

**Corinthian Vintage Auto Racing, Inc. (CVAR)
Minutes of Board of Directors (BoD) Meeting
Saturday, 16 January 2016
Holiday Inn Express and Suites
640 Old Mexia Road
Fairfield, TX 75840
(903) 389-2300**

Attendees:

Herb Hilton, President
Jeff Garrett, Vice-President
Larry Reyburn, Treasurer
Don Gwynne, Secretary
Bill Gardner, Authenticity Director
Scott Barrett, Director at Large
Stephen Seitz, Director at Large
Russ Rosenberg, Director at Large
Danny Piott, Member, Chief Steward
Art Summerville, Member, Past President
Merl Hansen, Member, Timing & Scoring
Chris Duroy, Member, Group 2 Rep
Jim Yule, Member, Group 4 Rep
Tom O'Grady, Member
Jeff Norris, Member
Jeff Walker, Member

1. The meeting was brought to order at 12:02 pm by the President, Herb Hilton.
2. Consent Agenda: Published minutes of the previous meeting 01/17/2015 - Action - Approved
3. Membership Report and Election Results: Herb Hilton provided a rundown of CVAR election results. Herb said that this was the first time CVAR has held an election with a contested position that anyone can recall. Over the last ten years, voting has averaged 80 votes, whereas in this election, 177 members cast their vote.

In 2015, CVAR had 335 members. Thus far in 2016, we have 210. Herb expects to add another 50 or 60 before TWS, so we will be running pretty close to last year's membership renewal curve. CVAR had 20 corporate sponsor members last year, and so far this year we have 10, and we expect to get back to 20 as we get closer to the next race.

Herb then announced the results of the election as follows: For Race 6, Director at Large position, Russ Rosenberg received 91 votes and Tom O'Grady received 84 votes. Thus, Russ Rosenberg is elected. In the uncontested races, Bill Gardner got 172 votes, Don Gwynne got 173 votes, Larry Reyburn got 170 votes, Jeff Gardner got 168 votes, and Herb Hilton got 165 votes.

4. Treasurer's Report – Larry Reyburn

Larry presented a one-page letter titled "Final 2015 Financial Results" to the Board. A corrected copy of this letter is reproduced below.

To:
Board of Directors
Corinthian Vintage Auto Racing, Inc.

From:
Larry Reyburn, Treasure, CVAR

Subject: Final 2015 Financial Results

Gentlemen:

This past year emerged with the uncertainty of TWS closing followed by the pleasant surprise of incredible February race entries generating historical single event income. With the February Race/School delivering a most substantial financial footing plus the surplus from last year, 2015 was a year where we could rebuild our organization's infrastructure.

A new computer system was purchased for Timing and Scoring accompanied with the necessary printers and software. Thanks to several Members for contributing to the "New Computer Fund" substantially reducing the outlay by the organization. The net expense to CVAR was \$783.87 thanks to Gary McFarland and Merl Hansen negotiating the best possible prices.

Race Operations orchestrated the repair and purchase of new radio equipment, with chargers and transport cases, plus new flags for Start/Finish and Corner Stations. Thanks goes to Sam Heumann and Greg Mattlack. Several umbrellas were also purchased to shade drivers and crew in the Pre-Race Grid.

CVAR total income was greater than 2014 even with the scheduling conflict difficulties at Hallett, poor track surface conditions at ECR, and the loss of our year end race at TWS, attributing to fewer race entries than 2014. We have pre-paid and expensed \$58,475 for Track rentals, deposits, insurance, and security for 2016 which allows CVAR to maintain a very healthy financial position.

In spite of the obstacles created by scheduling and other issues, our cash reserves at year end (after Pre-Paid Race Costs) were net, \$96,507 providing CVAR with a terrific cash platform entering 2016.

In a separate account the Patrick Phillips Memorial fund for Corner Worker/Race Staff support has a year end balance of \$2878.48.

Respectfully submitted,

Larry Reyburn, Treasurer

January 16, 2016

He also handed out printed sheets including a 2015 Profit/Loss Report, a Balance Sheet as of December 31, 2015, and a summary of CVAR Race Attendance 2015, sorted by Race Group and Event. Total participation for

the year was 802 entries. Copies of these handouts are available to any member on request, but they will not be published on our public website.

