve the rules change proposals as presented by Bill Gardner at the last meeting. Jeff Garrett moved the subject five rules changes be approved. Briefly, they were:

- Revise CVAR Rules Change Process
- Move the CVAR Rules Change proposal cut-off date to 30 June
- Extend CS2, DP2, EP2 and FP2 trial period to the end of 2016
- Allow front fiberglass bumpers on CP Porsche 911s
- Rename and clarify the Formula Junior classes

Scott Barrett seconded, and these five rules changes were unanimously approved.

18. Bill Gardner's written proposal regarding CVAR Drivers School Car Eligibility Policy on use of non-vintage-eligible cars in CVAR drivers schools was the next topic discussed. At the root of this problem is the apparently limited availability of closed wheel cars, following the withdrawal of Storage 105 as a source. Chief Instructor Berkeley Merrill and Stephen Seitz prefer to limit the non-FV (e.g. Bigger Hammer) student enrollment to 20 cars, for class size manageability. Tom O'Grady voiced concern if the 20 car limit is filled and some of the 20 are non-vintage eligible cars, and then a vintage compliant car is subsequently excluded. Steve Smargiasso, who recently has established "CORSA Tecnica" to provide close wheel rental cars, acknowledged his interest in the matter, but spoke strongly against allowing non-vintage eligible cars. Rodger Soucy said that CVAR needs to not violate our basic agenda and vision. Bob Green said vintage cars should get priority, and that any decision to allow a non-vintage-eligible

car should be on a case-by-case basis by the Chief Instructor and the Chief Steward, not published as a permanent rule change. Larry Reyburn moved that Bill's proposal be tabled for further study. Scott Barrett seconded the motion. It was clarified that for now, the decision of the Chief Instructor and the Chief Steward would decide such matters, including whether to allow any non-vintage-eligible cars which may have already entered the February 2015 school at TWS. The motion was unanimously approved.

19. Larry Reyburn moved to extend the previously approved Group 6 FF3 test to 12/31/2015. Jeff Garrett seconded the motion, which was unanimously approved.

20. Larry Reyburn moved that the meeting be adjourned, and Jeff Garrett seconded. The Meeting was adjourned at 1503.

Respectfully submitted,

Don Gwynne
CVAR Secretary