

**Minutes of 2022 Annual Membership Meeting**  
**Corinthian Vintage Auto Racing, Inc.**  
**Minutes of Annual Membership Meeting**  
**Saturday, 22 January 2022**  
**Virtual Conference call**

**1. Attendees Included:**

Bill Wolff  
Don Gwynne  
Jeff Walker  
Chris Kellner  
Herb Hilton  
Don Gwynne  
David Lee  
Joanne Lemmons  
Colby Lemmons  
Cathy Barnard  
Thomas Schluter  
Steve Smargiasso  
Steve Coleman  
Bobby Whitehead  
Danny Piott  
John Strnad  
George Curl  
(+ many call-in voices not identified)

**2. Call to order:**

The meeting was opened at approximately 1010am by the President, Bill Wolff.

**3. Agenda Review – Bill Wolff**

Approve minutes of the 2021 Annual Meeting  
Election Results  
Membership and Licensing Report  
Treasurer's Report  
    2021 Race P&L  
    2021 Overall P&L and Balance Sheet  
    New Capital Investments  
Chief Steward's Report  
    2022 Safety Program  
    Timing and Scoring Changes  
Authenticity Report  
    Group 2 Rule Changes  
    Authenticity Points  
    Non-Conforming ("NC") Race Car Rule Changes  
    A Sports Racer ("ASR") Clarifications  
Awards Committee Report

2021 Trophies  
McLaughlin Award  
Lifetime Achievement Award  
Green Family – Worker of the Year  
Break – Member Inputs  
New Business  
2022 Calendar  
ECR Driver’s School  
Adding a Driver’s School to the April/May ECR Race Weekend  
Continuation of support for the SVRA Race at COTA  
Member Inputs  
Motion to Adjourn Meeting

#### **4. Consent Agenda:**

CVAR President Bill Wolff moved that the Minutes of the previous Annual Meeting (01/23/2021) be approved. Thomas Schluter seconded. The minutes were unanimously approved as written.

#### **5. Election Results – Herb Hilton**

Turnout was disappointing. This year we had 49 total votes, versus 95 last year. Typically we expect 100 to 110. Herb reviewed the votes for each; all candidates on the slate were elected with large margins. The 2022 Officers are:

President – Bill Wolff  
Vice President – Chris Kellner  
Treasurer – John Strnad  
Secretary – Alain Vinson  
Authenticity – Steve Smargiasso  
3 Year At Large – Steve Coleman

#### **6. Membership and Licensing – Herb Hilton**

Membership – The Membership numbers change “almost hourly” at this time of year, but at present, we have 123 current Competition Members (at this time last year, we had 266). So far, we have 3 Associate Members, 2 Corporate Members (typically, we have 9 Corporate Members, so we are actively looking for 7 more Corporate sponsors), 5 Worker Members (workers not eligible for scholarship unless they have a current membership). Our largest source of new members continues to be family and friends.

Licensing - We have 209 current licenses, 220 expired licenses. Reasons for expired licenses include death, retirement, SCCA, SVRA, and relocations. We have 40 current Novices in the program, and 59 that are expired. Typically we get a lot of re-registrations over the next several weeks. Bobby Whitehead asked whether expired memberships are now in a late penalty phase. Herb explained that membership doesn’t actually expire, but has to be brought to current status earlier than 10 days prior to an event they want to enter.

Victory Lane has asked that CVAR get writer(s) to contribute articles on our events. Anyone interested should contact Herb Hilton or Dan Davis, the Editor of Victory Lane.

Herb moved that the Membership and Licensing Report be approved, Chris Kellner seconded, approved unanimously. Ditto the Election Results Report, unanimously approved.

## **7. Treasurer's Report – John Strnad**

Herb Hilton noted that several years ago the Board decided that specific financial details on events, etc. should only be available to the Board, with summaries provided to the general membership. John Strynad reported that CVAR is in a strong financial position, with strong results in calendar 2021. 2021 built off a pretty good year in 2020 despite effects of the pandemic.

- Income - Total registrations for 2021 were over 700 entries, including 139 at MSR Houston, 125 and 105 at two Hallett events, 165 and 176 at two Eagles Canyon events. That led to approximately \$330,000 of gross income.
- Expenses include MotorSportReg, charitable contributions, advertising, insurance, golf cart rentals, and Saturday evening parties/meals at some events.
- Net - 2021 result was approximately a \$75,000 surplus. As a result of this surplus, John noted that with help from Danny Piott, Communications equipment has been improved in 2021. With help of Greg Matlack, our Safety equipment has also been upgraded or refurbished in 2021.

Herb Hilton recommended mentioning in the minutes the reason we are not going to have a party at COTA. COTA has an exclusive arrangement with Levy Catering, and their costs are much higher than what we consider reasonable. It would be financially irresponsible to pay for a CVAR party at COTA.

Bill Wolff moved that the Treasurer's Report be accepted, which was seconded by Thomas Schluter. Unanimously approved.

