

CVAR Board Meeting Minutes (updated 02/12/2021)

CVAR By-Laws regarding "Special Meetings"

SPECIAL MEETINGS. Special meetings of the Board of Directors and each committee formed pursuant to these Bylaws may be called by or at the request of the President or any two (2) Directors. The person or persons authorized to call special meetings of the Board of Directors or a committee may fix the time and place or method for holding any special meetings of the Board of Directors or a committee, by including the type, time, location or meeting method in the notice of such meeting. Notice of any special meeting of the Board of Directors or any committee meeting shall be given at least two (2) days previous thereto by written notice delivered personally or sent by mail or e-mail to each Member of the Board of Directors or committee member, as the case may be, at his postal or e-mail address as shown by the records of the Corporation. If mailed, such notice shall be deemed to be delivered when deposited in the United States mail so addressed with postage thereon prepaid. If notice was given by email, such notice shall be deemed to be delivered when the addressee posts an e-mail reply acknowledging such notice within 24 hours of the notifying post. Any Director or committee member may waive notice of any meeting. The attendance or participation by phone or e-mail of a Board member or committee member at any meeting shall constitute a waiver of notice of such meeting, except where such Member attends a meeting for the express purpose of objecting to the transaction of any business because the meeting is not lawfully called or convened. Neither the business to be transacted at, nor the purpose of, any regular or special meeting of the Board of Directors or a committee need be specified in the notice or waiver of notice of such meeting unless specifically required by law or these Bylaws.

Corinthian Vintage Auto Racing, Inc. (CVAR)
Minutes of Annual Membership Meeting
Saturday, 23 January 2021
Virtual Conference call

1. Attendees included:

Bill Wolff
John Strnad
Alain Vinson
Herb Hilton
Steve Smargiasso
Greg Matlack
Cathy Bernard
Thomas Schluter
Don Gwynne
Danny Piott
Duncan Charlton
George Curl
Merl Hanson
Art Summerville
Jeff Walker

Chris Kellner
Bobby Whitehead
Angus Lemon
Steve (last name was unintelligible)
Karl Jackson
John Patmore (sp?)
Mike Rogers

Plus several others whose name not captured when they checked in. Sorry if we missed anyone.

2. Call to order: The meeting was opened at 12:25pm by the 2021 President, Bill Wolff. Bill expressed his apologies for the incorrect call-in info and to those who may have missed the meeting because of it. He then reviewed the agenda for the meeting.
3. Consent Agenda: Published minutes of the previous annual meeting, 01/18/2020, were discussed. No corrections or additions were received. Herb Hilton moved they be approved as written, Thomas Schluter seconded. Unanimously approved by voice vote.
4. Election Results were presented by Herb Hilton:
 - 95 votes cast. There were a few write-ins and a few no votes, but all candidates were elected.
 - Thomas Schluter – (New Board Member) briefly described his experience and background.
 - Alain Vinson – (New Officer – Secretary) briefly described his experience and background.
 - Don Gwynne was asked to continue as CVAR’s Historian.
5. Membership & Licensing Report – Herb Hilton
 - 2020 had total 260 members, 2021 to date at 161 current; of those 119 competition members, 13 lifetime members, 10 honorary members, 4 corporate sponsors, 6 associate members, 10 registered corner workers.
 - We need to increase the number of registered corner workers. Scholarship program for corner workers is available and we need more members to be able to participate.
 - To date for MSR Houston we have 36 registered racers including 16 registered students. 50% of registrations occur in the last two weeks before the races, also an increase in renewed memberships. Typical for this time of year.
 - We postponed the medical exam requirements but initiated an alternative of a “good faith statement” if driver is unable to get an exam.
 - Licensing potential 405, of those 160 are current, 245 not current, 85 novices, 16 students.
 - We have updated the CVAR website and sent out an email clarifying the medical exemption and good faith statement.
6. Treasurer’s Report – John Strnad –

COVID impacted 2020 with only having 4 events compared to 2019 of 7 events which affected overall net income. Total income for 2020 was \$233,891, which was down 35% from 2019. Most expenses stay flat from 2019. We had a really good event at Eagles Canyon, which helped 2020 become profitable with 162 entries. 102 entries for MSR Houston, Hallett events were flat, 76 entries, second Hallett 85 entries. Looking for opportunities to increase entries at the Hallett events. Total net surplus for 2020 was around \$12,000. John Patmore (sp?) asked whether there is an opportunity to draw more people in who are cost conscious by giving refunds or lower entry fees when we enjoy a significant surplus. Steve Smargiasso responded with a discussion of fee structures, etc. Board is looking at the potential to give back some form of race credit to membership holders (not including guests) at the end of year for races that members have participated in over the year. More discussions to be held before sending proposal to members.

7. Chief Steward's Report – Cathy Bernard (our new Chief Steward):

Cathy got involved in racing back in 1979, raced FV for several years, and has had her SCCA Stewarding license since 2000. She has worked in all aspects of Stewarding with SCCA and has decided to come join us here as Chief Steward for CVAR. fvlady@aol.com Feel free to contact her if you have any questions for Cathy. Safety Committee is working on procedures for simplifying, clarifying and maintaining stability and avoiding inconsistencies in safety procedures going forward. Safety Chairman will review with Safety Committee all instances of contact. No changes regarding contact incidents have been made to date, but mainly clarified in more detail and will be posted and updated on the CVAR website. Rollbar safety to be enforced using a measurement during tech to ensure that everyone is safe in case of an incident. Changes to race schedule will be looked at this year with no big changes. Looking to add more feature races. We want to maximize track time for students.

8. Timing & Scoring and Registration - Merl Hansen:

The biggest change has been the move from DLB to Motorsportsreg. The transition was tough but seems to be easier for registrants. Reports through MS Reg has been difficult and continue to work with them to get the better reporting that is needed.

9. Authenticity – Steve Smargiasso:

We are making progress to getting close to written rule for CVAR's annual declarations for authenticity. The forms are to be handed out during tech so we can award authenticity points for end year. Authenticity committee includes Steve, Chief steward, Safety Steward and Chief of Tech. Created a Heritage class in Group 1, but Steve needs some help to expand the Heritage concept to all run groups. The goal is for Championship points to be updated after every race. Getting the Authenticity points on track to be part of the Championship standings is underway.

10. Awards committee-

- The McLaughlin Award (voted upon by the CVAR Board) to Herb Hilton. All the 2020 awards are to be presented at Eagles Canyon.
- Nominations and voting for the Lifetime Achievement award are open to all members. Meant to reflect a body of work over a span of years not just CVAR. The Board has received a nomination of Don Gwynne for this award.

11. New Business:

Bill Wolff thanked Joann for the overhaul of the CVAR website where updating has become much easier for everyone involved and will help quicker and more current updates in the future.

2021 calendar – will be same as 2020., with 5 stand-alone CVAR events: MSR Houston, Hallett, Eagles Canyon, (summer break), Eagles Canyon, Hallett, and COTA (with SVRA).

John Strnad discussed P&L issues. MSR Houston target is 105 entries, Hallett target is 82-85 entries, and Eagles Canyon target is 125 entries.

George Curl has retired from driving, but has agreed to be Safety Chairman.

Talks with RMVR and we are looking for ways to increase operation between our clubs especially with Hallett races. Came up with a few ideas. For example, as regards Hallett participation by RMVR members, perhaps CVAR might make a contribution of \$50 per car RMVR donated to the Morgan Adams foundation. Still working on best plan for both organizations to benefit each other. We are hoping RMVR will cease requiring CVAR members to join RMVR to race with them as guests.

COVID 19 – MSR Houston rules include no indoor meetings, no parties, limited social gatherings, and temperature taking. CVAR won't be requiring temperature taking other than at Houston.

Overall, while 2020 was a difficult year, we all did our best under the COVID pandemic. Members congratulated President Bill Wolff on handling of 2020 with the COVID pandemic.

12. Adjournment:

Greg Matlack moved that the meeting be adjourned. Herb Hilton seconded, and the meeting was adjourned at 2:20pm.

Respectfully submitted,

Alain Vinson
CVAR Secretary

Special eMeeting Minutes

13 January 2021

The meeting (conference phone call) was called to order at 11:05 am by the President.

All Board Members except Tom O'Grady and Don Gwynne were on the call. Chris Kellner held a proxy from Tom O'Grady. There was a short discussion about the issues and after that Steve Smargiasso moved (as outlined below) and Danny Piott seconded it.

The motion was to extend the expiration dates for 2021 CVAR Medical Requirements and 2020 Snell Helmet certifications until June 30, 2021. It is important to note that only helmets with 2010 Snell or

later stickers will be accepted for use in CVAR competition. Prior to June 30, 2021, the CVAR Board of Directors will review the status of the issue and address any further concerns at that time.

In lieu of providing updated medical information, all CVAR Drivers will be required to sign and submit a copy of the CVAR Good Faith Medical Information Agreement. We are planning on having copies of the form at Tech at the track.

The motion passed unanimously (by those on the call).

The meeting was ended at 11:25AM.

Special eMeeting Minutes

14 December 2020

2:30 pm

Agenda:

- Changing the annual meeting from a physical meeting to an on-line/Zoom Call format due to COVID
 - Termination Letters and follow up to the relevant parties
 - Discussion of CVAR Awards
-

Special eMeeting Minutes

April 25, 2020

Per a request from Jack Marr, Bill Wolff moved that the BoD amend CVAR's roll bar rules to add "An inspection hole between 3/16 and 1/4 inch diameter must be drilled in a non-critical area of the main hoop to facilitate verification of wall thickness. Proof of use of alloy steel is the responsibility of the entrant."

Danny Piott seconded the motion.

Electronic voting was opened at 3:30 pm on 04/25/2020.

Motion was subsequently withdrawn at 12:54 pm on 04/26/2020 by the President Bill Wolff as not requiring a BoD decision to simply enforce existing CVAR rules.

Special eMeeting Minutes

April 2, 2020

Bill Wolff moved that the CVAR Board of Directors elect to cancel the CVAR race at Eagles Canyon Raceway for April 24 – 26, 2020. Tom O’Grady seconded the motion. The motion was approved unanimously.

There being no further business, the Special eMeeting was closed at 1:47pm on April 3, 2020.

Special eMeeting Minutes

March 31, 2020

Bill Wolff moved that any entrant (including non-CVAR members) who paid for an entry to our March 20 – 22, 2020 race at Hallett Motor Racing Circuit and would like to cancel (instead of getting an Event Credit) receive a full refund. Tom O’Grady seconded the motion. Vote in favor of both resolutions was unanimous, both passed.

There being no further business, the Special eMeeting was closed at 5:45pm on April 2, 2020 at 11:24am.

Special eMeeting Minutes

March 30, 2020

Two motions by Bill Wolff:

A resolution that anyone who would like to cancel Hallett even though it has been moved to August 21 – 23, 2020 ought to be able to get a full refund and not get charged a 6% service fee. Merl has given a couple of people refunds, so we may need to get those individuals an additional \$30.00

A resolution extending any existing EC’s, along with ones that may have been generated by either Hallett or ECR this year, be able to use them at any time this year. All EC’s will be extended through 2020.

Both were seconded by Tom O’Grady. Vote in favor of both resolutions was unanimous, both passed.

There being no further business, the Special eMeeting was closed at 5:45pm on March 30, 2020.

Special eMeeting Minutes

March 25, 2020

Motion by Bill Wolff: I propose that the CVAR Board of Directors vote to reschedule our first Hallett race from March 20 – 22, 2020 to August 21 – 23, 2020. Seconded by Don Gwynne. Unanimously approved.

There being no further business, the Special eMeeting was closed at 8:36pm on March 25, 2020.

Special e-Meeting Minutes

March 13, 2020

Resolution: The CVAR Board of Directors needs to vote unanimously to continue to support the upcoming race at Hallett Motor Racing Circuit on March 20 – 22, 2020.

The vote was unanimous in favor of continuing to support the upcoming race at Hallett.

There being no further business, the Special e-Meeting was closed by Bill Wolff at 1:52pm on March 13, 2020.

Update March 16, 2020

In light of the recently announced US Government guidelines for addressing the Coronavirus Pandemic, the CVAR Board of Directors has unanimously voted today (March 16, 2020) to cancel the upcoming CVAR race at Hallett Motor Racing Circuit on March 20 – 22, 2020.

Given the information that has developed over the past few days, specifically related to travel, eating in restaurants, meetings with more than 10 people and the strong discouragement of any travel by elderly people, only one decision was possible.

**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 2nd 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" judgment 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 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 2nd 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 9th 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 that 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 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.

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

Special eMeeting Minutes

January 4, 2020

The Special eMeeting was called to order by Herb Hilton at 5:06pm on January 4, 2020 and a motion was made by Clyde Stutzman

MOTION: Due to the lack of qualified candidates for the Lifetime Achievement Award, presentation of such award will be deferred for 2019, and shall resume only when suitable nominees are presented according to the published criteria previously established.

Don Gwynne seconded the motion. After discussion, the voting was 3 YES and 4 NO the motion did not pass.

There being no further business this Special eMeeting was adjourned at 12:55pm on January 6, 2020.

Special eMeeting Minutes Dec 21, 2019

The Special eMeeting was called to order by Herb Hilton at 1:59pm December 21, 2019. Steve Smargiasso presented a onetime motion to adjust the dates for rule changes. This motion was seconded by Bill Wolff and after some discussion was passed unanimously. There being no other business the meeting was closed at 8:30am December 22, 2019.

Special eMeeting Minutes October 29, 2019

The meeting was called to order by Herb Hilton on October 29, 2019 at 11:10am to act on Steve Smargiasso's motion.

" I move that for the final race of the 2019 season at ECR we pass a 'one time' exception to allow the replica cars that have registered to race on a CVAR school weekend and be placed in an appropriate run group. "

The entries will be observed on Friday during test and tune. The determination will be made by the Non-Conforming Committee as per CVAR rules.

That group contains the Chief Steward, Chief of Tech, Safety Steward, the effected Group reps and the Authenticity Chair.

The entries will be moved into appropriate run groups and will be run as " Non-Conforming" within the assigned group."

Don Gwynne seconded the motion.

Voting in favor:

- Don Gwynne
- Danny Piott
- Steve Smargiasso
- Bill Wolff
- Clyde Stutzman

The motion passed with a majority of 5 affirmative votes.

There being no further business this Special eMeeting closed at 5:50pm.

Special eMeeting Minutes Sept 28, 2019

A Special eMeeting was called to order by Herb Hilton at 11:04am September 28, 2019. Danny Piott presented a motion to discontinue racing at Texas Motor Speedway and to continue to support The Morgan Adams Foundation. This motion was seconded by Bill Wolff and was passed unanimously. There being no other business the meeting was closed at 9:30am September 29, 2019.

Special eMeeting Minutes

September 10, 2019

A Special eMeeting was called to order by Herb Hilton at 8:50am and a motion was made by Steve Smargiasso to allow Group 8 cars into existing run groups. Danny Piott seconded the motion. The voting was unanimous and the motion passed.

There being no further business this Special eMeeting is adjourned at 11:30am

---Original Message-----

From: Herb Hilton <herbehilton@gmail.com>

To: Herb Hilton <herbehilton@gmail.com>; Don Gwynne <dgwynne@me.com>; Steve Smargiasso <smarg10@aol.com>; Louis Gladfelter <lgladfelter@icloud.com>; Bill Wolff <wwolff@fritscheanderson.com>; Danny Piott <dannypiott@gmail.com>; Clyde Stutzman <clydestutzman@att.net>

Sent: Tue, Sep 10, 2019 11:23 AM

Subject: Fwd: Special eMeeting

The voting was unanimous in favor of the motion. There being no other business this Special eMeeting is closed.