Merl Hansen and Jim Yule asked questions related to how we handle future event refunds. Discussion was lengthy, but the short answer is that our accounting is done on an accrual basis, not a cash basis. Don Gwynne moved to accept the Treasurer's Report, and Bill Gardner seconded. The report was unanimously approved.

5. Chief Steward's Report – Danny Piott

Danny reported on the recent VMC convention. Consensus was reached on a new sheet of flag definitions, with changes to the yellow flag meaning. Although VMC provides for use of a safety car, CVAR does not use them. The new flag sheets will be e-blasted to the membership, published in the newsletter, and made available as paper handouts. Steve Seitz moved that CVAR formally adopt the VMC flag rules. Bill Garrett seconded, unanimously approved.

Before every event, there is a scramble to line up workers. There was said to be a need for CVAR to start mentoring and developing new workers. Our Tech Inspector had to step down due to health issues, and David Griffith volunteered to fill the position temporarily. There was discussion about designating a few knowledgeable individuals (e.g. race shop people like Merrill, Rodgers, Taylor, etc.) to perform pre-tech inspections in population centers like Houston, Dallas, etc. There is a need for a new radio steward to store them between races, recharge them, etc. An Operations Steward is also needed. It was suggested that when people break, they should volunteer to help instead of packing up and going home early. There is a need for creating a list of positions that people can volunteer for.

Danny emphasized that in 2016, CVAR will be tough on people that hit each other. Each metal-to-metal contact has an impact on that day's race schedule, in addition to the other unfortunate consequences.

6. Timing & Scoring Report – Merl Hansen

Merl proposed some changes to warm-up session schedules to save time. Fewer drivers are taking advantage of the Sunday morning warm up sessions. In 2011, an average of 41 went out for the warm-up. In 2012 it was 37, then in 2013 it was 33, then in 2014 it was 20, and in 2015 it was down to 17 drivers.

Merl also discussed various ways to encourage racers to stick around for the Sunday afternoon points races. Bill Gardner moved that Merl's proposed changes to warm-up sessions be adopted, with details to be worked out by Operations. Jeff Garrett seconded, unanimously approved. Merl is to provide details to the Chief Steward.

Merl requested a current CVAR membership list, and Herb said he would send one to him.

Merl discussed Novice Licenses, and recommended establishing a cut-off. He is currently tracking 65 Novice Licenses. Ideas discussed included flushing the list after 12 months. Another idea was a limit of 2 years to finish after first school. This discussion was tabled so the Board can get input from our Chief Instructor, Berkeley Merrill. Steve Seitz is to call Berkeley and discuss these ideas with him.

7. Authenticity Report – Bill Gardner

The Competition Committee considered four proposed rules changes for 2016. Proposals 1 and 2 were recommended. These included removing the requirement for a rain light on sports racing cars, and the other had to do with adding a requirement for brake light on Group 4 formula cars. Proposals 3 and 4 were not recommended. They consisted of making the Group 2 experimental dash 2 classes permanent, and requiring SFI 38.1 head and neck restraints. Bill Gardner moved that Proposals 1 and 2 be accepted, and Proposals 3 and 4 not be approved. Jeff Garrett seconded. The motion carried (with one nay and one abstention).

Group reps from G1, G3, G4 and G7 recommended no changes. The G6 rep supported FF3 and S2000. G2 reached no consensus. Reportedly, 18 of 23 people responding to a G2 survey supported continuing the dash 2 experiment, e.g., FP2, DP2, etc. The G2 rep reportedly voted against the dash 2 continuation.

Art Summerville cautioned that RMVR's experiments with dash 2 concepts led to a lot of problems. They regard it as a failed experiment. Russ Rosenberg spoke in favor of the dash 2 concept to allow cars with modifications beyond 1972 GCR, giving as an example his desire to put disk brakes on the DP Yenko Stinger clone he is preparing, noting that SVRA would allow it.

Jeff Garrett moved to extend the Group 2 dash 2 experiment for another year (through the 2016 season). Russ Rosenberg seconded. The motion carried, with one opposed.

At 2:10 pm, the members took a break, and reconvened at 2:25 pm.