## **8. Chief Steward's Report – Cathy Barnard**

**2022 Safety Program** - Cathy Barnard and George Curl reported on the new 2022 Safety Program. CVAR Safety Rules were updated for 2022. Changes were needed regarding not allowing drivers back on track after a metal-to-metal incident until the incident has been reviewed. In cases where a driver appears clearly not at fault, they will be able to go back on track pending further review. Drivers are required to self-report to the pit lane for black flag violations, even if not called in by display of a black flag. In cases after the Safety Committee has determined that a driver is responsible for an avoidable contact event, the first occurrence will put them on the trailer for the rest of the weekend, plus a 3 race probation. If during a 3 race probation, a second incident occurs, and if the Safety Committee finds the driver is responsible for the second avoidable contact event, the penalties are increased, including trailer for the rest of the weekend, loss of logbook signoffs for the weekend, and 3 month suspension of license (reported to VMC as well). As in the past, a third incident at the driver's fault during probation will result in a VMC 13/13 suspension.

Mike Rodgers asked whether any Fire & Safety Training has been set up for 2022. Cathy referred discussion to New Business.

Cathy discussed new yellow flag expectations. Failure to slow down can now result in black flag, time or position penalties. Failure to slow down under yellow flag conditions has been added to passing under yellow flag conditions.

**Timing and Scoring Changes** – We changed from DLB to MotorSportReg in 2021. We have a new Registrar and a new Timing person. We acknowledge that there have been a few growing pains. Getting templates set up for results, grid sheets, etc.

Mike Rodgers asked about whether “finish points” would only be awarded if still running at end of the race. He asked whether half-distance should be the rule. Bill Wolff moved to change CVAR’s rules with respect to race finishes. If a driver has completed at least half of the time or distance specified, it should be counted as a finish. Seconded by Thomas Schluter. Unanimously approved.

9. **Authenticity – Steve Smargiasso –**

**Overview comments** – really pleased with the direction CVAR is moving. With TMS going away, there was a lot of concern for the future, but enthusiasm is building, and we are moving towards our core values. The cars are the stars. The best that we can, we should be trying to recreate how it was during the period we celebrate. A big part of our scoring was built around “authenticity points.” But we haven’t been following through on this for the past 7 or 8 years. Now that we have participation, finances, and enthusiasm where we want them, it is time to get back to declaration forms in 2022, scoring cars for authentic preparation, and awarding Championship points including authenticity points. Since we are doing that, we will only be scoring the CVAR races on our schedule. This will not include racing with organizations outside CVAR.

Steve discussed the rules change process used for the Group 2 proposal development. He recommended that the time line dates associated with the rules change process be updated.

Steve moved that the Group 2 rules change proposal be approved. Thomas Schluter seconded. The motion was unanimously approved.

Steve stated that he would like a policy change for CVAR to adopt the recently developed Group 2 declaration form as standard for all groups. Intent is replacement of the current technical declaration form. The intent is for the car owner/driver to verify that the car is prepared in accordance with historical and CVAR rules and identify items on the car so it can be scored for authenticity points.

Mike Rogers said he would like to review the Group 2 declaration form to see if it is appropriate for Group 3 cars. After some discussion, Steve said that the idea of a separate declaration form for open wheel cars would be evaluated further.

**Non-Conforming Cars** - Steve discussed the history of CVAR’s multi-year efforts to accommodate “non-conforming” cars. He remarked that there is a misconception that we are just racing old cars, and that’s not what we are doing. He said we are period class racing. We are building the cars to reflect the period we celebrate.

What we are clarifying now is how people with non-conforming cars can be on track, without getting scored, points, etc. The policy will clarify what is a non-conforming car, and what rules will apply to them. Bill Wolff clarified that there is no obligation to let a non-conforming car to

run. He gave the example that someone wanting to run a 1996 Indy 500 car is not from the period we celebrate, and would not be allowed on track. There are things CVAR will not accommodate that some other sanctioning bodies might allow. We can't be all things to all people. Thomas Schluter asked how entrants would be evaluated for eligibility. Group reps must manually review entrant lists for obvious errors. Anyone seeing something that they are not sure about should contact Steve for non-conforming entrant determinations. Bill Wolff said the Timing and Scoring aspects for non-conforming cars must be communicated.

Bill Wolff discussed A Sports Racing history from the sixties. Potentially very fast cars, but finding the right run Group for them is an ongoing challenge. Bill explained that Sports Racing cars in the day were things like McLarens, Lolas, etc. Don Gwynne noted that SCCA's rules for Sports Racing cars also allowed for homebuilt and modified cars, not just manufactured cars. Steve said that also was part of our concerns. He said that the preference was to put them in Group 6. Some get moved to Group 1, but there is a large size and weight difference from A Sedans, etc. Steve said that "purpose-built mid engine V8s" would be added, and add a requirement that the A Sports Racer must have documentation that it actually raced in period.

SHORT BREAK AT 11:29am

RESTARTED AT 11:34am

#### **10. Awards – Chris Kellner**

Chris stated that he had all the trophies ordered, and that he would bring all of them to COTA. He will give them to Group reps for distribution to their own group members.

Bill Wolff noted that at Eagles Canyon last year, the individual groups had their own internal awards presentations and it seemed to work well.