Begin forwarded message:

From: Danny Piott <dannypiott@gmail.com>

Subject: Re: Special eMeeting

Date: September 10, 2019 at 11:15:16 AM CDT

To: Herb Hilton <herbehilton@gmail.com>

I vote to support motion

On Sep 10, 2019 11:00 AM, "Herb Hilton" <herbehilton@gmail.com> wrote:

I got your second, but need your vote.

On Sep 10, 2019, at 9:00 AM, Danny Piott <dannypiott@gmail.com> wrote:

I second the motion

On Sep 10, 2019 8:56 AM, <smarg10@aol.com> wrote:

I move that we allow a "one time" exception to the rule that prohibits mixing G8 Cars into other run groups.

The entries will be observed on Friday during test and tune. The determination will be made by the Non Conforming Committee as per CVAR rules.

That group contains the Chief Steward, Chief of Tech, Safety Steward, the effected Group reps and the Authenticity Chair.

The entries will be moved into appropriate run groups and will be run as " Non Conforming" within the assigned group for the TMS race in 2019.

Steve

-----Original Message-----

From: Herb Hilton <herbehilton@gmail.com>

To: Herb Hilton <herbehilton@gmail.com>; Don Gwynne <dgwynne@me.com>; Steve Smargiasso <smarg10@aol.com>; Louis Gladfelter <lgladfelter@icloud.com>; Bill Wolff <wwolff@fritscheanderson.com>; Danny Piott <dannypiott@gmail.com>; Clyde Stutzman <clydestutzman@att.net>

Sent: Tue, Sep 10, 2019 8:50 am

Subject: Special eMeeting

All

I am calling for a Special eMeeting to make a decision regarding G8 participation at TMS.

Steve please submit your proposal

Danny please submit your second

I am leaving for a week so please vote ASAP since the meeting will close at 5:00pm

Facts surrounding the 2 G8 racers: Scott Young is licensed with SVRA and is running a car that fits as a non-conforming G1 car. Matt Blehm is licensed with SCCA and raced with us at MSR-H. He was observed by Berkeley Merrill and Joe Robau along with Bill Wolff, Greg Matlack and the Safety Safari. Berkeley supports these 2 as G1 non-conforming participants along with Group Rep Bobby Whitehead.

Thanks, Herb

Special eMeeting minutes May 16, 2019

A Special eMeeting was called to order by Herb Hilton.

A motion was presented by Steve Smargiasso and seconded by Danny Piott to abolish the Steering Committee. Those voting in favor were Don Gwynne, Bill Wolff, Danny Piott and Steve Smargiasso. Those abstaining were Louis Gladfelter and Clyde Stutzman. Russ Rosenberg resigned so could not vote

There being no further business this e-meeting thread closed on May 17, 2019 at 12:00

Special eMeeting Minutes

April 1, 2019

The Special eMeeting was called to order by Herb Hilton and a motion was made by Clyde Stutzman to merge Group 8 cars with other groups if they did not have a satisfactory turnout. Louis Gladfelter seconded the motion. The motion was defeated by a vote of 5 to 2. There being no further business this eMeeting is adjourned.

Special eMeeting Minutes

March 31, 2019

The Special eMeeting was called to order by Herb Hilton and a motion was made by Russ Rosenberg to race MSR-H May 3 – 5. Bill Wolff seconded the motion. The motion was passed by a unanimous vote.

There being no further business this eMeeting is adjourned.

Special eMeeting Minutes

March 1, 2019

On March 1, 2019, with Herb away in South America, a special email meeting was held of the BOD in order to attempt to put the MSR-H race on May 3-5. Russ Rosenberg brought a motion to do so with the provision that we would vote again before the cancellation deadline of April 1st. The membership would be told that we needed 80 entrants to be able to accomplish this or the race would be again subject to cancellation on April 1st, the deadline agreed to by the track management. Danny Piott seconded the motion. It was passed by a 6 vote margin, with Don Gwynne abstaining.

There being no further business this eMeeting is adjourned.

Special eMeeting Minutes

February 25, 2019

The eMeeting was called to order by Herb Hilton and a motion was made by Bill Wolff to cancel the MSR-H May race and seconded by Clyde Stutzman. The motion was passed by a 5 to 1 to 1 margin with Danny Piott voting no and Don Gwynne abstaining.

There being no further business this eMeeting is adjourned.

Special eMeeting Minutes

February 14, 2019

The Special eMeeting was called to order by Herb Hilton and a motion to modify the late fee schedule was made by Russ Rosenberg and seconded by Clyde Stutzman. The motion was passed unanimously.

There being no further business this eMeeting is adjourned.

Special eMeeting Minutes January 22, 2019

The Special eMeeting was called to order by Herb Hilton and a motion to create a new run group was made by Russ Rosenberg and seconded by Clyde Stutzman. The motion was passed by a 6 to 1 margin with Danny Piott voting no.

There being no further business this eMeeting is adjourned.

**

Details of the e-mail thread:

On Tue, Jan 22, 2019 at 1:23 PM CLYDE STUTZMAN <clydestutzman@att.net> wrote:
I'll Second that motion.

On Jan 22, 2019, at 1:20 PM, <smarg10@aol.com> <smarg10@aol.com> wrote:

I move that we amend the below wording to include a sentence that states "CVAR reserves the right to refuse any car"

Steve

-----Original Message-----

From: Herb Hilton <herbehilton@gmail.com>

To: Steve Smargiasso <smarg10@aol.com>

Cc: Herb Hilton <herbehilton@gmail.com>; Don Gwynne <dggwynne@me.com>; Russ Rosenberg <vintageracer53@gmail.com>; Louis Gladfelter <lgladfelter@icloud.com>; Bill Wolff <wwolff@fritscheanderson.com>; Danny Piott <dannypiott@gmail.com>; Clyde Stutzman <clydestutzman@att.net>

Sent: Tue, Jan 22, 2019 1:03 pm

Subject: Re: I make a motion v2

Steve;

Russ said you and he hammered out the wording and now we have another conflict. We need another motion before we get a second.

Thanks, Herb

On Jan 22, 2019, at 12:58 PM, <smarg10@aol.com> <smarg10@aol.com> wrote: I can agree with the motion if (maybe I missed it) But we have the right to refuse some cars (GTP , prototype etc...) Can we add that ?

Steve

-----Original Message-----

From: Herb Hilton <herbehilton@gmail.com>

To: Herb Hilton <herbehilton@gmail.com>; Don Gwynne <dggwynne@me.com>; Steve Smargiasso <smarg10@aol.com>; Russ Rosenberg <vintageracer53@gmail.com>; Louis Gladfelter <lgladfelter@icloud.com>; Bill Wolff <wwolff@fritscheanderson.com>; Danny Piott <dannypiott@gmail.com>; Clyde Stutzman <cldestutzman@att.net>

Sent: Tue, Jan 22, 2019 12:42 pm

Subject: Fwd: I make a motion v2

All;

Pursuant to our meeting last weekend I am calling a Special eMeeting to vote on the attached proposal. Russ made the motion so I need a second before we open the proposal for a vote.

Thanks, Herb

Begin forwarded message:

From: Russ Rosenberg <vintageracer53@gmail.com>

Subject: I make a motion v2

Date: January 22, 2019 at 12:36:33 PM CST

To: Herb Hilton <herbehilton@gmail.com>

Group 8 (New for 2019) Specifications

As discussed at the BOD meeting, we have taken a poll of the Current Licensed Drivers and the results are over 90% approval for the addition of newer cars in a Group 8

Philosophy

The purpose of this group is to produce more entries for CVAR weekends without changing the basic structure of the club. By keeping these cars in a separate run group, they will not impact the existing groups. Group 8 will be subject to the following guidelines:

Group 8 will consist of production cars up to 1989 that have a log book. Cars that do not have a current Log Book are can get a temporary one to race provided that they meet all safety standards.

G8 Drivers must have a current license from a recognized racing Organization such as VMC, SCCA, NASA, BMWCCA, PCA, or FIA. Previously licensed G8 drivers will be required to join CVAR and get a CVAR License after competing in two CVAR weekends.

Group 8 can be a place for Non Conforming Cars such as the previous -2 cars that currently have no place to run without penalty. Continuation cars will be considered on a case by case basis provided that they are period correct. "Frankenstein" cars will not be accepted. These are defined as engine swaps, and non period correct modifications.

Cars must maintain an acceptable level of appearance. Bodywork must be complete and intact, paint must be reasonable and wings and other items that are not period correct are not allowed. In other words Lemons or Chump car flying Sombreros are not allowed.

Group 8 will not be merged with other groups in races regardless of the car count in G8

In February at MSRH, any G8 cars will be required to be students regardless of license status. At subsequent races a school will be initiated for all new G8 Drivers consisting of a Friday Orientation and then mixing them in G8. We can use this school for other potential new drivers in other groups as well. Our Chief Instructor has agreed to this and will be setting up the curriculum.

For 2019 G8 will not have championship scoring, points or trophies as we determine the level of participation and the types of cars that will attend.

G8 will be invited to both ECR and Hallett Races. The second MSRH and TMS are to be determined based on several factors.

I make this motion so that we might get a better turnout of G8 drivers at the February MSRH school. This proposal was agreed on by the Authenticity Steward and myself and represents the best way forward and has the support of the majority of the club members as agreed to by the BOD at our last meeting.

Respectfully submitted (Russ Rosenberg)

Corinthian Vintage Auto Racing, Inc. (CVAR)
Minutes of Board of Annual Membership Meeting

Saturday, 19 January 2019
Holiday Inn Express and Suites
640 Old Mexia Road
Fairfield, TX 75840
(903) 389-2300

1. Attendees, in last name alphabetical order:

Cindy Barron

Elliott Barron

John Bergendahl

M.C. Callas
Duncan Charlton
Rick Fisher
Kevin Ford
Tom Giertz
Louis Gladfelter
Don Gwynne
Merl Hansen
Herb Hilton
Karl Jackson
Mike Jones
Chris Langley
Mike Love
Lou Marchant
Jack Marr
Greg Matlack
Gary McFarlane
Doug Mains
Stirling Mulacek
Jeff Norris
Tom O'Grady
Doug Oliver
Danny Piott
Mike Rogers
Russ Rosenberg
Steve Smargiasso
John Strnad
Clyde Stutzman
Jeff Walker
Bobby Whitehead
Bill Wolff
Jean Womble

2. Call to order: The meeting was opened at 12:01pm by the President, Herb Hilton.

3. Consent Agenda: Minutes of the previous meeting, 01/20/2018. Russ Rosenberg moved they be accepted as written; Steve Smargiasso 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 – Russ Rosenberg

Treasurer – Louis Gladfelter

Secretary – Don Gwynne

Director – Steve Smargiasso

Director – Bill Wolff

Director – Danny Piott – 3-year term

Director – Clyde Stutzman – 1-year term

5. License and Membership Report: Herb Hilton reported 170 current competition licensed members, and another 195 expired. There are 11 Lifetime Members, 11 Corporate Sponsors, and 12 Associate Members. There are 34 current Novice licenses, and another 51 that are expired. Recently, we have been averaging 12 to 15 Novices per school.

Texas Non-Profit Corporations are required by the Texas Secretary of State's office to record a Registered Agent, to receive official correspondence, etc. Currently, CVAR's Registered Agent is Bill Johnson. Russ Rosenberg moved to replace him with George Kopecky. Bill Wolff seconded the motion, which carried unanimously.

6. Treasurer's Report – Louis Gladfelter handed out paper copies of an Income Statement January – December 2018, broken down by each event plus a column for SG&A. Bottom line is the organization lost \$31,111.34 in CY2018.

Details of expense categories for each event was presented. CVAR's books are kept on a cash basis, not an accrual basis. Louis expressed his thanks for a large amount of work on this by Tom O'Grady. Overall, the sheets showed that 2018 represented the third straight year with a net loss. Miscellaneous points discussed included:

Tony Parella recently reaffirmed SVRA's intent to forward approximately \$5,000 to CVAR per an agreement that CVAR would receive \$50 per each CVAR member that registered to race with SVRA at COTA in 2018, and just over 100 did so.

In 2018, CVAR received \$8,650 from the NUART "Can-Am" group to give them track time at our event at MSR-Cresson, but we won't likely receive same in 2019.

Our contract with Connie Stephens at Hallett changed after the first 2018 Hallett event, with pros and cons depending on registration numbers.

CVAR currently pays each corner worker \$375 per weekend. Discussion about how many workers should be planned per each station.

At times, corner staffing was not clearly budgeted, and some events accepted and paid more volunteers than actually required. Now, a worker budget will be part of each event's planning.

Louis Gladfelter moved that the Treasurer's Report be accepted. Russ Rosenberg seconded, passed unanimously.

Merl Hansen noted that bank service charges on credit card race registrations via DLB/MyLaps/Speedhive run about 3%, and previous efforts to find cheaper alternatives were unsuccessful. Steve Smargiasso moved that Merl be authorized and directed to explore whether DLB could add e-check ACH deposit as a payment method, to avoid credit card fees. Russ Rosenberg seconded, and it passed unanimously. Don Gwynne recommended PayPal also be considered, and volunteered to report back to Merl whether PayPal would allow race registrations be allowed as "Friends & Family", i.e., no overhead charge, or must it be handled as an insured commercial transaction.

Tom O'Grady noted that if we have one more year of losses like the prior three, it would put the organization in a risky financial position. There followed an extensive discussion of ways to balance the budget. Bill Wolff expressed dismay that we took a significant loss at TMS yet donated \$57,000 to the Morgan Adams Foundation. He felt that we should have covered expenses to the break-even point, then donated the remainder. Several members, including Gary McFarlane and Bill Wolff stressed a belief that CVAR and SVRA are not actually a good fit, and that we should stop promoting SVRA to our own detriment. Bobby Whitehead noted that there is a potential for Eagles Canyon Raceway to become

a big plus in the future, given all the improvements there recently. Similarly, feedback from the Texas Motor Speedway event indicates it has potential to become a flagship event for CVAR.

BREAK was declared at 1:35pm.

RESUMED at 1:54pm

Discussion of income increase and cost control measures continued.

After further discussion, including the need for implementing more formal cost control (budgets) for each event, Steve Smargiasso moved that the event registration fee be raised from \$400 to \$500, with real efforts towards providing some actual racing on Fridays, not just TTP. Student registration of \$500 to remain unchanged. Corporate sponsorship to be raised from \$125 to \$225. Changes to be effective immediately. Don Gwynne seconded. 6 Board Members voted for, so the motion passed.

Louis Gladfelter moved that after registration closes, requests for event credit must be directed to and approved by Herb Hilton and Merl Hansen. A non-refundable \$50 "restocking fee" will be withheld. No cash refunds. Event credits must be used within 13 months after issuance. Russ Rosenberg seconded, passed unanimously.

7. Authenticity – Steve Smargiasso discussed an approved Group 1 request that electric power steering be allowed. CVAR already allows fitting of power steering to Group 1 cars, including fitment of GM power steering parts onto Ford products, etc. The electric power steering components fit out of sight under the dash, and are less expensive. The proposal was reviewed and approved by the Competition Committee per the established rules change process.

Steve also discussed his intent to establish an unofficial list of marque subject matter experts (SMEs) to assist the Authenticity Chairman and Group Representatives when questions specific to a particular marque and model come up.

Steve noted that the concept of Authenticity Points and Tech Declaration Sheets has not been consistently used for several years now. He intends to establish a small committee to find ways of incentivizing authentically prepared cars.

