

**Corinthian Vintage Auto Racing, Inc. (CVAR)
Minutes of Board of Directors (BoD) Meeting
Saturday, 20 January 2018
Holiday Inn Express and Suites
640 Old Mexia Road
Fairfield, TX 75840
(903) 389-2300**

1. Attendees, in last name alphabetical order:

Bobby Archer
Tom Atlas
Brad Balles
M. C. Callas
Cragg Eubanks
Dave Foreman, Director
Jeff Garrett, Vice President
Tom Giertz
Louis Gladfelter, Director
Don Gwynne, Secretary
Bill Haga
Merl Hansen, Timing, Scoring & Registration
Herb Hilton, President
David Hopkins
Angus Lemon
Doug Mains, Operations Steward
Jack Marr
Gary McFarlane, Safety
Berkeley Merrill, Chief Instructor
Jeff Norris
Tom O'Grady, Treasurer
Jerry Robinson
Mike Rogers
Russ Rosenberg, Director
Steve Smargiasso, Authenticity Director
Clyde Stutzman
Art Summerville
Gary Tomlin
Bill Wolff
Jean Womble, Swag
Jim Yule, Group 4 Rep

2. Call to order: The meeting was opened at 12:05pm by the President, Herb Hilton.

3. Consent Agenda: Published minutes of the previous meeting, 01/21/2017. Russ Rosenberg moved they be accepted as written; Jeff Garrett seconded the motion, which carried unanimously. Approved

4. Election Results: Herb Hilton announced the election results. The listed slate was elected.

President – Herb Hilton

Vice President – Jeff Garrett

Treasurer – Louis Gladfelter
Secretary – Don Gwynne
Director – Steve Smargiasso
Director – Bill Wolfe

5. Membership and Licensing: Herb Hilton said that our change from VMC licensing to CVAR licensing resulted in about \$5,000 more income to CVAR last year. Membership varies through the year, but it generally runs 336 to 345 members. There are 5 Life Members, 13 Corporate Members, and 14 Associate Members. There are presently 79 in our Novice program, but about 50% are not current and are probably not coming back, for various reasons.

6. Treasurer's Report – Louis Gladfelter handed out paper copies of a Profit & Loss sheet and a Balance sheet. The P&L was presented by each event separately, thanks to work done by Tom O'Grady. Overall, the sheets showed that 2017 represented the second straight year with a net loss. There followed an extensive discussion of ways to balance the budget better. Dave Foreman moved the Treasurer's Report be accepted, Don Gwynne, seconded, motion passed, accepted.

7. Authenticity – Steve Smargiasso discussed authenticity issues. He stated that our current period (cutoff at end of 1972 GCR) was extremely popular and that it is easy to buy or build a car that fits our era. He reported that about 80% of people who call him for information don't yet own a car. He discussed how the first year of our "Non-Conforming" policy went, noting that now people with a car that doesn't conform to our rules can at least still get on track. Steve said that the Annual Tech Declaration form and policy isn't being uniformly applied, and proposed alternatives. Since the Tech Declaration forms were not available for many of the cars, the 2017 Championship points were based solely on participation and finishing position. All cars for 2017 received zero Authenticity points. Jim Yule and some others suggested using the DLB Garage as a place to capture Tech Declarations online. Gary McFarlane discussed his improved scale system that he plans to have at each event so all cars can get weighed easily. Steve noted that CVAR is generally recognized as one of the nation's premier VMC organizations as regards attention to authenticity.

Steve discussed a "Group 4 Test" concept, not intended as a rules change, but an experiment to increase participation and grid size in Group 4. In some cases, cars that would not normally fit Group 4 may be allowed to run in Group 4 due to considerations like very rare or very high value, or aging drivers who want to "turn down the wick" compared to the more competitive run groups. It will be a case of the driver adhering to Group 4 behavior standards more than detailed car specifications.

8. GROUP 6 Rules Proposals –

FF3 - Steve Smargiasso discussed the FF3 trial conducted for the last three years, for Formula Ford cars prepared per 1982 through 1986 GCR. We have had four drivers and one student race FF3 cars with CVAR, and all were believed to be new to CVAR. The current proposal is for an FF3 class based on Ford Kent engines only, Honda Fit engines are not allowed. Slicks are permitted, same as in the existing FF2 class. Minimum weight 975 pounds (without fuel or driver) or 1,125 pounds with driver. Steve Smargiasso moved, Russ Rosenberg seconded, motion carried. Adopted.