Bill Wolff discussed three major CVAR awards (McLaughlin, Lifetime Achievement, and a new one created last year, the Green Family Worker Award). He proposed a changed schedule for nominations and voting. Open nominations on February 1, closing at the end of February. Voting through all of March to the middle of April. Awards presented at the Eagles Canyon race party, end of April or early May. Chris Kellner asked that previous award winners be posted on the CVAR website. Greg Matlack asked about the "Agitator Award" which is not an official CVAR award. Passed on as a fun thing by previous recipient.

#### **11. New Business**

- Bill Wolff discussed the 2022 Calendar. The SVRA race at COTA will not be a CVAR points race. We no longer receive any revenue from SVRA for CVAR entries. Bill moved that the 2022 calendar be approved. Greg Matlack seconded, and the motion was unanimously approved.
- With the loss of the Brian Goldman school at MSR-Houston, CVAR offered a "cooperative arrangement" drivers school at Eagles Canyon just a few weeks ago. Promotion was pretty low key, with only four CVAR students participating. Berkeley Merrill noted that the Eagles Canyon school was limited to people with some prior racing experience. George Curl noted that one entrant had no prior racing experience. It was also hampered by poor weather. The

school at ECR was focused on racing techniques, not a replacement for CVAR's traditional race schools. George was impressed by the way it was handled. Worked starts, flags, etc. Another one coming up will focus on advanced race-craft. Bill thanked Danny and Bob Dickson for helping a student, including loaning Bob's VW so the student could finish the school.

- Bill asked for opinions whether to add a school into the April-May 2022 Eagles Canyon weekend. Decision needed soon, due to advertising schedule. CVAR will not drop the September drivers school in any case. Traditionally, Group 2 has held a feature at this event, so if a drivers school is added, will have to tweak schedule accordingly. Most comments favored adding the school. Bill informally polled the Board. No one thought it was a bad idea, all basically in favor. Bill said the school would be added to our advertising of CVAR's 2022 schedule.
- Bill said that at the COTA race coming up, he will pose a question to members whether in 2023 they would prefer CVAR to schedule a race in November or December at ECR instead of going to SVRA's COTA race. Thomas Schluter asked whether MSR-H was out of the picture. Bill said no, it is still a possibility. Bill said ECR had mentioned to home the possibility of CVAR running an event in the opposite direction.
- George Curl discussed the possibility of a fire school either at ECR or MSR-Cresson.
- Bill spoke about conversations with COTA since December 2021. He said they are very cut and dried on how they do things. Not bad guys, just inflexible. He discussed how the CVAR event at COTA will be administered (paddock, garages, food & beverages, etc.). COTA has state of the art safety equipment everywhere. For example, the Tech-Pro barrier segments cost approximately \$985 each. The charge to repair damaged barriers is \$290 per hour. If you oil the track, each bag of oil dry is \$25 a bag, and the labor is also \$290 per hour. Whenever anything goes wrong on the track, whoever is renting the track (SCCA, NASA, SVRA, CVAR, Edge Addicts, etc.) is liable for costs to fix it. Most organizations require a waiver from the participants acknowledging that they will be responsible for those costs. Bill has discussed with Hagerty, American Specialty, etc. regarding special insurance for participants, and they do not offer any product like that. It appears likely that the clubs self-insure themselves. CVAR's driver waivers will need to add language about the racer being responsible for any damage costs. Assuming no third party insurance is available, CVAR will self-insure. The driver will be offered insurance at \$50, but with a deductible (TBD), and a coverage limit (TBD). Bill emphasized that especially on the first day on track, drain plugs are tight. If you are dropping oil, get off the track surface immediately. Reportedly, SVRA self-insures. Lou Marchant discussed some of the expensive charges to SVRA by COTA a year ago, rumored to be in the range of \$25,000 to \$30,000 per day. Lou feels that we should publicized the list of COTA damage charges so the racer would know of it prior to registration.
- Bill said that the upcoming COTA event is a giant test to see how many entries we get. It will be a learning experience for all of us.
- Jimmy Osborne, CVAR Starter/Race Control, asked the Board to consider an alternative to the standard CVAR one lap to go signal. CVAR uses a furled white flag, whereas most others

organizations use a waving white flag. Only to be used at start/finish, so no confusion about meaning a service vehicle on the track. Greg Matlack agreed with Jimmy.

- Colby Lemmons asked about paddock and garage plans for COTA. Bill said that Edge Addicts parking will be defined, and they will have garages #1 - #15. CVAR will have most of the lower paddock area for trailers and other vehicles, and garages #16 and up. Large trailers and motor homes will be up above in Paddock B or the motor home parking area on the outside of the track along the back straightaway. The motor home parking spots are not assigned by COTA, they are assigned at a website called COTA Camping.
- Mike Rogers said that trophies are going to be handed out on Friday night. Group 3 will want to be co-located as much as possible.
- Bill said that Danny Piott is rotating off the Board and thanked him for all the help he does.

12. The meeting was adjourned at 12:43pm.

Respectfully submitted for Alain Vinson by Don Gwynne