Gary McFarlane constructed a scales platform that makes it easy to accommodate different track widths and wheelbases. Each time a car is weighed, it is noted in the Log Book.

8. Chief Steward's Report – Jack Marr said that for 2019, Sunday morning warm-up sessions are being eliminated. Only a small number of drivers go out during the warm-up sessions at present. In their place, drivers can request "hardship laps" from the Chief Steward on a case-by-case basis. This will free up almost an extra hour, allowing longer races. Currently, many drivers don't compete in Saturday feature races lest they experience a car problem that would keep them out of the Sunday points race. To address this problem, feature races in 2019 will be moved to Sunday afternoon after all the points races are complete. Jack wants inputs on whether members would prefer 3 longer races or 4 shorter races per weekend. So far, it looks like the majority prefers 4 shorter versus 3 longer.

9. Registrar's Report – Merl Hansen noted that last year's changes to late fee policies didn't seem to have any significant impact on timeliness of race registrations. After discussion, no changes were made.

10. Safety Steward's Report – Greg Matlack introduced himself to the attendees.

11. Old Business – Nothing discussed.

12. New Business –

Herb Hilton discussed the reasons behind the problematic 2019 race schedule. It has taken us several years to get Hallett back to the fall as desired. In fairness to SVRA, they had to move their COTA date because Formula 1 moved their date. For 2019, a driver can count seven races for CVAR Championship Points, including the SVRA event at COTA if they choose to do so.

Bill Wolff moved that Herb should negotiate with MSR-H to get CVAR out of the 2019 fall date by subletting the race date to some other organization. Russ Rosenberg seconded and the motion passed unanimously. Two things at stake are not losing our deposit, and not losing the date after 2019.

Russ Rosenberg and Clyde Stutzman discussed a large-screen slide presentation on "CVAR – An Analysis." Source of data for the analysis was DLB/Speedhive event records. Rather than recount the content, a copy of the entire slide presentation will form an attachment to these minutes.

Following this presentation, an extensive discussion of the concept of creating a new "Group 8" for newer cars. The discussion highlighted deep differences of opinion both for and against the concept. Setting aside the pros and cons, Bobby Whitehead noted that in light of the vote to increase registration fees, adoption of a controversial "Group 8" at the same time would constitute a "double whammy" upset to the membership, and should not be adopted at this time, if ever. Jack Marr noted that adding another separate race group would inevitably result in less track time for the currently established groups. A dispute arose whether establishment of a "Group 8" would constitute a rules change, which would require following our established rules change process. Those in favor of establishing a new group argued that it would not constitute a rules change, others felt differently. The issue was not resolved.

Russ Rosenberg moved to survey all currently paid-up Competition Licensed Members whether they support or oppose establishment of a separate race group for newer cars. Clyde Stutzman seconded the motion, which passed with 5 votes in the affirmative. Herb Hilton to send an e-blast survey (not a binding vote).

13. Member Inputs –

Mike Rogers moved that a Group 3 Formula Vee rules proposal (which has been reviewed and approved by the Competition Committee) be adopted. Russ Rosenberg seconded, and the motion passed unanimously.

Jeff Norris asked whether the experimental FP2 rules are continued. Answer is that someone with an FP2 car can compete under the "non-conforming" car rules.

Bill Wolff moved that a Saturday Night Party Committee be formed to enhance social value, and volunteered to chair the Committee if approved. The motion stipulated that each event's party budget be set at \$500, and if any more was to be spent, it must come from contributions or sponsorships, not from CVAR budget. Russ Rosenberg seconded, and the motion passed unanimously.

Bill Wolff recommended that a survey be conducted of the last two years of people who used to race with us that are not showing up, to learn the reasons why. Clyde Stutzman said he can provide the needed information, but that someone else would have to actually do the polling.

18. There being no further business, the meeting was adjourned at 4:38pm

Respectfully submitted,

Don Gwynne
CVAR Secretary

Special eMeeting Minutes

December 18, 2018

Vice President Jeff Garrett in Herb Hilton's absence called a Special eMeeting to establish a committee to evaluate and present ideas to the board that are relevant to run groups and creating additional cash flow. The motion was made by Russ Rosenberg and seconded by Steve Smargiasso.

The proposal was accepted unanimously and Jeff adjourned the meeting

From: Jeffrey Garrett <jeff@jeff-garrett.com>

Subject: Re: CVAR Current Board Motion and special eMeeting

Date: December 18, 2018 at 1:53:14 PM CST

To: Louis Gladfelter <lgladfelter@sbcglobal.net>

Cc: Don Gwynne <dgwynne@me.com>, Bill Wolff <wwolff@fritscheanderson.com>, Herb Hilton <herbehilton@gmail.com>, "S. Steve" <Smarg10@aol.com>, Russ Rosenberg <vintageracer53@gmail.com>, "Clydestutzman@att.net" <Clydestutzman@att.net>, Danny Piott <dannypiott@gmail.com>

Herb typically does not vote unless there is a tie, so we can close the voting. The proposal is accepted unanimously. This CVAR BoD special eMeeting is adjourned.

Thank you all,

Jeff Garrett

jeff@jeff-garrett.com

On Dec 18, 2018, at 1:40 PM, Louis Gladfelter <lgladfelter@sbcglobal.net> wrote:

I vote Yes

Louis Gladfelter

Please note my new email address:

lgladfelter@icloud.com

On Dec 18, 2018, at 12:37 PM, Donald Gwynne <dgwynne@me.com> wrote:

I vote yes.

Don Gwynne

On Dec 18, 2018, at 12:35 PM, William Wolff <wwolff@fritscheanderson.com> wrote:

I vote yes.

William Wolff

Fritsche Anderson Realty Partners

3411 Richmond Avenue | Suite 700

Houston, Texas 77046

D: 713.275.3809 C: 281.384.9411

wwolff@fritscheanderson.com / fritscheanderson.com

From: Jeffrey Garrett <jeff@jeff-garrett.com>

Sent: Tuesday, December 18, 2018 8:59 AM

To: Herb Hilton <herbehilton@gmail.com>; Steve Smargiasso <Smarg10@aol.com>; Russ Rosenberg <vintageracer53@gmail.com>; Don Gwynne <dgwynne@me.com>; William Wolff <wwolff@fritscheanderson.com>; Louis Gladfelter <lgladfelter@sbcglobal.net>; Clydestutzman@att.net; Danny Piott <dannypiott@gmail.com>

Subject: Fwd: CVAR Current Board Motion and special eMeeting

All,

Please see below. Herb is out of commission for a few days and he's asked me to call a special eMeeting of the current BoD to vote to establish the committee described by Russ in the attachment. So, I'm calling to order a special eMeeting of the BoD to consider this proposal put forth by Russ. The meeting will end Saturday (Dec 15) or after all votes are cast.

We need a second for the proposal and a vote by each current Board member. Discussion is welcome, but please be clear on your vote. Vote Yes (For) to establish the committee. Vote No (Against) to reject the establishment of the committee.

Thank you,

Jeff Garrett

jeff@jeff-garrett.com

Begin forwarded message:

From: Herb Hilton <herbehilton@gmail.com>

Subject: Re: Current Board Motion

Date: December 18, 2018 at 5:08:22 AM CST

To: Russ Rosenberg <vintageracer53@gmail.com>, Steve Smargiasso <smarg10@aol.com>, Jeff Garrett <jeff@jeff-garrett.com>

All;

I am on my way to the hospital and will be laid up for several days.

Jeff;

Please call a special eMeeting to establish this committee

On Dec 17, 2018, at 9:08 PM, Russ Rosenberg <vintageracer53@gmail.com> wrote:

Hi Herb,

Smarg and I had a long email/phone conversation and we have negotiated a compromise. We want to offer a motion brought by me and seconded by Smarg, that we vote to create the committee now and begin discussions prior to the BOD meeting. We have similar ideas just different viewpoints on how to get there. The basis of the committee is as follows in the attachment.

We want to further put a motion at the BOD meeting that the committee can present ideas for Board vote at any time throughout the 2019 season. We recognize that we need to make changes in our structure and how we operate and we need to do it sooner rather than later.

So officially, I am presenting a motion to approve the formation of the committee before the BOD meeting.

Can we do that?

Russ Rosenberg

From: Herb Hilton <herbehilton@gmail.com>

Date: January 24, 2018 at 3:30:00 PM CST

To: Jeff Garrett <jeff@jeff-garrett.com>, Herb Hilton <herbehilton@gmail.com>, Don Gwynne <dggwynne3@tx.rr.com>, Steve Smargiasso <smarg10@aol.com>, Russ Rosenberg <russ@assetcontrol.net>, Louis Gladfelter <lgladfelter@sbcglobal.net>, Bill Wolff <wwolff@fritscheanderson.com>

Subject: Re: Special eMeeting

eMeeting is now closed.

1. voted down 4 no 3 yes
2. approved 6 yes

Thanks, Herb

On Jan 22, 2018, at 8:29 AM, Herb Hilton <herbehilton@gmail.com> wrote:

All;

I want to call a Special eMeeting to correct some deficiencies in proposals passed at our Annual Meeting. Merl along with Russ have made the following proposals;

1. Reinstate the one car/one day race fee at \$225.00 even though that would include the Saturday or Sunday only Racers.
2. Russ and I agreed that future instructors would be issued \$150.00 EC to be used as they see fit.

We have 2 proposals and I need a second for each and then your votes.

Thanks for all you do, Herb

Corinthian Vintage Auto Racing, Inc. (CVAR)
Minutes of Annual Membership 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

Corinthian Vintage Auto Racing, Inc. (CVAR)
Minutes of Annual Membership Meeting

Saturday, 21 January 2017
Holiday Inn Express and Suites
640 Old Mexia Road
Fairfield, TX 75840
(903) 389-2300

1. Attendees:

Herb Hilton, President
Jeff Garrett, Vice-President
Tom O’Grady, Treasurer
Don Gwynne, Secretary
Steve Smargiasso, Authenticity Director
Steve Seitz, Director at Large
Russ Rosenberg, Director at Large
Dave Foreman, Director at Large
Danny Piott, Chief Steward
Merl Hansen, Timing & Scoring
Doug Mains, Operations Steward
Jim Yule, Group 4 Rep
Gary McFarlane, Safety

Jean Womble, Swag
Greg Matlack
Larry Reyburn
Angus Lemon
Cragg Eubanks
Mike Rogers
Ted Svejda
Cindi Barron
Elliott Barron
Jim Barron

2. Call to order: The meeting was opened at 12:10 pm by the President, Herb Hilton.

3. Consent Agenda: Published minutes of the previous meeting 01/16/2016. Jeff Garrett moved they be accepted as written; Steve Seitz seconded the motion, which carried unanimously. Approved

4. Election Results: Herb Hilton announced the election results. The listed slate was elected, and the contested race was won by Dave Foreman.

5. Membership and Licensing: Herb Hilton said that our membership (including non-active past members) totaled 663. At this time, paid up membership totals 199, with an assumed peak in 2017 of approximately 360 members, which if realized, will be approximately a 5% increase over 2016.

At present, CVAR has issued 297 licenses, versus 200 in 2016.

6. Treasurer's Report – Larry Reyburn welcomed the new Treasurer Tom O'Grady. Larry said that overall, 2016 was a very successful year, but that MSR-H needs to attract 4 or 5 more entries to be economically viable. At present, there is \$3,800 in the Patrick Phillips Memorial Fund. As a result of a large CVAR turnout at the SVRA COTA event, SVRA presented CVAR with a check for \$5200. Tom O'Grady discussed the effects of shifting from an accrual basis to a cash basis, and explained the handling of the SVRA rebate. He noted that without the SVRA rebate, CVAR would have finished the year with a small (approximately \$2,000) net loss. Paper copies of a Profit & Loss sheet and a Balance sheet were handed out to attendees.

7. Authenticity – Steve Smargiasso discussed authenticity issues, including weights. Gary McFarlane is constructing a grid which will fit over our scale pads so that all cars can be weighed without adjusting the scale pads for wheelbase and track. A new tech sheet will include weight. Jeff Garrett briefly discussed Championship points tabulations.

8. Chief Steward – Danny Piott handed out a sheet listing "CVAR Track Management Staff for 2017". It listed the following positions and names: Doug Mains, Operations Steward; Gary Tomlins, Race Control; Isabel Hardy, Logger/Announcer; Chris Judd, Flag Chief; Merl Hansen, Timing/Scoring; Karl Jackson, Tech Chief; Dan Judd, Tech; Greg Matlack, Safety Steward; David Hopkins, Safety Steward; Scott Elieff, Hot Pit; Liz Nuse, Grid; Gary McFarlane, Safety Chairman; Kelly Cupstid, Corner; Greg Block, Corner; Monica Hargrove, Corner; J.D. Barnes, Corner; Bill Schmidt, Corner.

Danny discussed a big oil down at TWS and a new requirement for safety wiring of drain plugs. He announced that Hal is again helping with off-site tech inspections at race shops, etc. Carl is helping with pre-war tech. Ted Svedja is helping with Central Texas and Austin.

Danny said that we have been averaging about 12 Novice drivers per weekend.

Steve Smargiasso said that he plans to spend some time at each school discussing authenticity with the students.

Tom O'Grady discussed the VMC infraction list. He asked when a registration is received, who checks the list. Answer – Merl and Herb monitor it. If someone on the VMC infraction list tries to enter one of our events, Herb will coordinate with Danny and Merl, then contact the home club for more details.

The Formula Ford feature will be at Hallett in the spring. At the same event, Pre-War cars will have their own run group all weekend, but won't be a feature race. Allen Johnson and Lou Marchant believe that we will see approximately 20 Pre-War cars at Hallett. Feature at Hallett in the fall will be Formula Vees.

Steve Seitz asked how many students continue racing with us. Danny said it was about 50%. He noted that RMVR and SVRA both send their students to CVAR. CVAR is the only VMC club that holds two drivers schools each year. At each school weekend, the (Group 5) students get scheduling priority.

Steve Seitz brought up the idea of permanently running Group 1 and Group 7 together, to promote larger fields and more racing. Herb asked that this discussion be held toward the end of the meeting.

Merl stated that he keeps a list of Novices that have not completed the licensing process (approximately 70 at this time).

Danny Piott recommended we find ways to get more of the old timers to come back out to our events.

Merl said that earlier registrations are needed more. Approximately 50 percent of all registrations happen in the last week of the no penalty period.

Cragg Eubanks noted that late signups will be a problem at the NASA event in Houston. Government security wants 30 days to vet entrants. Not resolved, but not a CVAR issue.

Tom O'Grady and Merl discussed carrying credits. It was stated that our cancellation policies need to be clearly stated, both on DLB and the CVAR website.

Danny Piott discussed with Chris Judd about how much we need to pay in order to attract and keep our corner workers. It was stated that several years ago we offered a \$25 increase or free lunch, and 100 percent selected the lunch. Offering workers free event tee shirts was also discussed.

9. Timing & Scoring - Merl stated that there were 24 students total in 2016. He said that for several reasons, T&S at MSR-H was a total fiasco. One decoder went bad, and it has been replaced under warranty. Merl has added padding to the carrying case to prevent handling damage. Merl said that he now has a spare transponder and a test loop so he can test the system before leaving for the track.

Merl said that historical research has become more difficult now that MyLaps.com no longer has a search engine. Merl suggested that every entry since he began keeping records in 2010 could be uploaded to the CVAR website.

Russ Rosenberg asked Merl about the availability of printed results sheets. Merl said that one copy should be printed for each driver, and one copy posted for everyone to snap a photo of if they want. There was discussion of the applications called Race Monitor and Race Hero. Race Monitor doesn't keep history. Race Hero is used by WRL, and does keep history.