FF Engine Preparation Rules - For 2018, it was proposed that all CVAR FF Kent engines (FF1, FF2 AND FF3) can be prepared to 2015 GCR or earlier (this is common with Monoposto rules and does allow aluminum heads). An e-mail poll of current CVAR FF drivers showed 72% favored this proposal; 14% favored it for FF2 and FF3 classes only; 7% preferred no change, and 7% could not decide.

MOVED? SECONDED? VOTED?

Formula Ford 2000 – A two year trial period for FF2000 was proposed. Cars through 1986 GCR permitted. “Stock” Ford SOHC 2.0L engines (1971 – 1974) will be eligible. Ford 2.0L Zetec engines are not permitted. 4 speed transmissions with a functioning reverse gear will be permitted. Tube frame chassis similar to FF2 and FF3. Slicks are permitted. Wings are permitted. CVAR FF2000 cars will be subject to compliance with Formula Car Specifications pertaining to Formula Continental in the 1986 GCR. No updating beyond 1986 except for safety related items. **MOVED? SECONDED? VOTED?**

9. CVAR Tire Regulation – Steve Smargiasso discussed wheels and tires as 4 points of the 10 authenticity points. Steve advanced a proposal regarding tires as follows: Tires will be regulated by Authenticity, with the Competition Committee. Group Reps will monitor and report a recommended tire list for their race group and classes. Authenticity will use a formula of cost, compound, availability and period correctness for final approval. Steve reviewed the Group 7 approved tires list as an example (listed below). Dave Foreman seconded, motion carried. Adopted.

- 13 inch 205/60/13 (Toyo Proxes R888; Toyo Proxes R888R; Toyo RA1; Toyo Proxes RR)
- 14 inch 225/50/14 (Hankook Ventus Z214; Toyo R888)
- 15 inch 225.50/15 (Pirelli P Zero Trofeo R; Toyo R888; Toyo R888R; Toyo RA1; Toyo RR)
- 15 inch 205/50/15 (Pirelli P Zero Trofeo R; Toyo R888; Toyo R888R; Toyo RA1; Toyo RR)

10. Group 7 B Sedan Challenge “BSC” – Steve Smargiasso discussed a B Sedan Challenge National Championship, administered by SVRA. A rules package has been prepared by the National B Sedan Challenge Group. A new class for BSC cars would race in CVAR Group 7, but CVAR’s B Sedan cars would remain a separate class. Other organizations known to be participating include VARA, VSCDA, HSR and VRG. Four races on CVAR’s schedule will count, if approved. Authenticity will serve as CVAR’s Regional Director for BSC National. Steve Smargiasso moved, Jeff Garrett seconded, motion carried. Adopted.

11. Chief Stewards – For 2018 season, CVAR will use two Chief Stewards to reduce workload and travel requirements. David Hopkins will serve as the South Chief Steward. Jack Marr will serve as the North Chief Steward.

12. Timing & Scoring – Merl Hansen briefly reported that at present, T&S is working well.

13. Fees and Credits – Russ Rosenberg led discussion of four proposals, as follows:

Proposal #1: Race Entry

1. Fix our price for a 3 day weekend at \$400. We will no longer offer a 1 or 2 day option. This is a reduction for the proposed \$450 increase, but by making the three days mandatory, the 33% +/- who don’t pay for Friday will now have to. Increased revenue should equal between \$3K to \$5K per event. At this price, the deficit of the past two years can be wiped out within a year.
2. We need to discuss how this applies to our contractual arrangements with Hallett.

Discussion followed about “dynamic pricing”, i.e., different fees according to different track costs. It was stated that “dynamic pricing” would doom future participation at MSR-Houston. Merl noted that 1 day entries constituted only 6.8% of a total of 2744 entries over a 4 year period. Discussion also addressed 2-car entries. At present, second car fee is \$175, covering both days.