Bill Gardner discussed problems with the tracking of Championship points. After giving it a real solid effort, Gary McFarlane gave up that job. A long discussion ensued, but the upshot was that if you don't have an annual technical declaration on file, you should not get points. The suggestion was made that in the future, drivers should log on to the CVAR website and upload PDFs of their Technical Declaration and Authenticity Declaration forms. A long discussion followed regarding the lack of consistency in application of Authenticity points. The attendees didn't agree on how it works now, nor on how it should work going forward. Thus it should not be surprising that the general membership doesn't consistently understand and apply the concept. A goal is to have all drivers be able to upload their Tech Declaration form and their Authenticity Declaration form onto the CVAR website.

Larry Reyburn discussed three Group 6 recommendations:

A – Approve the following Toyo Proxes R-888 racing tires as an “alternate” approved tire for Formula Ford FF1 and FF2 and FF3 replacing the obsolete Yokohama Advan Tires:

Tires: Following is the allowable Alternate spec tire for all classes (Wet or Dry)

Front: Toyo Proxes R888, 185/60R/13

Rear: Toyo Proxes R888, 205/60R/13

B – Approve a Trial (Test) Period for the addition of newer Sports Racing Cars for calendar year 2016 to determine the safety and economic effects. The acceptable cars for the period will be structured into two (2) new Racing Classes:

Current Class: BSR B-Sports Racing Cars running on treaded tires without wings

Trial/Test Classes:

VSR-1 Vintage Sports Racing cars complying with the rules as stipulated in the Historic Sports Racing Organization including cars built between 1972 and 1982, with slick tires and without wings.

VSR-2 Vintage Sports Racing cars complying with the rules as stipulated in the Historic Sports Racing Organization including cars built between 1982 and including 1986, with slick tires and without wings.

C – Extend the current FF3 test for full year 2016. In discussion, it was stated that FF3 does include the Swift FF.

If the above are accepted, Group 6 would include FF1, FF2, FF3, BSR, VSR1, VSR2, FA, FB and FC.

Don Gwynne moved that the Board consider each of these separately instead of one up/down vote. Bill Gardner seconded, and the motion was approved unanimously.

Proposal A received all yea votes. Approved.

Proposal B received 3 yea votes, 2 nay votes, and 2 abstentions. Approved.

Proposal C received 5 yea votes, 1 nay vote, and 1 abstention. Approved.

8. President's Report –

Herb Hilton has talked with TWS yesterday about 2016 schedule considerations. Currently TWS is not accepting reservations beyond June 30 (subject to change in the future). SVRA has rebated \$5,000 to CVAR for the 100 CVAR members that competed at the SVRA COTA event last November, because of the unintended schedule conflict with Hallett. A total of 49 CVAR drivers went to the event at NOLA. Turnout was generally low.

On October 4, 2015, Herb sent an e-mail to all Board Members, Re: NOLA, which read "All, it looks like NOLA might be a financial bust for SVRA and since they are putting on the race to accommodate our schedule I thought we might kick back the rebate. Any negative thoughts please "reply all". If we are in agreement, please do not say anything to Tony. I want it to be a surprise. Thanks, HH"

After affirmative replies from each of the Board Members, it was decided (via this unanimous consent action by the Board) that CVAR would not accept any rebate from SVRA, because SVRA bankrolled the 2015 NOLA event at a loss. CVAR drivers were "special invited guests." Questions were raised whether the unanimous consent action was appropriate, or whether such an action should have required an announced Board Meeting, a formal proposal, and a recorded vote. In discussion, it was stated that the President had the authority to take this and many other financially-related actions unilaterally, but that he nonetheless sought the Board's opinions regarding his approach to this particular matter. It was not a formal proposal and voting action. Tom O'Grady recommended that a written record of this polling and unanimous consent action by the Board be published. In the opinion of the Secretary, this portion of the President's report in these minutes fulfills the intent of this request.

Herb told the group that CVAR Charter Member John Furlow has announced an intent to retire from driving, but will attend the February 2016 event at TWS. Herb said he would like to see CVAR recognize John in some way. Grover Maurer is battling medical problems, and has been accepted into an exciting program the Mary Crowley Cancer Research Center. Herb said that according to George Curl, Bob Green (the elder) has made a full recovery. Great news! Hal Williams has resigned his position as Technical Inspector due to health issues, and David Griffith has agreed to serve in the interim while a replacement is found.

Herb asked that all Board Members and Stewards to bear in mind that our customers are our members, and to treat them with honor and respect. Herb said that SVRA really makes a big deal of welcoming everyone on the grid, and that it makes a great example for us to follow. When you get a chance, go out of your way to greet people.