Herb noted that currently Scott Barrett is the only person authorized to make changes to the CVAR website. Merl said it would be helpful if an IT specialist could be available on race weekends to help him with any IT issues that arise in T&S. Scott Barrett and Mike Briggs were said to be the people Merl should call upon when IT help is needed.

10. Safety Report – Gary McFarlane passed out a one page printed CVAR Safety Report dated January 2017. A copy is appended to these minutes. The report was discussed briefly. CVAR experienced 11 individual car-to-car contact incidents during the 2016 racing season. These resulted in 5 drivers being found at fault and placed on probation. One driver was suspended for the season due to repeated contact events and one driver has agreed to retire permanently after several on-track "excursions". There was also one probation appeal presented, and ultimately granted.

11. Cragg Eubanks led a discussion of the Strada Corsa event planned at NASA's Johnson Space Center in Houston, May 5-7, 2017. Thursday, 4 May, is a load-in day; Friday, 5 May, is for Test/Tune/Practice and Qualifying; Saturday, May 6 and Sunday, May 7, are for racing.

Plans include a VIP party from 6-7 pm on Saturday evening, dressy attire, 300 tickets at \$500 per person. A second party follows, with casual attire, for an anticipated 1,500 people, from 7 – 10 pm.

Silverplate trays will be awarded for 1, 2 and 3 places, with awards ceremony on Sunday after the racing. Plans also include a Hard Luck award, a People's Choice award, and a Spirit award.

The event has a Facebook presence now, with a dedicated website to be up in about two weeks. The website will have a DLB link for registrations, not associated with CVAR's DLB links. Tom O'Grady stressed his opinion that CVAR should not be financially, legally, or operationally responsible for this event. Heacock is the insurer for the event, and CVAR is reportedly one of the named insured. Strada Corsa is advertising that the event will be conducted as per CVAR rules. Space Center Houston will be handling all spectator ticketing. At present, Strada Corsa has secured about \$56,000 in sponsorships.

Eight race groups are planned. The 3.4 mile course is being laid out primarily on existing streets. Strada Corsa is estimating that they will draw approximately 25,000 spectators at \$40 per day. Racers entry fee is expected to be approximately \$750.

BREAK from 2:10 pm to 2:30 pm.

Cragg Eubanks continued. Russ Rosenberg moved that this Strada Corsa event NOT be a CVAR points race in 2017. Steve Seitz seconded. The motion was unanimously approved.

Tom O'Grady presented a typewritten "Request for Motion" with more details restricting CVAR involvement. A copy is appended to these minutes. Its key points included (1) a definition as what "Sanctioned by CVAR" means, as advertised by Strada Corsa. (2) Under no circumstances will CVAR as an organization be responsible for any aspect of the Strada Corsa event, nor provide any (a) financial (b) legal (c) operational or (d) guarantees or insurance assistance. (3) No registrations, cash payments, receipts or expenses of the Strada Corsa event will be processed thru CVAR or any of its registration or bank accounts. Don Gwynne seconded Tom's written motion, which was unanimously approved.

12. Old Business

Russ Rosenberg presented copies of "CVAR Policy Guidelines for Illegal/Non-Conforming Cars." A long discussion ensued. Tom O'Grady expressed concern that this not be used as a method to end-around CVAR's published rules change process. Some expressed concerns with various aspects of the proposal. Jeff Garrett moved that the proposal be tabled. Tom O'Grady seconded. The motion was unanimously approved. Tabled.

Discussion returned to the Strada Corsa event, and specifically what level of CVAR support or involvement is appropriate. For example, rent our radios to Strada Corsa at market prices, or loan them for little or no compensation. At 4:00pm, Cragg Eubanks walked out of the meeting in protest of Tom O'Grady's strident opposition to any CVAR support of Strada Corsa. Herb voiced the opinion that Strada Corsa should be granted use of our radios, flags, trailer, etc.

13. New Business

Herb discussed the 2017 racing schedule. Strada Corsa and SVRA COTA will not be CVAR points races in 2017. There are six CVAR points races in 2017.

As regards the fate of TWS, Herb said that Andrew Fawcett reported on actions of the College Station Planning Commission, which has passed many variances to developers. TWS has de-commissioned all commodes; Porta-Potties from now on. The garages are still there. The sinkhole between turns 6 and 7 has been repaired. PCA still races at TWS, so the track surface must not be too bad.

Herb noted that track rental fees have gone up at both Hallett and TWS, and discussed the possibility of raising membership, licensing fees and/or race entry fees. All agreed that these are non-starters. On the other hand, serious consideration may be given to increasing Friday TTP fee to \$150. George Kopecky recommended CVAR consider selling Life Memberships. It was stated that our average member age is now 60 years.

Herb recommended making HANS mandatory, with exceptions as required. Jeff moved that HANS or equivalent be required by 2018. Russ seconded, and the motion was approved unanimously.

14. Member Input

Russ Rosenberg raised a discussion of approved tires, principally for Production Sports Cars and Sedans. Instead of trying to maintain a list of specific tires approved, he recommended consideration of treadwear value above zero, DOT-approved. In discussion, it was stated that in disputes about tire

acceptability, it should be decided by the affected Group Representative and the Authenticity Chairman. Russ so moved, Jeff seconded. Steve Seitz abstained; all others voted to approve. Motion passed.

Greg Matlack discussed a new track (LG Motorsports Park) being built near Westminster, TX, approximately 10 miles north of McKinney off State Hwy 121 on FM2862.

Elliott Barron expressed concern regarding wave-through pit visits. He recommended making cars come to a full stop in all instances.

Steve Seitz recommended that we consider (in the future) running Group 1 and Group 7 together on a regular basis, to increase grid sizes and make for more interesting racing for both groups.

Steve Seitz discussed the Dallas Autorama event on February 17-19, 2017. Load in will be the afternoon of February 16. Jean Womble will make up handout cards. Volunteers are needed. Please contact Steve via e-mail at sseitz@swbell.net to volunteer.

Jean Womble asked for details on the Officer and Director voting. Herb provided details, including the following:

Herb Hilton received 172 votes for President
Jeff Gardner received 171 votes for Vice President
Tom O'Grady received 171 votes for Treasurer
Don Gwynne received 176 votes for Secretary
Steve Smargiasso received 174 votes for Authenticity

In the contested At Large election, Dave Foreman won with 101 votes to Jim Yule's 81 votes.

There being no further business, the meeting was adjourned at 4:55 pm

Respectfully submitted,

Don Gwynne
Secretary

Corinthian Vintage Auto Racing, Inc. (CVAR)
Minutes of Annual Membership 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				
<i>Draft for comments 12.01.2015</i>				
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 sheduled 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

**Corinthian Vintage Auto Racing, Inc. (CVAR)
Minutes of Annual Membership Meeting**

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 trioval 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 McIlyar) 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

Corinthian Vintage Auto Racing, Inc. (CVAR)
Minutes of Annual Membership Meeting
Best Western Inn & Suites
602 N. General Bruce
Temple, TX 76504
January 18, 2014

The meeting was called to order by the outgoing 2013 President, George Curl, at 12:03 pm. George handed out paper copies of the meeting agenda.

Present were: George Curl, Jeff Garrett, Herb Hilton, Bill Gardner, Bill Johnson, Scott Barrett, Bob Green, Jim Yule, Tony Parella, Merl Hansen and Don Gwynne.

1. Membership, License and Election Reports – Herb Hilton

Herb handed out paper copies that reported the following:

Election Report:

2014 President – Herb Hilton, 111 votes + 1 write in
2014 Vice President – George Curl, 105 votes + 7 write ins
2014 Treasurer – Larry Reyburn, 110 votes + 2 write ins
2014 Secretary – Don Gwynne, 111 votes + 1 write in
2014 Authenticity – Bill Gardner, 111 votes + 1 write in
At Large Board Member thru 2016 – Jeff Garrett, 107 votes + 5 write ins
At Large Board Member thru 2015 – Scott Barrett, 107 votes + 5 write ins
(+ At Large Board Member thru 2014 - Bill Johnson, was not up for reelection)

Membership Report:

- 151 current members (206 not renewed from 2013)
- 18 new members
- 22 corporate sponsors
- 7 honorary members

License Report:

- 203 current licenses
- 25 expired licenses
- 63 in Novice program

Following Herb's report, Tony Parella asked whether the Victory Lane booth at the SVRA event at COTA succeeded in steering new members to CVAR. Herb said we didn't know the answer. Tony offered that CVAR is welcome to have its own booth at the next SVRA event at COTA.

3. Treasurer's Report –

George Curl handed out paper copies of reports prepared by the 2013 Treasurer, Bruce Revenaugh, who was unable to attend. His cover letter, "Final 2013 Financial Results", dated January 7, 2014, summarized the year, and concluded that despite a small 2013 loss, the club is still financially healthy. His letter noted that the main problem is participation: entries in 2010 totaled 704, entries in 2011 totaled 727, entries in 2012 totaled 681 and entries in 2013 totaled only 602. His report sheets included a Revenue and Expense Comparison for the years 2010, 2011, 2012 and 2013, which showed small gains in 2010, 2011 and 2012, and a small loss in 2013. Another sheet showed Profit & Loss by Job from January 2013 thru December 2013. It showed positive balances for TWS Spring School & Races, Hallett Spring Races, Hallett Fall Races, and Non-Event (garage rentals, etc.). It showed negative balances for Eagles Canyon Races, TWS Fall School & Races and TWS Fall Races. A third sheet listed CVAR's Balance Sheet as of December 31, 2013.

Herb Hilton then led a discussion of ideas for increasing income from corporate sponsorships, sponsored dinners, advertising banners at the top of the CVAR Facebook page, etc.

4. Authenticity Report – Bill Gardner

Bill discussed recent proposals for changes to the CVAR rules change process itself. He said that while some had merit, the proposals would follow the currently published rules change process.

There was discussion of Group 4 as a safe place for real vintage, expensive cars. The concept of “voting off the island” for an overly-aggressive Group 4 driver by his peers was discussed. Exclusion from Group 4 would still leave the competitor a regular Group to go to, unlike all other classes. No formal recommendations resulted from these general discussions.

There was a discussion of allowing non-CVAR compliant cars in driver schools only, for example, a student wanting to take school with a 1984 Porsche 911. It was clear that it would not be allowed to compete in CVAR races, just a school. It was pointed out that this is already an unwritten policy, considering that at least one of the Bigger Hammer rental Formula Vees is a 1989 model, and it has not caused any problems.

The authenticity method being adopted by SVRA includes specification sheets for each type of car. Bill Gardner and Gregg Rodgers plan to explore this concept further, and Tony Parella said he and his tech guy Roger Linton would support any such effort fully. Tony noted that SVRA is tending towards CVAR’s more conservative approach to allowable modifications, and was checking brakes (e.g., no Wilwood calipers), displacement, and weighing the top five finishers at major events. Don Gwynne voiced concern that on the other hand, CVAR enforcement may be getting more lax, e.g., illegal whale tail spoilers starting to appear on some CP Porsche 911s.

5. Registration/Car Numbers Report – Merl Hansen

Merl discussed the need for eliminating duplicate car numbers, which has become more of a concern when groups are temporarily merged, e.g. Group 1 and Group 7. It was noted that the method used by SVRA at COTA of easily removable “letter suffixes” appeared to work really well. Don Gwynne moved that CVAR begin using “A”, “B” etc. suffixes as a method of dealing with duplicate numbers. Bill Gardner seconded. In discussion, it was said that it would be administered at Tech, with Merl notifying Tech that the duplicate is coming. The motion passed unanimously.

There was discussion of the process Merl uses to purge the permanent number list from people who no longer participate. Merl is to draft a description of the process and coordinate it with the Board.

Merl reported that the “event credit” method in lieu of refunds was working very well, and that 13 from the December TWS event elected to receive the future credit. Merl also discussed the \$50 event registration discount for bringing a new toy to the December 2013 TWS event. A total of 35 drivers earned the credit, which is only good for registration at the February 2014 TWS event, as was clearly emphasized at the time.

George Curl reported that the contract with Eagles Canyon is signed, so Merl said he would now make ECR registration visible on DLB.

Bob Green briefed the Board on the initiative to accept licensed SCCA racers without making them go through the full CVAR driver's school. They would still be required to receive indoctrination in vintage attitudes and driving etiquette, etc., from the Chief Steward or his designee, and the Group Rep. There was discussion of getting the word of this out to the area SCCA websites, etc. The new "SCCA EZ" licenses would not be eligible, only SCCA Regional or National license holders. The Group Reps must be involved, and monitor the SCCA driver's attitude and behavior. After clean three weekends with an "X" and working a corner, the SCCA driver would then be eligible for a VMC license submittal by CVAR. George Curl moved this plan go forward, and Bill Johnson seconded. In discussion, it was noted that Bob Green would coordinate with Allen Johnson regarding the list of drivers requiring an X, including Novices and those on safety probation, so that Tech and Grid personnel could check the list vs. cars requiring an X. The motion passed unanimously. Bob Green is to coordinate the plan with Group Reps and then implement it.

6. President's Report – Herb Hilton

The newly elected CVAR President asked Scott Barrett to speak to the Board regarding the potential for online meetings using GoToMeeting.com in lieu of traveling to Temple, etc. Scott gave a demonstration of the capability. It can be done using a PC, a Mac, a smartphone, a tablet, etc. The entire session, including audio and video, can easily be recorded. Don Gwynne asked about costs. Scott said that for 5 to 25 users, the published cost is \$49/month, but noted that significantly better deals may be available, including only paying for months when needed. Bob Green noted that he already has a user license in place. Bill Gardner moved that this approach be tried for the next non-trackside Board Meeting. Jeff Garrett seconded. The motion passed unanimously.

Herb noted that the Board still needed to approve the minutes from the Board Meetings, including telephone conference calls and meetings at the track, from March, October and December. It was moved and seconded to approve these minutes, and they were approved unanimously.

7. Member Inputs:

Tony Parella spoke at length about SVRA's goals, which include close cooperation with CVAR as regards future COTA events. He also recounted many lessons learned from the COTA event. SVRA has four years remaining on their current COTA contract. The recent change to the Formula 1 schedule caused lots of scheduling problems involving F1 at COTA and SVRA at COTA, none of which was caused or desired by SVRA. Since the F1 schedule change has resulted in SVRA conflict with the date for CVAR at Hallett, Tony made several proposals aimed at reducing the monetary impacts of schedule conflicts on CVAR, including rebating CVAR \$50.00 for every CVAR member who attends SVRA's COTA races in 2014. He received applause from all present when he announced that SVRA is donating a check for \$1,925.49 to offset CVAR's financial loss for 2013. There followed discussion whether any scheduling change to the CVAR's October 2014 event at Hallett should be made, and the result was to leave it as is, i.e., same weekend as SVRA at COTA.

George Curl reported he was working on getting some of the newly elected Officers on the banking signature cards.

Herb Hilton's birthday coincided with the Board Meeting. Everyone enjoyed some of Herb's surprise birthday cake.

Bill Johnson received a special trophy and the Board's thanks for his service, most especially for the tremendous effort of updating CVAR's Bylaws.

2013 Championship trophies have been received and will be distributed in February at TWS.

Herb Hilton discussed acquisition of a supply of "A" and "B" vinyl stick-ons for dealing with car number conflicts, and noted that a Race Chairman is still needed for the February 2014 race at TWS.

The meeting was adjourned at 2:34 pm.

