

**Corinthian Vintage Auto Racing, Inc. (CVAR)  
Minutes of Board of Directors (BoD) Meeting  
Saturday, 18 January 2020  
Holiday Inn Express and Suites  
640 Old Mexia Road  
Fairfield, TX 75840  
(903) 389-2300**

1. Attendees, in last name alphabetical order:

Tim Blakeney  
Don Gwynne  
Merl Hansen  
Herb Hilton  
Karl Jackson  
Chris Kellner  
Angus Lemon  
Doug Mains  
Jack Marr  
Greg Matlack  
Chalmer McWilliams  
Tom O'Grady  
Danny Piott  
Gary Reed  
Greg Reynolds  
Joe Robau  
Tracey Robinson  
Mike Rogers  
Jim Sandberg  
John Scott  
Jeff Sloan  
Steve Smargiasso  
John Strnad  
Clyde Stutzman  
Art Summerville  
Gary Tomlin  
Bobby Whitehead  
Bill Wolff

2. Call to order: The meeting was opened at 12:05pm by the 2019 President, Herb Hilton.

3. Consent Agenda: Published minutes of the previous Annual meeting, 01/22/2019 were unanimously approved as written.

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

President – Bill Wolff

Vice President – Chris Kellner

Treasurer – John Strnad

Secretary – Don Gwynne

Director for 1 year term – Tom O’Grady

Director for 3 year term – Bobby Whitehead

5. Outgoing President Herb Hilton was thanked for his service and presented with a large birthday cake.

6. Membership & Licensing Report - Herb Hilton provided a report on Membership and Licensing Income. As of the end of 2019 CVAR had 330 members and 298 currently licensed drivers. Herb pointed out that memberships generated about \$30,400+ in 2019, and licensing income generated approximately \$8,500+ in 2019.

7. Treasurer’s Report - John Strnad, the new Treasurer, thanked Louis Gladfelter, the outgoing Treasurer, for all his efforts over the years and helping pull together the 2019 Profit & Loss Statement. 2019 was a very good year for the club financially. The club benefitted by focusing on the profitability of each event, controlling expenses, negotiating better agreements and getting a good handle on the number of corner workers, our 2<sup>nd</sup> largest expense line item, at each event.

8. Chief Steward’s Report - Jack Marr, our Chief Steward, then gave his update to the group. He thought that the “beating and banging” had been reduced over the year and the standard of driving was actually very high. CVAR has some of the most rigorous on track safety standards in our sport and we have a commitment to keep them very high. He does believe that in the “rare circumstance” where the safety committee determines that there really was no-fault in the incident that a “No-Fault” judgement should be an option. Also, when participants in an incident both agree on the fault of one party then there would be no need to convene a meeting of the Safety Committee since that can sometimes be a challenge on a race weekend. Both ideas met with approval.

9. Timing & Scoring and Registration - Merl Hansen made a presentation about the number and timing of race entries since 2014 and suggested some ideas to get more entries sooner. He suggested having a lottery for a \$500 race entry credit to be drawn at the Driver’s Meeting on Saturday morning. The eligible candidates would be to those who entered the event prior to 14 days before the closing of on-line registration. Merl suggested that this would be a good way to encourage earlier entries along with attendance at Driver’s Meetings. There was some discussion about whether this would be good for the club and the motion was tabled until later in the meeting. His discussion turned to the need to encourage drivers to come to more than one or two events a year.

10. Awards Committee – Clyde Stutzman, Doug Mains, and George Curl will be reviewing the criteria for our awards program, and plan on establishing a Member of the Year award that could go to a worker, volunteer, driver, whoever made a significant contribution during that one year.

BREAK from 1:19pm to 1:38pm

10. New Business –

2020 President Bill Wolff discussed the rationale behind the 2020 Schedule. The plan was to put our first three events (MSR Houston, Hallett Motor Racing Circuit and Eagles Canyon Raceway) early enough in the year to avoid conflicts with other events and still provide enough downtime between the races to let our members recover and repair. We have scheduled a four month break in the calendar (May, June, July and August) before beginning our 2<sup>nd</sup> half of the season at Eagles Canyon Raceway in mid-September. We will go to Hallett in early October and then end the year with a cooperative race with SVRA at Circuit of the Americas. The two Driver's School weekends are separated by almost seven months to help provide flexibility for any of our new students.

As a part of our 2020 planning we have prepared detailed Profit & Loss Statements for each event. We believe that by focusing on providing a great quality event for our members while, at the same time, controlling our expenses we should have a very successful 2020.

Bill discussed the opportunities the club has in our association with the new Eagles Canyon Raceway. The 2.7-mile track will be available for us for both our Spring and Fall events. We think it is certainly the best facility of its kind in the Southwest United States, one of the best in world and a fabulous new home track for our club. Eagles Canyon is also interested in helping us promote our club and on May 9<sup>th</sup> we will make a presentation to their members at a "Happy Hour Presentation" at the end of a Saturday track day. We hope to make some valuable introductions and hope that many of our members might be willing to attend and bring their cars. This summer ECR will have a 3-Day race driving school where the successful graduates will receive an SCCA Racing License which will allow them to compete in our events. We think the new ECR is the best thing that has happened to our club after the closing of Texas World Speedway.