The coming event at MSR-Houston will be the 25th Annual Marvelous May Races, including the British Small Bore Festival (BSBF).

Herb reported talking with Cragg Eubanks regarding plans for the National Aeronautics & Space Administration (NASA) Festival of Speed in Houston during the first week of May 2017 (Fri/Sat/Sun). Reportedly, NASA has allocated \$50,000 to support the event. CVAR will be the sanctioning body, but no financial responsibilities. CVAR classes and racing rules. Expected dignitaries include Brian Redman, Jim Hall, Davy Jones, Price Cobb,

Don Garlits and “TV” Tommy Ivo. Jaguar is planning heavy support, including the Jaguar Autocross, and a Jaguar racing display including C-Type, D-Type, E-Type and XJ-13. Harley Davidson drag bikes will be on display. The event will be combined under one ticket with Keels & Wheels and entrance to the NASA Visitor Center. There are a few remaining details to be ironed out, but it looks like this dream event may actually come true. Because of CVAR’s membership in VMC, the event insurance cost will be less than 10% of the first commercial insurance quote received. There will be at least three marque corrals. This invitation-only vintage racing event will probably be capped at 320 cars. Course will be at least partially a “street race” circuit, with the possibility of up to a mile-long back straight.

Merl asked about Bluebonnet, and Herb said that while “Bluebonnet” is essentially gone, Charles Von Schmidt is still trying to find a suitable location or venue. Regarding Eagles Canyon Raceway, it appears that not enough is currently being spent to maintain and improve the facility. It was said that the Texas oil industry financial downturn has adversely affected funding at both ECR and TWS. One of the property owners adjacent to TWS will not allow homebuilders access across his property! Favorable to TWS!

9. Presentations on new ideas –

Jeff Garrett and Herb Hilton handed out four printed “new ideas” sheets as ideas the Board may wish to just think about, specifically approve or specifically disapprove:

A. Special “Invited” Run Groups

Intent:

- Make each race weekend more fun and promote the “event”
- Expose CVAR and Vintage Racing to more people
- Create a better spectator opportunity
- Offset track rental costs

Background:

We know from the Mid-America-Ford-Shelby Meet that we get new recruits when car and race enthusiasts are exposed to CVAR.

Concept:

A CVAR member in good standing agrees to organize and promote a special invited run group.

He/she would work with the President and Chief Steward to pick a non-school event far enough in the future to afford good planning, then work with the Race Chairman and the Chief Steward to invite the other club or participants to the event. He would be responsible to secure enough entries to make the invitation worthwhile. We would rent the track for an extra hour and sell the time to the invited guests for a profit. Additionally, we could approach a corporate sponsor associated with the participants to sponsor or otherwise offset event expenses. Workers would also be compensated for the additional track time.

The invited guests can specify their own track rules (race vs. open track, passing, etc.)

The concept assumes it will be a different invited guest each time and that it only happens when there is a member/sponsor willing to step up.

Possible examples: USRRC, Vintage Trans-am, BMW Club, Ferrari Club, NT Mustang Club, SCAT, Cobra Club, Abarth, Triumph, Corvette club, Five Star Ford, Vintage Motorcycles, etc.

This is not a Group X or Group VIII, just a chance to make certain events cool, allow us to watch them race (or open track) and expose them to vintage racing.

ECR or MSR-H would be good venues for this because it's close to a metroplex.

B. USRRC Seniors Tour

I believe there can be a successful USRRC Seniors Tour Feature at the CVAR September 30 – October 2 Vintage Race at MSR-Houston along the lines we have discussed.

This feature would be “USRRC Seniors Tour Manufacturing Championship Feature” for GT and Production Sports Cars from any CVAR Production Sports Car and GT group and class. This salutes the spirit of the original USRRC Manufacturers Championship held from 1963 – 1965 but with additional years of cars as accepted by CVAR.

I recommend the special feature entries be requested as far in advance as possible for PR use. A fee of \$100 per advance feature entry would help the CVAR promotional budget. I would hope for 30 or more entries. Trophies for over and under 2 liter cars would mirror the original series. They can be for “Spirit” or for place as CVAR decides is proper. A participation certificate can be given to every entrant.