Respectfully submitted,
Don Gwynne
CVAR Secretary

CVAR Board of Directors Meeting Minutes
Texas World Speedway
17529 Highway 6 South
College Station, TX 77845
December 13, 2013

1. Call to Order - The meeting was called to order by the President, George Curl, at 3:03pm.

Board Members present were: George Curl, Jeff Garrett, Roy Allen, Herb Hilton, Merl Hansen. Bob Green, Chief Steward, advisor to board

Visitors present: Berkeley Merrill, Chip Fudge, Duncan Charlton, Lon McKinstry, Russ Rosenberg, Danny Piott, Mike Floyd, Chris Kellner, Margaret Walker, Jeff Walker, Isabell Hardy, Wayne Hardy, Skip Duplissey, Bill Gardner, Bryant Barnes, Gary Reed, Angus Lemon, Doug Mains, Pete Sandy, Dale Rolison, Mike Callahan, Ronald O. Reed, Duncan Charlton, Robert Blake, Martin Cooper, Scott Barrett and one name I cannot read.

2. Consent Agenda - George Curl handed out copies of the agenda. The consent agenda consisted of approval of the November 2013 BoD Minutes. Herb Hilton moved to accept the consent agenda and Roy Allen seconded. Motion passed unanimously.

3. Membership Report – Herb Hilton handed out a one-sheet membership report, which stated the following as of 12/13/13: 342 current members; 522 total members. 78 new members, 198 current competition licenses, 30 non-currents. There are 47 active members in the Novice program. There are 18 corporate sponsors and 7 honorary members.

4. Registration Report. Merl Hanson explained the new procedure for transferring (crediting) registration fees from one event to another in the case that the first event is canceled by the participant. The \$50 credit for bringing a Christmas toy provided insight into the process within DLB. When a participant cancels a registered event, the participant is asked if he/she would like a refund or a credit towards a future event. If the participant chooses a credit, the credit is applied in the "My Account" area of the DLB website. This process does not require too much effort on the Registrar's part, which is

a good thing. This is expected to encourage members to apply funds to future events increasing participation and reducing the number of credit card transaction fees incurred by CVAR.

George explained that the goal is to apply the credit to an upcoming event and not to spread the credit over many events. It is not clear if any restrictions will need to be added to accomplish this or if it will be an issue at all.

Question from the audience:

“Will this save CC fees?” Answer – (Merl) –Yes.

“What is the deadline for cancel/credit?” – Answer – (Merl) Wednesday before event @ 10:30 pm.”

Merl pointed out the credit for the Christmas gift is only good for the February event.

Merl said that of the 17 people that canceled the Dec event, 11 applied the fee as credit for a future event, 4 asked for a refund and 2 had not replied. (note, since then the 2 who had not replied opted for credit towards a future event.)

5. Proposed change to By-laws – George explained the results of the recent membership survey exposed a need to update the club’s Bylaws and that Bill Johnson had graciously accepted the task of updating the bylaws. Among the updates are three significant changes for the club. First, there are simple provisions for getting alternate candidates onto the ballot for BoD and officer positions. These include getting signatures from 10% of the then current membership. Second, there is now a process for suspending and/or reinstating members for off-track conduct unbecoming of Vintage Racing or CVAR.

Third, several operations positions have been removed as BoD positions. These include Membership, Registration/T&S and Tech. See the new published bylaws for exact details.

Roy Allen moved to accept the changes to the bylaws. Herb Hilton seconded the motion. The motion passed unanimously.

George pointed out the significant contributions of departing BoD Members including: Herb (Membership) for improving Membership reporting, tracking and renewals, David Griffith (Tech) for greatly streamlining the tech process and Merl Hansen (Registration) for improving the registration process including the event transfer/credit process.

6. Member Input:

Lon McKinstry – asked “when we will begin enforcing the ’72 GCR on roll bar thickness?” He expressed concern over drilling holes in roll bars for inspection and that there was some confusion over the required size of the hole. Discussion ensued. George mentioned we have a new person in charge of Tech and we don’t intend for anyone to miss a race due to this issue in foreseeable future. Several members pointed out that there was confusion over the size of the hole and if it was necessary at all. It was noted that Tech has a way to test without drilling a hole and without expensive equipment and that a hole may be necessary only if the thickness is marginal. George also explained that the size of the hole is 3/16” not 5/16” and that if an existing hole of 1/8” is available, that will suffice.

Berkeley Merrill – pointed out that the proposal for Group 6 expansion calls for a “CVAR Orientation” for new participants who do not have a current VMC license. Berkley asked that the CVAR Orientation be

well defined and consistent with the principles taught in the CVAR Driver's School. George will work with Berkeley and the Group 6 mentors off-line to ensure this.

7. Appointment of Membership Chairman – George explained the need for a new Membership Chairman given Herb stepping into the President's position and the removal of this position from the Board. George suggested Margaret Walker for Membership Chairwoman and Licensing. Herb Hilton moved to appoint Margaret. Roy Allen provided the second. The appointment was unanimously approved.

8. Authenticity- G6 Expansion Test Proposal- George introduced the proposed test expansion of Group 6, which would include the current definition of FF1 plus FF2 thru 1982 (was 1983) and FF3 for cars 1983 to 1986. The test will last for 12 months starting in February 2014. The proposal states that slicks are currently allowed for FF3, but may be voted out at a later date. A motion to accept the proposal was made by Roy Allen. Jeff Garrett seconded the motion. The motion was approved with 4 yeas, 0 nays, and 1 abstention (Merl).

After the vote, discussion ensued of the potential pros and cons of the expansion. It was pointed out several times, this is a test and if it does not have the desired effect of increasing the car count in Group 6, it will not be extended. If it is successful, there will be a formal approval process to make the changes permanent with or without modifications. Several people are concerned FF1 is dying within CVAR due to member age or cars being sold into the UK and Europe. Others were concerned that FF3 may simply pull members and participants from FF1 or FF2 without a net gain. Many who suspect the latter said they hope to be proved wrong. Roy implored the BoD and the membership not to "shoot the guy(s) willing to try something new even if it proves unsuccessful."

9. President's report

A. A Difficult Year: George Curl explained the need to keep our brand visible and positive. Some at the VMC meeting asked if we were still alive. George assured them the rumors of our demise were greatly exaggerated. We have purchased 3 advertisements in Vintage Motorsports Magazine as well as our usual add buy in Victory Lane magazine. Duncan Charlton asked if "we are connecting with various Driver's Education programs and other clubs in our area?" George replied "not as much as we would like to. We need someone to spearhead that." He asked Duncan if he would lead the effort. Crowd chuckled.

Herb announced we now accept SCCA as well as VMC licenses with observation for vintage spirit for new participants. We will continue to use VMC for novice qualification.

George pointed out the need to retain the vintage spirit and Bob Green pointed out that the Chief Steward also vets all new participants and monitors performance and attitude of all participants.

B. Financial Statements: George passed around copies of the CVAR financial statements for 2013 and provided explanation as needed. George expects a net loss in 2013 of \$1,688.98; he said that we needed more membership participation to reverse that number and that the TWS track rental is by far our largest expense. Bruce won't be able to do a final statement until at least Jan 10. It very well could be more or less

The following members asked questions regarding the financial statements:

Berkeley Merrill asked “what is the VMC meeting expense?” to which George explained that is the airfare, hotel expense and DFW parking expense for his attendance at the VMC meeting. He did not charge for his meals. Berkeley also asked “what is the rental car and D/E driver’s School expense?” to which George explained it is the expense to send our Worker of the Year award recipient to the Feb driver’s school event in a rented Formula V.

Chip Fudge asked the following questions –

1. How is corporate sponsorship shown? The answer is in membership dues for corporate members.
2. What are the bank charges? – The answer was mostly credit card fees.
3. How is it the TWS track rental is so expensive compared to Hallett for example? George explained we have a special arrangement with Hallett whereby we keep a small portion of the registration fees, but that prevents us from losing money at Hallett, however it puts a greater burden on Hallett and they are trying to renegotiate the contract.
4. Why are the corner worker fees so much higher for the first event at TWS in 2013? – George explained CVAR had agreed to raise corner worker compensation last year, starting this year. However, due to a tough year, George asked the corner workers if they could go back to last year’s rate after the February TWS event. Many graciously agreed to do so, while some could not.

Balance Sheet – George showed the CVAR Balance sheet and explained “our goal is to be able to weather two consecutive bad events and still afford to put on a third event. TWS December was one such “bad event. Given that, we are in OK shape, but we will soon need to pay deposits for track rentals. We are OK, but we need to improve participation in order to stay that way.” This brought out the topic of the SVRA COTA event for next year. A member from the audience asked if we might consider a “pre event” similar to the Pre-Historics held before the main Monterey event in order to draw participants who may have travelled a great distance to Texas for the COTA event. The date was not available this year, but the idea is not dead.

C. ECR Friday Test & Tune – George explained that last year ECR conducted the Friday Test & Tune day as a D/E style event with non-CVAR as well as CVAR participants and using the ECR staff for corner workers, tower and T&S. George asked if we wanted to continue this or go back to having CVAR run all three days. Herb Hilton moved that CVAR go back to running all three days of the ECR event as we had prior to 2013. Merl provided the second. The motion was approved unanimously.

D. Offer from PCA for joint event at NOLA – George presented an offer from the Porsche Club (PCA) to combine with CVAR to rent the track at NOLA on Memorial Day weekend 2014.. They offered CVAR 2 run groups if we could provide 60 to 90 cars and 1 run group if we could provide 30 to 40 cars. Herb suggested we conduct a member survey to gauge member interest. Scott will be asked to send out a question on the list-server to judge interest. The board agreed to do so (informal vote). Discussion ensued and someone from the audience pondered the idea of renting out run groups at CVAR events in order to defer event costs. That is being done by one club on the West Coast. George said that we were monitoring that, but saw no sense of CVAR being another beta tester. The subject was informally tabled.

10. Final Comments – Berkeley Merrill stood to express his appreciation to and for the Board of Directors and in particular to George Curl for effort and leadership during a tough year. Many of the members in attendance concurred.

Herb Hilton moved to adjourn at 4:08. Roy Allen seconded the motion. It passed without contest.

Respectfully submitted,
Don Gwynne
CVAR Secretary

CVAR Board of Directors Meeting Minutes
Best Western Inn & Suites
602 N. General Bruce
Temple, TX 76504
(254) 742-1122
November 16, 2013

1. Call to Order - The meeting was called to order by the President, George Curl, at 11:58 am. Board Members present were: George Curl, Jeff Garrett, Roy Allen, Herb Hilton, David Griffith, Larry Reyburn and Merl Hansen.
Bob Green, Chief Steward, advisor to board
Visitors present were: Don Hightower, Joel Anderson, Grover Maurer, Allen Johnson, and Bill Gardner
2. Consent Agenda - George Curl handed out copies of the agenda .The consent agenda consisted of bill payments and transfer of funds between events. It is now possible to move funds to the next event rather than issue a refund. This has been requested by members for several years. If a member request a refund it will be cheerfully issued.
The October conference call minutes were removed from the consent agenda and will be approved at a later date. David Griffith made a motion to accept the consent agenda and Herb Hilton seconded. Motion passed unanimously.
3. Membership Report – Herb Hilton handed out a one-sheet membership report, which stated the following as of 11/16/13: 339 current members; 187 non-current members. 77 new members, 198 current competition licenses, 30 non-currents. There are 49 active members in the Novice program. There are 18 corporate sponsors and 7 honorary members. Herb gave a brief explanation of the non-current members.
4. Treasurer’s Report – Although not able to attend the meeting, Bruce Revennaugh provided copies of a balance sheet as of 6 Nov 13, and a profit & loss statement by “job” (i.e., race events, entry fees, merchandise sales, garage rentals, etc.). Currently we are \$12,828 to the good, but are facing a \$21,000 loss at the December event. We have lost money at ECR and Sept TWS and are on line to lose again in Dec. The contract at TWS gives us a \$2k discount per day of we are under 100 entries. We will have to pay \$30K in deposits to pay by Dec 31. Hopefully we will have a cushion after deposits are paid. If the membership doesn’t support CVAR, CVAR will go away. Several questions were asked and a discussion followed about the financial report. Expenses are being reigned in at every opportunity. Merl also is exploring setting up an ACH account. This will cut credit card expenses by 75%. This would be an incoming account only.
Herb asked that some type of accountability system for cash taken in at the track. Larry mentioned using a receipt book. A suggestion was made that we charge a percentage on refund to cover our cost. Motion

made by Herb Hilton and seconded by Larry Reyburn to accept the treasures report. Motion passed unanimously.

5. Registration Report. Merl reported that 72 people are currently registered for Dec. 68 people took advantage of the 3 for 2 registration offer.

6. Tech Report- David inspected many roll bars Most are in compliance and all are agreeable to roll bar inspection. If there is a mechanical failure, the problem needs to be upgraded if possible. This should be handled by the group reps. Weights- where are we going? If they have a record of weight on file they are OK. There is no reason to re-weigh.

7. G-6 Expansion- Larry Reyburn presented a proposal to expand G6. It was pointed out that G6 grid size has diminished dramatically. This would be a trial to see if there is interest in bringing Club Fords to join us. After a lengthy discussion, Roy asked that the proposal follow the existing procedure for rules changes. It should be submitted to the group reps. Larry will submit the proposition to the Group reps. The proposal was well received.

8. Appeal Process for Driver Probation- Larry discussed a conversation he had with a member that was upset about being put on probation. Allen Johnson, Safety, went over the safety program and what goes into the decision making process. The process follows the safety program and gives drivers ample input. Allen stated that the drivers are stricter than the Stewards. This particular driver was taken off probation after review. Proper communication is necessary and the drivers are not aware of the safety program or process. Herb asked Allen to write up the process for the next newsletter. Larry will contact the driver.

9. Racing Venues/Marketing- Larry gave a review of what the marketing discussions have produced. The marketing committee is made up of Jay McClanahan, Tom Yemington, Bobby Whitehead, Skip Duplissy and Chalmer McWilliams. CVAR has been taking part in car shows in Dallas, Houston, Round Rock and Eagle Mountain Lake utilizing flyers, business cards and banners. There has been remarkable interest shown in CVAR. CVAR will also be in the Houston Autorama in Dec and Dallas Autorama in Feb. Venues- Larry made a list of tracks in Texas that we don't run on. Grand Sport Raceway in Houston, Motorsports Ranch in Houston, COTA (expensive), Driveway Austin, Harris Hill Road, TWS, Motorsports Ranch Cresson, TMS and ECR. Larry has spoken to TMS looking for open dates. Their cost is 47K for a 3 day weekend. Hallett, NOLA and Heartland Park in Topeka were listed. Larry wants to know if changing racing venues would generate more interest and bring out more members. Mark McIllyar is very interested in NOLA. He feels that the open dates would be disruptive to our current schedule. He asked that we conduct survey asking for input on changing venues. A brief discussion about running TWS backwards took place. Include running TWS backwards to the survey. Survey needs to take place before the first of June.

Break 1350-1400

10. Member Inputs –

Dan Hightower introduced Joel Anderson- Joel said that CVAR needs to evolve the Production Car rules. A long discussion ensued about Datsun preparation and the need to allow later rules preparation for Datsun production cars. Joel and Dan were encouraged to use the rules change process to make adjustments in rules. Roy Allen pointed out that rule change needs to come from the bottom up, not for the top down. It is not the board's place to make a level field for all cars in a specific class.

11. Authenticity- G2 Petition- Roy Allen presented the G2 Rules Change petition. George Curl ask that CVAR General item #1, concerning allowing driver's from other organizations be tabled. Bill Gardener was in attendance in support of the petition.