The following is an outline of proposed CVAR race licensing guidelines:

1. Any Vintage Motorsport Council (VMC) approved license will have full reciprocity for any CVAR event. This is nothing new.
2. Any recognized road racing sanctioning body including SCCA, NASA, Porsche Club of America, BMW Club, IMSA, FIA, etc. will be allowed to participate in a CVAR sponsored event subject to the following:
  - a. The participant must attend a CVAR Introduction to Vintage Racing "ground school" session on Friday morning of the weekend.
  - b. The participant will run with the appropriate run group beginning on Friday morning. All first-time CVAR participants in this program are required to be on track on Friday subject to their cars having mechanical issues not making such participation feasible. If the participant has not been on track on Friday, further weekend participation will be subject to the approval of the Chief Steward.
  - c. The participant will meet with the appropriate Group Representative and the Group Representative will provide supervision and mentoring for the participant.
  - d. The participant will receive a temporary log book and will be running under a probationary status subject to the successful completion of three (3) race weekends without incident in which case the Chief Steward will provide a sign-off.
  - e. The participant will have to display "X's" prominently on their race car until the successful completion of their probationary period.

3. Any graduate of a three-day racing school will still need to attend a CVAR School Weekend event and complete that weekend before beginning their probationary status. If, however, the racing school graduate has been given an SCCA or other recognized sanctioning body license then that graduate will be encouraged to attend a full CVAR Racing School Weekend orientation but will be allowed to participate based on the rules outlined in #2 above.

Tim Blakeney moved these licensing guidelines be adopted and Tom O'Grady seconded the motion. The motion was unanimously approved.

One of the cutbacks in 2019 was to establish a limit of \$500 per race weekend for any CVAR sponsored party. The board believes that improving the social side of our club is important and we want to make a greater investment in that experience for our members, their families and friends. We decided that the Race Chairman of each event should have the flexibility to submit a budget to the board for approval.

Tom O'Grady moved that the Race Chairman of each event have the flexibility to submit a budget to the board for approval. Tim Blakeney seconded the motion, which was unanimously approved.

In addition, we discussed improving the quality of the awards ceremony for CVAR end of the year awards.

We also discussed the what we consider to be CVAR's "value proposition". We believe that to have real value in the broader world, authenticity is a key component. CVAR is dedicated to offering members a rewarding, fun and safe racing venue for classic racing cars prepared authentically. We are not a track day or "run what you bring" organization. We have value and principles and we will be building on them in 2020 and beyond.

BREAK 3:10pm to 3:30pm

Authenticity Chairman, Steve Smargiasso discussed a proposed set of Group 1 rules changes. They address issues related to reliability and the availability of parts uniformly across the VMC world. For the last few seasons some CVAR members have been running cars that already have incorporated some of the proposed in Group 1 Rule Changes. Some have declared and some have been running them without permission. If you have been running in Group 1 lately you won't notice much change on the track. To be fair, some of the changes will add some performance advantage but the improved reliability and availability of parts should result in a balanced benefit to our club.

We will also be adding a new classification to recognize and reward "Heritage Status" cars. This new class will have the benefit both on and off the track with separate points and recognition. We are excited to give drivers a choice with new ways to enjoy CVAR and the cars. We will start this in Group 1 and plan to offer Heritage Class to all cars in CVAR that choose to meet the criteria.

A good portion of this effort was to clarify and simplify rules for Group 1. A flow chart and individual spec pages for each car have been created. This will help owner/builder/drivers understand how their cars should be prepared. Along with that will come much more enforcement of the rules than in the recent past. Having rules followed should lead to a much healthier racing group.

Bobby Whitehead moved that proposed Group 1 rule package be approved. Tom O'Grady seconded the motion, which was unanimously approved.

Last year a new group, Group 8, was put into CVAR schedule. During 2019, there were a total 10 entries and based on the levels of participation, revenue, conflicts, introducing interesting cars or new members, it was considered a failure.

Bill Wolff moved to eliminate Group 8. Tom O'Grady seconded, and the motion was unanimously approved.

#### 11. Member Input –

Bobby Whitehead thanked his supporters, and promised to go forward with flexibility.

Don Gwynne noted that he has assembled a single document with Board Meeting minutes from 2008 to date. It was felt that rather than placing them on the CVAR website, they would be available to any member via e-mail request to the CVAR Secretary at [dgwynne@me.com](mailto:dgwynne@me.com).

Steve Smargiasso recognized that there are actually two CVAR Facebook groups, one administered by CVAR, and one administered by an individual. The "unofficial" site appears to provide a valuable forum for discussing issues, floating new ideas, etc. He moved that the "official" CVAR group be made a "Business Page" for posting official CVAR business. Bobby Whitehead seconded the motion, which was unanimously approved.

Greg Reynolds asked questions regarding the new Historic levels of Emerald, Diamond, and Diamond Wreath. Steve Smargiasso responded that some new badge or emblem would be created, but the class markings on the car, e.g., AP, BP, AS, etc. would remain unchanged.

A new Chief of Technical Inspection will be needed in 2021. The position requires someone able to be at the track on Thursday afternoon.

At the end of the meeting, Merl Hansen's previously tabled proposal was to set up a lottery to help promote early entries to all of our events. It was decided that a discount of \$500 might be too much but it was decided to amend the motion suggesting a \$250 discount for the winner, and to make it a one year experiment, to see if it achieved an improvement in earlier registrations. The winner must be present at the Saturday morning Driver's Meeting, and if not, no prize will be awarded. Merl's amended motion was seconded by John Strnad, and passed with 5 yeas votes.

Chalmer McWilliams moved to create a Group 7 rules exception to provide for two Caterhams with existing CVAR logbooks to again compete in the Lotus Super 7 class during 2020 as no points, non-compliant cars, but competing "heads-up," i.e., starting per qualifying times, not starting from the grid. Steve Smargiasso seconded the motion, which was unanimously approved.

12. Adjournment. Greg Matlack moved that the meeting be adjourned. Bill Wolff seconded, and the meeting was adjourned at 4:57p.

Respectfully submitted,

Don Gwynne  
CVAR Secretary