Russ Rosenberg moved Proposal #1, Steve Smargiasso seconded, motion passed. Approved.

Proposal #2: Membership Fees

1. Should increase from \$50 to \$100 for drivers (\$10K bottom line increase).
2. No increase for non-drivers

Russ Rosenberg moved Proposal #2, Jeff Garrett seconded, motion passed. Approved.

Proposal #3: License Fees

1. Should increase from \$25 to \$50 (\$5K bottom line increase).

Russ Rosenberg moved Proposal #3, Herb Hilton seconded, motion passed. Approved.

Proposal #4: Event Credits

1. Once you sign the waiver book there are no event credits for any reason.
2. 2016-2017 event credits must be used by the conclusion of CY2018 or they are forfeited.
3. Future event credits will only be given prior to the signing of the waiver book and these must be used within 1 year of the credit or be voided.
4. What to do about credits prior to 2016?

After discussion, Proposal #4 item #1 was tabled and not voted on.

In discussion, Russ Rosenberg clarified that as regards sub-items 2 and 4, all prior event credits must be acted upon by the end of CY2018, either by using the credit or requesting a refund.

Russ Rosenberg moved Proposal #4 (items 2, 3 and 4), Jeff Garrett seconded, motion passed. Approved.

Russ Rosenberg moved that the fee for second car be raised to \$200. Lewis Gladfelter seconded, motion passed. Approved. Second driver fee unchanged, at \$50.

14. BREAK from 1405 to 1424.

15. Safety Report – There will be a revised Safety Handbook available at MSR-H. Everyone was reminded that prior Board action established a requirement for HANS or equivalent devices effective 2018.

16. General Topics –

CVAR Lifetime Achievement Award – none for 2018.

CVAR Agitator Award – selected by the prior recipient. TBD.

Dave Foreman moved to reinstate a 1 day entry option for \$250. His motion did not receive a second.

Berkeley Merrill discussed his proposal, which essentially reinstated prior CVAR rules regarding school requirements for non-VMC drivers. After extensive discussion, Jeff Garrett moved going back to the old rule, and Louis Gladfelter seconded. Motion passed on a 4 to 3 vote, approved. Discussion continued after the vote on how to let someone race prior to the next semi-annual school. Bill Haga supported recognizing VMC and SCCA licenses, and read a letter on the subject from George Curl. Eventually the discussion ended with recognition that this is a policy matter, not a rules matter, and can be dealt with off-line later.

Herb Hilton was approached by Richard Newhart regarding a potentially lucrative proposal for 1 hour of track time (on non-school events only) for a non-CVAR group of "Can-Am" cars at MSR-Cresson, Eagles Canyon, and Texas Motor Speedway. Bobby Archer then brought up the potential to provide a venue for race prepared Dodge Viper cars. He said there are 17 in Texas at present, and more in Oklahoma. Art Summerville, Herb Hilton and Brad Balles discussed CVAR's old "Exhibition Group" which Brad said was instrumental in keeping the fledgling CVAR afloat financially for the first four or five years of its operation. Jeff Garrett moved that the Board authorize the President to negotiate an experimental group. Russ Rosenberg seconded, motion passed on a 5 to 2 vote, approved.

Cragg Eubanks provided the attendees a lengthy update on plans for the May 2018 Strada Corsa event at NASA in Houston. Unfortunately, we have since been advised that the event has been postponed indefinitely.

17. Member Input –

Tom O'Grady suggested a push to reengage drivers who have raced with us before but not lately. Call them. Merl Hansen volunteered to generate a list to support this effort.

Merl Hansen handed out graphs showing registration timing history for 2014, 2015, 2016 and 2017. The goal is to get people to register earlier. Merl handed out financial summaries by event showing impacts of various levels of potential fee and late penalty increases. He said that approximately 5% to 6% of entrants pay the late fee. Merl moved changing from the current \$50 late fee to a graduated scale as follows:

- 10 days prior to the event \$50 penalty
- 7 days prior to the event \$75 additional = \$125 penalty

Russ Rosenberg seconded the motion, which was unanimously approved. Adopted.

18. There being no further business, the meeting was adjourned at 4:32pm

Respectfully submitted,

Don Gwynne
Secretary