Item 1: Fiberglass fender flares are allowed but will incur an authenticity deduction per flare.

Item 2: Fiberglass body panels are allowed but will incur an authenticity deduction per panel.

Item 3: Roller rockers with stock rocker geometry ration are allowed with an authenticity penalty. Roller rockers with an increased rocker geometry ration will incur a higher authenticity deduction for engine.

Item 4: Engine cylinder bore .060 is allowed with an authenticity deduction for engine.

The four items were a direct result of the G2 survey from May-June 2013. The first two items concerning fiberglass parts were meant to increase participation. Items 3&4 are presented as reliability items. Roller rockers will add durability to the valve train, while the over bore to .060 on blocks will give blocks a longer life span.

A discussion concerning fiberglass fenders and hoods and weight ensued. It was determined that cars still will have to make the 1972 PCS weight limit. Group 2 voted on and accepted the proposal and the Group Reps approved this as well.

After considerable discussion, Roy Allen, Authenticity Chairman made a motion that items 1-4 be approved with the authenticity deduction to be determined at a later date. Seconded by Larry Reyburn. Motion passed unanimously.

Item 5. Cars 1972 or older prepared to a later version of the GCR are allowed to compete in classes FP2, EP2 and CS2.

This item is an effort to increase grid sizes by allowing these cars to participate. Motion made by Larry Reyburn and seconded by Herb Hilton to approve item #5. These cars will run on a CVAR temporary log book and have an 18 month review date. Motion passed unanimously.

12 Chief Steward's report. Bob Green yielded his time. He was in attendance to support other items.

.

13. President's report

A. Long vs short course: George Curl explained the reasoning behind the decision to run the short course. He expressed his dismay with people and that no lessons were learned from the turmoil of spring of 2013. If running the long course keeps people coming, then run the long course. A decision was made to run the long course.

B. The Hallett contract: The Hallett contract was discussed. A decision was made to counter Connie's contract and keep negotiations open.

C. The 2014 schedule was discussed. COTA is the week after our Hallett Fall event and F1 is on top of our Nov event. Herb Hilton suggested that CVAR not change the schedule to accommodate SVRA/COTA or F!. Therefore the schedule will stay as it is.

D. Numerous items were reported from the VMC meeting the preceding weekend. The inclusion of "Foreign" licenses was discussed at some length. A proposal will be made at the Dec. Conf call meeting to include SCCA licensed drivers without going through the CVAR School.

3:10 PM - At this point the CVAR board of Directors went into executive session to discuss other matters.

At 3:40 PM the board came back into open session.

A motion was made to adjourn at 3:41. Motion passed.

Respectfully submitted,
Don Gwynne
CVAR Secretary

CVAR Board of Directors Meeting Minutes
Via Teleconference on 8 October 2013

The meeting was called to order by the President, George Curl, at 12:30 pm.

Board Members present on the teleconference were George Curl, Jeff Garrett, Bruce Revenaugh, Chalmer McWilliams, Merl Hansen, Roy Allen, Herb Hilton, David Griffith and Don Gwynne. CVAR Chief Steward Bob Green was also present on the teleconference.

1. Approval of updated By-Laws

David Griffith moved that the most current draft of the new By-Laws be approved as written. Jeff Garrett seconded, passed unanimously.

2. Consideration of New Orleans "NOLA" race venue

Herb Hilton recommended that if we conduct a test event at NOLA, it be added to the CVAR schedule as a seventh event, i.e., it should not displace any current event on the schedule. George Curl said that multiple phone calls and e-mails to NOLA representatives have not been returned to date. Potential race dates info is needed if the idea of a NOLA test event is to be included in a CVAR questionnaire to the membership.

- Jeff Garrett received an action item to contact Mark McIlyar to have Mark work with NOLA regarding potential test race dates available in CY2014.
- Bob Green received an action item to contact Mark McIlyar to have Mark work with NOLA to clarify the source of workers for NOLA events.

3. Next Board of Directors Meeting

Scheduled for Saturday, November 16, 2013, at the Best Western in Temple.

There being no further business, the teleconference was adjourned at 12:48 pm.

Respectfully submitted,
Don Gwynne
CVAR Secretary

September 6, 2013

1. Call to Order - The meeting was called to order by the President, George Curl, at 5:00 pm.

Board Members present were Roy Allen, George Curl, Jeff Garrett, David Griffith, Don Gwynne, Merl Hansen, Herb Hilton, Bruce Revenaugh

Visitors present were Mac Anderson, Rick Cardenas, Steve Cole, Ed Cullen, Mike Floyd, John Furlow, Jr., Bill Gardner, Bob Green, Gene Hassell, Michael Jenniges, Ralf Kuehnhoefer, Christel Kuehnhoefer, Mark McIlyar, Tony Nigro, Danny Piott and Tom Yemington.

2. Consent Agenda – The Consent Agenda included the minutes of the previous meeting, purchase of a new printer, payment of outstanding bills and the payment of a \$520.00 IRS penalty for a 26 day late filing. Bruce Revenaugh moved the Consent Agenda be approved; Herb Hilton seconded, approved unanimously.

3. Membership Report – Herb Hilton handed out a one-sheet membership report, which stated the following as of 09/07/2013: 326 current members; 188 non-current members. 76 new members. 185 current competition licenses, 34 of which will expire before the October races at Hallett. There are 56 active members in the Novice program. Herb noted that Championship point standings were now available on the CVAR website. Herb also discussed some professional marketing advice he received from a friend in the marketing business. He presented a single page full of specific recommendations regarding the CVAR website, Facebook, print ads and television coverage. The website recommendations will be discussed with Scott Barrett, CVAR's new webmaster.

4. Treasurer's Report – Bruce Revenaugh discussed financial considerations associated with low turnouts in the fall of 2013, and alternatives for dealing with them.

5. By-Laws Committee Update – George Curl discussed some of the major changes and improvements in the proposed by-laws update which Bill Johnson has worked so hard to prepare for us. One is an opening up of the nomination and balloting process. If approved, any member will be able to be placed on the ballot upon securing signatures of 10 percent of the membership.

6. Registration / Timing & Scoring – Merl Hansen discussed an issue involving Novice medical physicals expiring before completing license requirements. David Griffith moved that CVAR Novice drivers adhere to the same medical exam requirements that VMC requires. Herb Hilton seconded the motion, which passed unanimously. Merl also discussed a registration problem with drivers entering leading zero(s) inappropriately. Example is a car with the number "5" actually painted on it, but registering it on DLB as "05". Merl agreed to write an article for the CVAR Newsletter explaining the problems this creates, and Group Representatives are to discuss this with the drivers they represent.

7. Tech Report – David Griffith noted that he would no longer be serving as Tech after the first of next year, but that he was developing several replacements, including Gary McFarlane, Greg Matlack and Chuck Warren. The current focus is on the integrity of roll bar and roll cage installations. David reminded everyone that Tech inspection serves as second set of eyes, but that each driver is primarily responsible for his own safety.

8. Member Inputs –

Members are encouraged to give their input during this time. Board members will not be able to vote on member's request but they will be investigated and reported, as action items, at the next BOD meeting. Mac Anderson discussed promotions and corporate sponsors of a weekend. Mac agreed to get with Jeff Garrett to develop the concept further, in conjunction with Chalmer McWilliams' committee.

Mark McIllyar discussed ramifications of the fact that COTA and SVRA have a 5 year agreement, and CVAR's need to adjust its race schedules accordingly. One idea he floated was to make SVRA's COTA event serve also as CVAR's fall race instead of Hallett. Mark also discussed the high temperatures often experienced at TWS in September. He said that historical weather records show that September 9 at TWS has the same high temperature as is typically experienced on June 9 and July 9. Hallett in August is generally 6 degrees cooler than TWS. He recommended we consider future schedule changes, such as Hallett in May, Eagles Canyon in March, etc. We need to synchronize with RMVR as regards Hallett. He also said we should consider cancelling the October race at Hallett in the future as a result of the conflict with SVRA at COTA. Mark urged consideration of "something different" to avoid CVAR events getting boring. Examples included New Orleans, a combined (but not mixed) event with NASA, etc. He noted that 14 CVAR members went to Monterey recently and 4 were at Watkins Glen at this time, so people are willing to travel if the event is sufficiently interesting.

Ed Cullen said that he just doesn't see it as likely that very many CVAR members would go to races in Colorado or Louisiana, when they won't even go to Hallett because of it being a long tow for them. He also said that he regarded COTA as a very expensive place to race, and not an appropriate venue for our club to sanction events at.

Roy Allen noted that several Group 1 drivers regularly make the long tow to RMVR High Plains. He said that several regard the trip out and back as part of the fun, with the open wheel and closed wheel enduros on Sunday the icing on the cake.

9. Authenticity – Roy Allen yielded the floor to Bill Gardner, Group 2 Rep, who discussed the results of a rather large survey of Group 2 drivers. One of the high points was broad support for allowing current SCCA/NASA/etc. drivers to race with CVAR without going through the Novice school program, but after making sure they understood the proper "vintage attitude". For group 2 only, there was support, especially folks with BMC engines, for allowing roller rockers and 0.060 inch overbore to save some blocks, with specific authenticity deductions. Bill also suggested changes to allow fiberglass flares and body panels with specific authenticity points deductions. Lastly, Bill proposed new group 2 classes to allow pre-1972 cars prepared to later GCR years to compete in new classes such as FP2, EP2, etc. Bill has formally submitted the changes to Roy Allen. There followed an open discussion of the wisdom of various rules change proposals floating around.

10. Chief Steward – Bob Green discussed lunch drive-around, in street cars only, behind a pace car, to let visitors get a good look at the entire race course. It is not meant to be a thrill ride; the pace will be about 40 to 45 mph. Dropping back and charging forward will not be allowed. There will also be a sweep car at the rear. This weekend we have as guests the MG Club of Houston. The idea of giving rides in race cars in the future has not been ruled out, but details have not yet been ironed out. There followed a discussion of how best to provide current and accurate medical information to EMT personnel. The SCCA uses a form filled out by each driver voluntarily. The form is kept in a small pouch attached to the driver's helmet. Rick Cardenas volunteered to get examples of SCCA's forms and pouches for the Board's review.

11. President's Report – George Curl discussed Skip Duplissey's filming project at Hallett. Skip and his film crew are hoping for as many Group 1 and Group 7 entrants as possible at this next event. George also discussed the race scheduling process. CVAR used to have tentative schedules for 5 years out. The

uncertainty surrounding the SVRA event at COTA resulted in several problems setting future schedules, which are still being studied. George noted that one of the big things from the recent surveys is that people report CVAR is not friendly to new people (!). He urged everyone to meet and greet anyone they didn't recognize as they went around the paddock. It is critical to CVAR's future that visitors and Novice drivers feel welcome and valued.

12. Next Meeting will be via teleconference sometime in late September or early October, TBD.

13. Meeting Adjourned at 6:22 pm.

Respectfully submitted,
Don Gwynne
CVAR Secretary

CVAR Board of Directors Meeting Minutes
Best Western Inn & Suites
602 N. General Bruce
Temple, TX 76504
(254) 742-1122
August 10, 2013

1. Call to Order - The meeting was called to order by the President, George Curl, at 11:58 am.

Board Members present were George Curl, Jeff Garrett, Don Gwynne, Roy Allen, Herb Hilton, Bill Johnson and Merl Hansen.

Visitors present were Bob Green, Bob Crow, Bill Gardner, Scott Barrett, Gregg Rodgers, Art Summerville, Linda Yates, Reed Yates, Steve Smargiasso, Skip Duplissey and Bob Kramer.

2. Consent Agenda - George Curl handed out copies of the agenda and the treasurer's report. George explained that to avoid a recurring charge for "cloud" accounting services, CVAR has purchased a copy of QuickBooks for the use of our Treasurer. An advertisement in Vintage Motorsports was purchased for \$840. This is in the Monterey issue, and approximately 10,000 people will receive a copy. There are 14 CVAR members racing at the Rolex Monterey Motorsports Reunion next week. Herb Hilton moved that the Consent Agenda be approved. Roy Allen seconded, approved unanimously.

3. Appointment of BoD Members – George Curl briefly discussed the resignation of Tom Yemington. Herb Hilton recommended the appointment of Bruce Revennaugh to act as Treasurer until the next elections. Larry Reyburn was appointed to serve the remainder of Jay McClanahan's At Large position following Jay's resignation. Jeff Garrett moved these appointments be affirmed. Don Gwynne seconded the motion, which was approved unanimously.

4. Membership Report – Herb Hilton handed out a one-sheet membership report, which stated the following as of 08/10/2013: 329 current members; 190 non-current members. 70 new members. 189 current competition licenses, 30 of which will expire before the September races at TWS. There are 54 active members in the Novice program.

5. Treasurer's Report – Although not able to attend the meeting, Bruce Revenaugh provided copies of a balance sheet as of July 21, 2013, and a profit & loss statement by "job" (i.e., race events, entry fees, merchandise sales, garage rentals, etc.). Bruce Revenaugh will be at the next Board meeting to answer any questions.

6. By-Laws Committee Update – Bill Johnson discussed the status of updates to the by-laws. He distributed a draft to other committee members, and received some inputs from Art Summerville. Bill recommended that a corporate address, not someone's home address, should receive all correspondence from the Texas Secretary of State's office. He recommended the address of his law firm, and said that his secretary would be responsible for distributing correspondence to whoever needed it. There was discussion regarding a reduction in the number of Board positions, as was suggested by some of the current Board Members (e.g., the positions of Tech and Registration may not need to be Board positions). Procedures for admitting new members are being streamlined. The need to provide for some lesser sanctions than membership termination was discussed, as was the need for a defined appeals process. Also discussed was a need for a defined process for members to submit complaints to the Board. Changes to the Nominating Committee process were recommended to make it easier to add a candidate to the ballot. During discussion, it was stated that some of the CVAR membership believes that the Board and Officers receive payment or compensation for their services, which is not true. It needs to be made clear to the membership that all Board Members and Officers are volunteers who receive no compensation whatsoever. In most organizations, the general membership elects the Board of Directors, and then the Board of Directors elects the Officers (i.e., President, Vice-President, Treasurer and Secretary). There was discussion regarding making this a part of the By-Laws update, but no firm conclusion was reached.

7. Hallett Filming Project – Skip Duplissey briefed his plans to film a pilot episode for a series on vintage racing at Hallett in October 2013. The director he's partnered with directed the series "GT Racer" several years ago which primarily covered historic racing in Europe. The same videographers will be involved in the Hallett project. The Discovery Channel has "right of first refusal" on Skip's vintage racing production. It will focus primarily on CVAR's Group 1 and Group 7 cars at Hallett in October 2013. There was discussion as to why only G1/G7. Skip explained that in a show such as this, the producer must focus on a story line, and the people involved, and not let it get too broad. It is not specifically intended as CVAR publicity but his objective is to promote vintage racing and he expects the benefit to CVAR to be significant. It represents a great opportunity for CVAR racers to participate in a professional film production aimed at showcasing vintage racing to the general public. It was asked that each person in the room call 5 friends about attending Hallett in support of the filming.

8. Member Inputs –

Skip Duplissey discussed ways to "get new people hooked" including finding ways to give rides at events. Don Gwynne supported Skip Duplissey with comments regarding rides at a Shelby Cobra Association of Texas (SCAT) event at MSR-Cresson and at the annual Mid-America Ford Performance & Shelby meets at Hallett in June.

Gregg Rodgers discussed the natural tensions between "period correct" vs. expansion of participation. He noted that all race organizations, including SCCA, are having to "get creative" to get new participation. Track day events for street cars are becoming more popular. CVAR used to have a Group 5 "Exhibition" class for non-conforming cars.