Victory Lane Magazine in reinvigorating the USRRC Seniors Tour vintage feature we first started in the early 1990s and continued through 2014. USRRC Seniors Tour Manufacturers Championship Features in 2016 are also in discussion with SVRA, SOVREN, VSCDA, VARA and other vintage clubs to salute this great era and series. There is an April 9 Tribute To USRRC and USRRC Hall of Fame program in Los Angeles. Check out www.tributetousrrc.com for info.

For events publicity Victory Lane Magazine will run regular ½ page or larger ads which will be partially underwritten by Victory Lane Magazine, USRRC supporting shops and business and event contributions from each host club. We are still in the development stage of making this work but \$100 or so from 6 or 7 participants would make it work. The USRRC Seniors Tour Features will also be publicized on e-media including www.victorylane.com and www.usrrc.com and Facebook.

C. Podium Recognition and Tech Inspection

Intent:

- Promote adherence to our rules and authenticity
- Recognize authentic cars
- Make each race weekend more fun and promote the “event”

Background:

This proposal is a derivative of Gary McFarlane’s proposal to weigh one group per weekend. Those of us, who have been fortunate to finish on the podium, in our class at SVRA events, have experienced being directed to tech at the end of the race. Occasionally this leads to weighing or a tech inspection, but it always ends in an award ceremony, in which the top three finishers in each class are recognized. This makes the event memorable.

At CVAR, we are good at making the “season” important, but we don’t often make the “event” special. We can improve this by implementing our own CVAR version of podium recognition and improve authenticity at the same time. However, we are more about the cars than winning, we should modify the process to focus on the cars.

We can select one or two CVAR run groups at each event and bring the podium finishers of each class in that run group to tech after each race (excluding feature races). A race official assigned by CS will direct finishers to tech at track exit. At tech, we photograph the cars and their drivers for our newsletter for recognition and we weigh or otherwise inspect the cars for authenticity at the discretion of Tech and/or the Group Rep. The scales can be setup that weekend for the featured run group, much like Gary's original proposal. The calendar might look something like this:

- Feb at TWS Race and School – Group 7
- April at Hallett Formula Ford Feature – Group 6
- May at MSR British Small Bore Festival – Group 2
- August at Hallett Race and School Plus FV Feature – Group 3
- September at MSR Big Bore Feature – Group 1

Finally, we could select one car or driver per weekend to write a feature article about from among the podium finishers

Rationale & Q&A:

- Combine the thrill of victory with the nuisance of being inspected
- Inspect the cars that need it the most

Concerns:

- Can timing and scoring get the names of the top three in each class to grid by the end of the cool down lap?

D. 2016 Championship Points Tabulation

The 2015 CVAR Championship Points Policy worked as intended and met the stated goals:

- No member was penalized in the championship series by not attending an SVRA hosted or cohosted event.
- Members who chose to attend the NOLA event in place of another CVAR event were also not penalized in the championship series.
- Demonstrated our support and participation in the ongoing relationship with SVRA.

The effect of the policy on trophies was minimal as expected. Compared to simply counting points through Saturday of TWS, including NOLA as a best 5 of 6 schedule had the following effect:

G1 - Steve Seitz passed Noe/Fershtand for first place in BP

G2 – What was a three way tie for 1st place between Randy Riney, Peter Sandy and Gary Reed now has them finishing 1,2,3 in that order

G3 – No effect

G4 – Christel Kuehnhoefer passed Hank Noble for 2nd place in VB, Hank is now 3rd

G6 – Ed Copely passed Jim Kelleher and Steve Smith, who were tied for third in FA/FSV so now Ed is alone in third place

G7 – Cynthia Trifilio passed Gary Bauer to take first in BS, Gary is now 2nd

In each case, the difference comes solely from participating, NOT from finishing position at NOLA, and each participant affected had missed at least one race (other than NOLA) during the season.

Based on these results, we intend to continue the policy in 2016 as follows:

Members will be awarded CVAR Championship Points during 2016 for their best 5 of 6 event scores. The six eligible events will be:

Date	Event	Location
Feb 19-21	Spring Driver's School & Races	TWS
Apr 1-3	9 th Annual Mike Stephens Classic	HMRC
May 13-15	25 th Annual Marvelous May Races	MSRH
Aug 26-28	Thunder on the Cimarron DS	HMRC
Sep 30-Oct 2	MSR-H	MSRH
Oct 13-16	Mardi Gras in October	NOLA

As is tradition in CVAR, the member's results from the Sunday of their last race (TWS or NOLA) from 2015 count towards the 2016 season and the results from Sunday of the last event scored for the member in 2016 (MSRH or NOLA) go towards their 2017 season.