RMVR opened up to 1981 and experienced several problems. Don't do it the same way learn from them. SVRA rules, while relatively liberal, are well defined and say what you can and can't have.

Art Summerville noted that the old Group 5 got stopped because it was getting out of control. He said was never intended to be a permanent place to run.

George Curl emphasized that any proposed changes to CVAR eligibility have to be coordinated well with the membership and can't be rushed into place.

Steve Smargiasso thanked the club for the way he was treated (i.e., entry refunded) when a tornado severely damaged the building his tow truck and race car were in the day before the February TWS race.

Reed and Linda Yates noted that they had never attended a Board Meeting before. They voiced concerns about the need for free speech on the CVAR message board, but noted the board should have a moderator who can take down anything false or offensive, like most other discussion boards. Reed said he hopes to have his MG TF up and running for Hallett or TWS in the fall.

Bill Gardner discussed the Group 2 survey results and a proposal for Group 2 rules changes. He said he was having difficulty getting a reply from Roger Linton, SVRA's technical contact.

Don Gwynne provided Bill Gardner with contact information for Tony Parella, SVRA's President and a CVAR member.

Scott Barrett noted that he is the new CVAR webmaster and handles e-mail message distributions to all CVAR members when directed.

Art Summerville said he felt that discipline concerns and voting concerns were both a big can of worms and thanked George Curl for stepping back in when needed.

Bob Crow asked if anyone knows of a trust attorney. He is looking to start a charitable trust. Bob also said that the Houston MG Club is coming with about 12 cars to TWS in September. It was noted that efforts were underway to provide them with a designated "MG Corral" area somewhere in the paddock. Bob Kramer is heavily involved with Friends of Triumph, and said FOT plans to attend Eagles Canyon next May. Tentative plans are for an all-Triumph Kastner Cup feature race on Sunday, dovetailing with the British Small Bore Festival race on Saturday. Kas Kastner is expected to attend.

Break – 1:35 pm to 1:46 pm

9. Fall Schedule – CVAR's fall schedule appears in the current Vintage Motorsport ad, along with the first half 2014 schedule. George briefed the 2014 schedule as follows:

TWS	February 21-23, 2014
Hallett	April 11-13, 2014
ECR	May 17-18, 2014
TWS	September 12-14, 2014
Hallett	October 10-12, 2014
TWS	November 7-9, 2014

As regards Eagles Canyon, Gregg Rodgers noted that significant improvements have been made to the course, including better drainage when it rains. Gregg urges that people reassess their evaluation of ECR on what is there now, not how it used to be.

10. Lunch Touring at TWS/ECR – Bob Green discussed lunch touring, in street cars only, behind a pace car, to let visitors get a good look at the entire race course. It is not meant to be a thrill ride. Dropping back and charging forward will not be allowed. Corner and medical workers are having lunch, so safe conduct is essential or lunch touring will not be continued. Don Gwynne also noted that there are opportunities to ride in the pace car that should not be overlooked.

Bob Green also discussed the possibility of allowing rides at near race speeds at the end of the day on Friday. Details to be worked out, not all drivers will be allowed to give such rides. The passenger will

require full personal safety equipment, 5-point harness, etc. just like the driver. Skip Duplissey volunteered to work with Bob Green towards making this concept a reality.

11. Discussion of Survey Results – George Curl stated that CVAR sent out 329 survey invitations, and received 194 responses, which he considered a very good rate of response. After discussion regarding sharing the survey results with the general membership, the Board asked George to post the results on the CVAR list server the next day, and to include a request that they not be forwarded (outside the CVAR membership).

12. Discussion of the December TWS event - Merl noted that typically, 2/3 of all registrations are received within the last two weeks prior to an event. There was discussion of ways to encourage earlier registrations. Don Gwynne moved that for this event only, the entry fee should be \$300 for all three days (i.e., free test/tune/practice on Friday) for anyone who registers on or before November 10, 2013. Seconded by Herb Hilton, approved unanimously.

13. Assignments of Committees/Action Items –

1. Bob Green – develop rules and procedures for lunch drive around opportunities.
2. Roy Allen – review survey results and prepare recommendations regarding changes to eligibility, on a class by class basis, not necessarily for all classes or groups.
3. Scott Barrett – get selected survey results information from George Curl for posting on the CVAR website.
4. Bill Johnson – submit draft of proposed By-Laws to the next Board Meeting.
5. Don Gwynne – call all active Group 7 drivers urging them to support the Hallett filming by Skip Duplissey's crew.
6. Each person in the room was charged with contacting 5 friends about attending Hallett in Oct.
7. George Curl will work on trying to renegotiate the December TWS contract.

14. Adjournment

The next CVAR Board of Directors Meeting was scheduled for noon, September 14, 2013, at the Best Western in Temple, TX. The meeting was adjourned at 3:02 pm.

Respectfully submitted,
Don Gwynne
CVAR Secretary

Corinthian Vintage Auto Racing
Board of Directors Meeting
Conference Call 7 June 2013

Board Members Present:

Roy Allen	Jeff Garrett
David Griffith	Don Gwynne
Merl Hansen	Herb Hilton
Bill Johnson	Chalmer McWilliams
Tom Yemington	

Guests Present:
Bill Gardner

George Curl

The meeting was called to order at 1213 hrs.

1. A motion was made by Herb Hilton and seconded by Don Gwynne to appoint George Curl interim President. Motion passed unanimously. Don Gwynne will file the necessary paperwork with the State of Texas.

2. The March 23 and April 29th Board minutes were not approved at his time due to lack of review.

3. George Curl asked Bill Johnson to lead the By-law Review Committee. Bill agreed. A suggestion was made to reach out to Art Summerville as a member of this committee.

4. Don Gwynne discussed the club's registered agent. Herb Hilton suggested that Don Gwynne use his name and address as registered agent with state. All members agreed.

5. Chalmer McWilliams gave an update on the Marketing/Growth Committee. Very good ideas have come from the two meetings. Some of these ideas have already been acted upon. There will be no CVAR ad in the Monterey issue of Vintage Motorsports. There was no time to act as the deadline was too close. Basically the committees are in their infancy; Chalmer will continue to chair these committees.

6. Bill Gardner went over the results of the G2 survey. 40 respondents answered 32 questions and gave enlightening comments. Excellent data was harvested as to the desires and feelings of G2 members. It was noted that all questions came from G2 members. Tom Yemington asked if a COTA question had been asked. Bill explained there was not a COTA question submitted. Roy Allen discussed the cost of entry to COTA was much more than our membership was used to paying. A comment was made that COTA may be a "bucket list" race for our members. The survey elicited many good comments for the G2 members and Bill Gardner encouraged the board to take time to read them. Chalmer McWilliams thanked Bill for his efforts and complemented him on the percentage of respondents.

a. Don Gwynne also conducted a survey of G7. He received 21 responses. The results will be sent to the board shortly in the following formats: PDF, Excel and MSWord.

b. Bill Gardner asked what would be done with the survey now that it was submitted. Chalmer responded it was his desire when the request was made to gather survey information specific to each group and the steps from there.

c. Bill agreed to help the other Group Reps gather the necessary data.

d. Roy Allen addressed the rule change procedure for rules change request resulting from the G2 survey. All rule changes must go through the published rule change procedure as listed on our web page.

7. George discussed a General Membership survey. The General membership survey needs to be global in nature (View from 30,000 ft). A request was made to the board to submit questions in yes/no format. It is very important that questions be posed in a non-biased manner to elicit non-biased answers. This data will be used to determine the direction the club will take in the future.

a. Question, who should receive this survey? It will be sent to all members. The first question will differentiate between competition members, workers and friends of CVAR.

b. Chalmer restated the proposal to let everyone have input into the direction of the club.

c. George outlined the time line for this survey:

1. Questions submitted by June 15
2. Dry run to the board on June 25
3. Posted to membership July 1
4. Taken down July 14
5. Board review July 20
6. Results released to membership Aug 1

d. Tom Yemington stressed we need to over communicate to the membership that they will asked to fill out two (2) surveys: One group specific and one general membership survey.

8. Herb Hilton gave an update on management changes at ECR.

9. Herb Hilton and Roy Allen volunteered to continue looking for a replacement at-large board member to fill the spot vacated by Jay McClanahan.

10. Being no more business before the board, a motion for adjournment was made by Herb Hilton and seconded by all the meeting was adjourned at 1259 hours.

Respectfully submitted,
Don Gwynne
CVAR Secretary

Recap of Eagles Canyon ad hoc meeting on 17 May 2013:

1. Focus on Texas turnout.

2. Tom O'Grady volunteered to assure a significant CVAR presence at AutoRama Houston, November 29 to December 1, 2013.

3. Dallas AutoRama was February 15-17, 2013.

4. Order a supply of Victory Lane's handouts on how to get started in vintage racing, imprinted with CVAR logo, and contact information. Don Gwynne to send CVAR logo digital file to VL to support this.

5. Several members want to get business cards, banners, posters, etc. printed locally to support publicity effort, but need digital file of CVAR logo to use. To be made available for download on the CVAR website for any member to use for local publicity purposes. Don Gwynne can provide in .jpg or .eps format (.eps is the format most printers want).

6. Each race group, and perhaps each marque in each race group, should have a liaison to local car clubs of that marque, e.g. MG clubs, Porsche clubs, Triumph clubs, Lotus clubs, etc.

7. Send marque-specific articles about CVAR racing to marque group newsletters.

8. CVAR should fund the creation of 4 to 5 more banners and distribute them geographically, e.g. Houston area, San Antonio area, DFW area, etc. to support visibility at local car shows and other events.

9. Create (revive?) opportunities at each event to give a friend a ride in a CVAR race car, even if only low-speed lunchtime drive-arounds due to insurance concerns. A very effective way to “hook” new members. Ditto for rides in the pace car.

10. Publish event-by-event participation figures for the last several years, to put attendance trends into proper focus. This info is needed by everyone to form a rational basis for discussion of future alternatives. Merl Hanson said he has this information already compiled from the time he became Chief of Timing & Scoring.

Respectfully submitted,
Don Gwynne
CVAR Secretary

CVAR Board of Directors Meeting Minutes
Teleconference held on April 29, 2013

The meeting was called to order and moderated by the Secretary, Don Gwynne, at 8:00 pm.

Board Members present were Roy Allen, David Griffith, Don Gwynne, Merl Hanson, Herb Hilton, Bill Johnson, Jay McClanahan, Chalmer McWilliams and Tom Yemington,

1. First item discussed was whether to let the current newsletter editor continue the newsletter now being worked on. After lengthy discussion, David Griffith moved that the newsletter editor be directed to send the current draft CVAR newsletter to Bill Johnson for review and approval, and that after approval, it be e-mailed to the membership by CVAR per mailing list provided by the Membership Chairman, not from any informal list maintained by the newsletter editor. Jay McClanahan seconded the motion, which passed unanimously. David Griffith subsequently amended his motion to add that the same process shall apply to all future newsletters. The amended motion was passed on a vote of eight in favor, with one against. Jay McClanahan volunteered to incorporate any needed changes or corrections to the draft that Bill Johnson recommends, since he has the appropriate publishing software and is familiar with its use. In the interest of calming the turbulence within the organization, no further action regarding the newsletter is being taken at this time.

2. The second item discussed was the need for a review of the current Bylaws to determine if changes are needed, and to consider adding a Code of Conduct for CVAR members which would apply equally to on-track and off-track behavior. Chalmer McWilliams volunteered to draft a Code of Conduct for the Board’s consideration. Don Gwynne noted that the current (Sept 2009) version of the Bylaws is now posted on the CVAR website.

3. The third item discussed was replacement of the vacant President and Vice President positions. Herb Hilton and Roy Allen, acting as an ad hoc nominating committee, presented recommendations of persons believed to be willing to serve the unexpired terms. Jeff Garrett was ratified as Vice President for the unexpired term; selection of President is not yet complete.

4. The group agreed that a summary of the results of this meeting, i.e., what has been done and what will be done, be inserted into the current newsletter. Tom Yemington volunteered to write this up.

5. The teleconference was terminated at 9:15 pm.

Respectfully submitted,
Don Gwynne
CVAR Secretary

CVAR Board of Directors Meeting Minutes
Texas World Speedway
College Station, TX
March 23, 2013

The meeting was called to order by the President, Dan Ruehs, at 12:07 pm.

Board Members present were Dan Ruehs, David Griffith, Bill Johnson, Merl Hansen, Herb Hilton, Jay McClanahan, Tom Yemington, and Chalmer McWilliams.

Visitors present were Art Summerville, Greg Reynolds, Greg Hibbs, John Furlow, Sr., Bob Green, George Curl and Bobby Whitehead.

1. Consent Agenda

Herb Hilton moved the minutes of the previous meeting be approved as written. David Griffith seconded the motion, which carried unanimously.

2. Unfinished business:

- Jay McClanahan discussion--discount for second car different group
- Did anyone take advantage of two cars same group
- Merl Hansen: on instance of Missouri fan with two cars and did enter both
- Multiple cars were discounted years ago (before move to DLB)
- Propose: \$175 for second car different group
- Jay McClanahan: to simplify can we get rid of the second car same group?
- George Curl: second car on Friday was for just a test. Doesn't know where different group came from.
- Jay McClanahan: get rid of second car different group and second car same group and just have 'second car'
- Merl Hansen: example - David drives V and BSR. He can run every session
- Proposal: summary
- Race day: second car is \$175 for both days
- T&T: \$50 for second
- Motion - Jay McClanahan
- Second Herb Hilton
- Question: Merl Hansen - when effective?
- Jay McClanahan - Hallett

- Jay McClanahan -modify motion
- Second- Herb Hilton
- Motion Passed

3. Membership Report

Herb Hilton reported 56 new members and 15 dropouts that have renewed.

Q: Dan Ruehs - if we keep using DLB do we have to use Authorize.net?

Herb Hilton - thinks it is included

AR: Merl and Tom to explore whether we can split

4. Other Unfinished Business:

Adding V-class was open action item. No recommendation from Don Gwynne. Herb moved to drop it.

5. Treasurer's Report:

Tom Yemington presented a preliminary report.

Q: Dan Ruehs - 2600 too low for 25 students;

A: Put \$100 fee into students; \$300 into entry fees

Q: Car rental - worker fee?

A: Jay McClanahan volunteered to provide the car next time so save us the fee.

Bob Green: proposes to distribute it again as it was originally intended.

Jay and Bob to discuss a plan. Bob to get list and drive reward with attendance.

Incomplete report so no motion to accept the report.

6. Technical Inspection

David Griffith presented a tech report.

Q: Herb Hilton - question about reconciliation of cash accepted at track.

A: David Griffith sends list to Tom/Merl. Fee for at track registration is \$100

Herb to bring membership and licensing lists? Also has RMVR licensee list.

David wants to check roll bar installations more closely.

Blue, burnt Orange, hat colors requested

Q: David Griffith - feedback on school?

A: Herb Hilton - Berkeley sent out a thank you letter and asked for feedback

Q: Dan Ruehs asked about website status

A: Rules not up yet; Jay added sponsor content; Dan to contact Ned and check status

7. Timing & Scoring

Merl Hansen discussed permanent numbers.