At the end of this discussion, Herb mentioned that there was still a possibility of Sept 2016 and Nov 2016 races again at TWS.

Also, it appears that the Houston Grand Prix will be moved from downtown to MSR-H by September. CVAR raced at MSR-H about 9 years ago, but the pit entrance and exit has been changed since then.

Jim Yule led a long discussion about how the Championship Points scoring would get complex in 2016 if we eventually add one or two races at TWS in the fall. Eventually, Jeff moved to modify last year's process so that the 2016 Championship Points be counted from calendar 2016 races only, i.e., no Sat/Sun split in last race. Russ seconded the motion, which passed unanimously.

A list of 10 "Points Questions" was discussed, without reaching answers on some of them:

1. Should non-CVAR members and/or cars be awarded points?
2. Are points awarded to drivers or cars or both?
3. If a driver changes cars in the year should points be aggregated?
4. Will COTA be a points race for CVAR?
5. Are authenticity points awarded upon entry alone?
6. If there is no authenticity score should the driver/car earn points?
7. If there is no weight on the car should the driver/car earn points?
8. If there is not an annual tech declaration should the driver/car earn points?
9. Who is the ultimate keeper of the tech declaration forms, authenticity score and weight?
10. If a driver switches cars during a weekend what authenticity points are awarded?

10. Member Inputs –

Art Summerville announced a new Group 3 Formula Vee Championship, separate from CVAR's Championship series. Art's flyer on the new Challenge is reproduced below:

CVAR Formula Vee Challenge 2016

Schedule Date	Org.	Location	Event Title
1 Feb 19-21	CVAR	TWS	Spring Driver's School & Races Cooper/Lotus Pablo Gonzalez Memorial Challenge
2 Apr 1-3	CVAR	HMRC	9th Annual Mike Stephens Classic Ron Shade & Bill Hill Memorial Race 6th Annual Formula Ford Feature
3 May 13-15	CVAR	MSR-H	25th Annual Marvalous May Races 6th Annual British Small Bore Festival
4 Jun 16-18	VSCDA	BHF	
5 Aug 26-28	CVAR	HMRC	Thunder On The Cimarron XV 6th Annual Formula Vee Feature
6 Sep 30-Oct 2	CVAR	MSR-H	Fall Driver's School & Races
7 Oct 29-30	COMMA	HMRC	2nd Annual COMMA Formula Vee Feature

BHF Black Hawk Farms 15538 Prairie Rd, South Beloit, IL 61080
1.95 mi, 7 turns

HMRC Hallett Motor Racing Circuit, 59901 E 55 Rd, Jennings, OK 74038
1.8 mi, 10 turns 918 356 4814

MSR-H Mortor Sports Ranch, One Performance Dr, Angleton, TX 77515
2.38 mi, 17 turns 713 408 2624

TWS Texas World Speedway, 17529 Hwy 6 South, College Station, TX
2.9 mi, 15 turns 979 690 2500

Scoring

CVAR authenticity points will be applied. One point for starting, one point for finishing, and two additional points for first through fourth place and one additional point for fifth thru tenth. All races scheduled during the weekend will be scored. CVAR class championship scoring will remain the same.

Classes

Two classes will be scored, FV1-Cars meeting CVAR FV rules, FV2-cars not meeting CVAR FV rules for example: engine size, no fans, no working generator, slick tires, engines inclosed.

Awards

Championship awards will be awarded based on accumulated points in your best 6 weekends out of the scheduled 7 race weekends. End of challenge series awards will be presented at the completion of the October COMMA event at HMRC October 30, 2016.

Trophies will be presented to the first three places in each class plus there will be a traveling trophy for the over all champion to be passed on at the end of the 2017 Challenge to the new champion.

Information

Art Summerville 903 771 9112 email arthur.summerville@sbcglobal.net

Art also noted that he watched "Legends" cars race at Hallett and said they put on quite a lively show.

There was brief discussion of increasing workers compensation from \$100 to \$125 by deleting lunches for them, and this was quickly discarded. No change.

There being no further business, the meeting was adjourned at 4:29 pm.

Respectfully submitted,

Don Gwynne,
CVAR Secretary