- pulling data from DLB
- color coded for not a member and not for car not active recently

- proposes to purge based on either not active or not a current member
- plan to have in place by summer
- have been ignoring preceding zeros in timing and scoring

Dan Ruehs: Rule is that you must use a number within two years or it goes back in the pool

- Chalmer McWilliams - wants to keep permanent number on cars the members maintain (i.e., if the number is in the stable member gets to keep it)
- Herb Hilton: make it an AND-- not active car AND not a current member
- Dan Ruehs:
 - 1) enforce rules as currently working.
 - 2) set up DLB so new entrants cannot select a permanent number

Need to make clear to membership that they MUST request a permanent number

David requested (Merl agreed) to summarize permanent numbers and rule enforcement for new web site

8. President's Report (and discussion inputs)

Dan Ruehs:

- COTA update:
- Tony back from Sebring
- Incredible pre-registrations more than 340 cars
- At COTA on Thursday to ask for additional days (from 3 to 5 day event)

Tom Yemington:

- Schedule for major series (F1, MotoGP) set in Oct/November for following year
- Prefer staffed/stocked track model
- Very focused on world-class experience for ALL events
- Looking at variable pricing for off months (December, February, July, August)

Merl Hansen:

- SCCA (event at COTA) was a mess
- People not trained
- No EV without full-course yellow

Advertising

Done advertising for the year based on budget

1 ad in VM

1 ad in Victory Lane

David Griffith: local publications?

Jay McClanahan: Who are we going after? Vintage racing mags already know about us
SCCA, local newspapers before events, Google ad words, MG clubs, Porsche clubs

Dan Ruehs: VM is in book stores and has non-vintage racers

George Curl: VM has lots...

Tom Yemington: Distribute our newsletter and push for links

David Griffith: two steps

- 1) who we are
- 2) how we spend

Bobby Whitehead: Grassroots Motorsports, Classic Motorsports

Chalmer McWilliams: Recommend a committee to analyze and build a plan to market to new

- Focus efforts on what we've done in the past
- For next year and future

Dan Ruehs: What do we do for this year? We need to keep support for existing magazines

Chalmer:

How much money do we have to spend?

Need to make a projection based on our best guesses

Dan: Monterey deadline coming up

Chalmer: Irresponsible to operate without a budget; need a budget

David: Motion to make budget \$3000 for remainder of 2013. Herb seconded David's motion; motion passed.

Chalmer: Motion to create an advertising committee to discuss direction of advertising and budget going forward on an annual basis

- Tom Yemington, Bobby Whitehead, Jay McClanahan
- Chalmer to chair appointed by Dan
- David requested Dan to consider using non-traditional, local newsletters
- David recommendation for September report out for use in December

Greg Reynolds:

- Herb is licensing
- VMC rep is Allen Johnson
- Open vice president position

Herb requested that he and Roy should serve as an ad hoc nominating committee

David Griffith: Group 8 discussion

- Lots of questions from club members
- Not good communication from the board
- Lots of misunderstanding
- Support entries (not NASCAR): those cars were neat but they didn't have a place at CVAR

- Given that group didn't run, proposes to redefine Group 8 as any legitimate target group of cars to attract new cars
- Potential Group 8 cars: 1990 group 6; 1988 production cars (before NASCAR)
- Group would have to have a promoter and owner
- Promoter must request time in advance
- Must have a much earlier cutoff time
- Not do it on school weekends

Bob Green:

- School ran late
- Hard to compress

Dan Ruehs:

- Didn't hear any complaints

Jay:

- G2/G7 combination was fun
- Seems to fit schedule

Chalmer: Discussion about point of order

9. Member Input

Herb Hilton proposed that we limit member inputs to 2 minutes each

David Griffith recommended that the newsletter be moved to himself temporarily

Bobby Whitehead comments:

- Several cars
- Came with GTA car to run TWS
- G8 cars seemed out of place
- Corvette that was here had no business being here
- Prefers other avenues where we can bring in new members
- Can't stay with 1972 for the club to continue forward
- How do we bring in the new guys?
- Father and son
- Children's friends
- G8 not in the best interest

Bob Green

- Operational input: consistency essential
- Need to rename G1/G7 to prevent confusion
- Zero cold track time is the goal

Chalmer McWilliams:

- Still need to improve drivers meeting attendance
- No complaints about people showing up in wrong groups

- Improved communication – Dan asked what else could we have done to improve?

David Griffith - lots of questions

George Curl

- Over-communicate to the members
- Don't count on drivers reading from the
- Who is leading and owning G8?
- Discussion about publishing of newsletter and financials.
- John Gaudette
- Thanks to board for putting in time
- Need people to run the club
- Most members don't understand commitment required
- G6: Formula Ford/moving time forward (from 1972)
- Wants to exclude Swift and Autodynamics as this would drive out older cars
- This would leave us with a group of 'old' Swifts and no other cars
- G8: original concept to bring in groups of old cars to promote CVAR
- Liked Allards and Indy Cars
- The way it was implemented was poor
- Tube frame cars not welcome at CVAR
- Corvettes: tail-lights and should not get a log book; should not be allowed to run

Greg Reynolds:

- Came to fire school
- Commended Patrick for fire school
- V group concept is a more correct car (example, Fords that don't want to put wide wheels)

Greg Hibbs:

- VIR: (group 6?)
- All of the cars were on treaded tires
- Leveled field
- Newer cars weren't any faster
- Safer as everyone's tires were coming in at the same time

In discussing G-6 and the same proposal submitted each year, Greg Hibbs noted how at VIR newer Formula Fords ran with the older Formula Fords, but no Swifts and on treaded tires. All had a great event. It was discussed that this could be a solution to G-6 debate over extending their years. Greg agreed to come up with a proposal along the lines of what VIR had done, that may make all members of G-6 happy and would allow a growth of G-6. Bill Johnson agreed to work with Greg Hibbs and develop a new G-6 proposal for the Competition committee to be submitted before June deadline.

David Griffith: is there a person that would make the proposal?

- Inexpensive to get people started as there are orphan cars

Art Summerville:

- Buried in emails and phone calls requesting statement he wants board to take action on
- **Might be an opportunity to save on insurance**

Bobby Whitehead:

- \$100 would not make a huge difference in getting out for the weekend
- 1980 model spitfire probably same as existing

Unidentified comments:

- Wants board to table group 8
- Wants board to investigate how we can get group by group improved attendance
- What will we do when TWS goes away

Art Summerville:

- East Coast club that raised their date to 1960
- Not interested in growing
- Do have young people
- G5 was a run-what-you-brung
- Got out of hand
- Worst accident we ever had was in G5
- Insurance company concerns about demonstration groups

Dan Ruehs:

- No one suggested how we might bring in new cars
- At the moment we have no place to put cup cars (for example)
- Aging membership--groups get smaller and get combined
- Aging cars
- We could take the approach to be a much smaller club
- G8: formed NOT to put newer cars in with older
- Financials are fine
- Membership numbers are flat
- Number of entries (entry/days) is going down
- We must look farther out: 10 years
- Members came up with the idea to form G8.
- There were lots of positive folks on G8

Greg Hibbs:

- Want a referendum on late model cars

Art Summerville:

- Reiterated need to staying with core Corinthian values

Chalmer McWilliams:

- Motion to make a committee consisting of all group representatives to meet before the next board meeting in Sept to discuss the goal of bringing more entries into CVAR. Seconded by David Griffith. Passed.

10. Next Regular Board Meeting - September 21, 2013 at 12:00 pm, Temple, TX Best Western

Meeting was adjourned at 4:01 pm.

These minutes were prepared from notes taken by Tom Yemington at the meeting (thank you Tom); the Secretary was not in attendance.

Respectfully submitted,

Don Gwynne
CVAR Secretary

**Corinthian Vintage Auto Racing, Inc. (CVAR)
Minutes of Annual Membership Meeting**

Best Western Inn & Suites
602 N. General Bruce
Temple, TX 76504
(254) 742-1122
January 19, 2013

The meeting was called to order by the President, Dan Ruehs, at 12:00 pm.

Board Members present were Dan Ruehs, Greg Reynolds, Tom Yemington, Herb Hilton, Bill Johnson, Chalmer McWilliams, Jay McClanahan, David Griffith, Merl Hanson and Don Gwynne. Visitor present was Ned Cullen.

1. Election Results – Herb Hilton

Participation in this election cycle was disappointing. Only 19 votes were cast. There was one write-in vote for Greg Reynolds for President, one write-in vote for Jim Yule for Vice President, and one abstention. In comparison, during the 2011 balloting, 65 votes were cast, and in 2010, 115 votes were cast. The Board discussed ways to get more participation in the election process.

The elected 2013 Officers and Directors of CVAR are:

President – Dan Ruehs

Vice President – Greg Reynolds

Treasurer – Tom Yemington

Secretary – Don Gwynne

Board Member – Roy Allen

Board Member – David Griffith

Board Member – Merl Hanson

Board Member – Herb Hilton

Board Member – Bill Johnson

Board Member – Jay McClanahan

Board Member – Chalmer McWilliams

Appreciation was expressed for the many contributions of outgoing Board members Charles Jones, Bruce Revenaugh and Lisette Strandh.

2. Membership Report – Herb Hilton

We ended 2012 with 318 members; CVAR is in the midst of the annual renewal cycle, as of January 19, 2013, 205 Members have renewed and are now current, of which 177 are Competition Members, 24 new members including 9 drop-outs which have now returned. We have 9 Corporate Sponsors, 13 Associate Members and 7 Honorary Members.

3. Licensing Report – Greg Reynolds

As of January 18, 2013, CVAR has 185 drivers with current licenses, with an average age of 58. With renewals, we expect to be up to 210 or so in February. For comparison, at this time in 2011 it was 194 and in 2010 it was 196. Greg briefly discussed a recent change in CVAR's policy regarding medical exams, which now allows drivers over 60 years of age to go 13 months between renewals. This change is intended to avoid problems with medical insurances that won't pay for physicals more often than one every 12 months.

4. Secretary's Report – Don Gwynne

There were no corrections offered; Herb Hilton moved the minutes of the December 2012 meeting be accepted as written, Don Gwynne seconded, the minutes were unanimously approved.

5. Treasurer's Report – Tom Yemington

Tom praised Bruce Revenaugh's organized records, saying that it made the transition easy. Tom provided attendees with copies of CVAR's Balance Sheet for CY2012 and CVAR's Profit & Loss Sheet for CY2012. The year ended with a net gain of just less than \$8K. Long discussion of possible ways to economize in 2013 followed. The printing and mailing of the CVAR Newsletter will be minimized, with most members getting it via e-mail or on the CVAR website. Financial details won't be published to the CVAR website, but any CVAR member can get all the details on request to any Board Member or Officer.

6. Tech Report – David Griffith

David presented his proposed update of CVAR's safety rules. After the Board reviewed and discussed them, an amendment to add info regarding proper arm restraint installation and usage was added. Herb Hilton moved they be approved, Greg Reynolds seconded, passed unanimously.

7. Report on "V" Class Consideration Committee – Don Gwynne

Copies of 1961, 1965 and 1966 SCCA competition rules and production car specifications have been gathered and are now available in PDF format. Discussion followed regarding the possibility of posting of several years of GCR and PCS on the CVAR website.

8. Race Director/Vice President – Greg Reynolds

Greg noted that Patrick Phillips will be CVAR's new Flag 1, following Doug Mains' decision to step down from the top Flagging post. Patrick has asked the club for support of a fire and crash response school to be conducted at TWS. David Griffith moved that CVAR support the fire school at up to \$800 for fire bottle refilling, while noting that it may be possible to collect and use fire bottles which are expired, to minimize the cost. Chalmer McWilliams seconded the motion, which passed unanimously. Greg then discussed need to provide incentives for our workers to choose to work CVAR events in the face of competition from PCA, SCCA, etc. David Griffith moved that we establish a voluntary workers incentive fund, starting at the next race. The Race Director, Chief Steward and Flag 1 would decide on how the fund would be distributed. Merl Hansen seconded the motion, which passed unanimously. Greg moved to increase the compensation from \$75 per day to \$100 per day per worker. Herb Hilton seconded the motion. Following discussion, the motion passed unanimously.

Break from 2:07 pm to 2:22 pm

9. Member Input

Herb Hilton – Is it possible to assign times to the distributed race schedules? Greg Reynolds took an Action Item to discuss feasibility with Bob Green, but noted that changes are always possible, at the discretion of the Chief Steward. There was also a general discussion of using wrist bands, handed out at Driver’s Meeting, to make sure drivers attend the meetings. An alternative that was discussed was for the Group Reps to have an entrants list for their group, and for it to be the driver’s responsibility to find the Group Rep at the driver’s meeting and sign his attendance. Judged not as effective as wristbands for Grid enforcement. Chalmer McWilliams took an Action Item to write an item describing the new initiative regarding Driver’s Meeting attendance to explain it to all members.

David Griffith – Asked whether it would be possible to capture lap times on Friday for use in minimizing qualifying on Saturday. Dan Ruehs discussed a change to our qualifying procedures to streamline qualifying and make it more interesting. Dan’s concept is of sequential qualifying, i.e., all Group 1 cars go out at 20 second intervals, each gets a warm up lap, a hot lap, and a cool down lap. As soon as the last Group 1 car qualifies, the Group 2 qualifying immediately commences, etc. Don Gwynne asked whether Timing & Scoring could support it on Friday. Merl Hansen said he could. There was brief discussion about preparing an e-mail survey regarding the sequential qualifying concept, but then it was decided to simply brief the idea at the February 2013 TWS Driver’s Meeting and get a show of hands. People will be notified that a very important item will be discussed, and that if they don’t attend, they don’t get to complain later.

Chalmer McWilliams – Discussed how Corporate Sponsors could get more value and publicity for their sponsorship. Jay, Chalmer and Greg (all three are Corporate Sponsors) agreed to develop a proposal for better ways of promoting the value of Corporate Sponsorships.

10. New CVAR Website – Ned Cullen

CVAR’s new website is viewable for beta testing, but not quite ready to replace the existing site. Ned and Lana Cullen are the new webmasters. There is an area for links to YouTube.com videos of CVAR racing. It needs to be organized by Group, and Group Reps should have oversight of Group content. There will be sections like the CVAR Newsletter for President, Safety, Race Chair, Chief Instructor, etc. Greg Reynolds noted that there should be sections for “what newbies need to know”, “what is involved in renewal of membership”, “what is involved in renewal of racing license”, etc. Tom Yemington was assigned an Action Item to provide Ned a list of section content owners. Ned Cullen was assigned an Action Item to send an e-mail to identified content owners on how to upload new content for their section(s). Jay McClanahan was assigned an Action Item to provide Ned Cullen with content material for a section on Corporate Sponsor web page(s). February 14th was set as the deadline for switchover to the new website. Don Gwynne was assigned an Action Item to provide a Board Member contact phone list to Chalmer McWilliams (it will be sent to all Officers and Board Members).

Initial section content assignments are as follows:

President	Dan Ruehs
Chief Steward	Bob Green
Safety	Allen Johnson
Licensing	Greg Reynolds
New Drivers	Berkeley Merrill
Rules	Roy Allen & Don Gwynne
Tech	David Griffith
Photo Postings	Don Gwynne

YouTube Postings Jay McClanahan
Points Postings Gary McFarlane
Winner's Circle Event Race Chairman
Event Results Link to MyLaps.com

11. President – Dan Ruehs

Dan discussed advertising alternatives. David Griffith moved that CVAR's 2013 advertising be placed with Victory Lane, Vintage Motorsport, and regional SCCA publications. Tom Yemington led a discussion about the goals of CVAR's advertising. David modified his motion to immediately place one ad with VL and VM, with final choices for the remainder of 2013 to be determined at the next Board Meeting. The vote on the amended motion was one abstain, one against, and the rest for. The motion passed.

There was discussion of a need for establishment of a CVAR Marketing Committee to determine our goals for the year, but no appointments were made.

Dan reported that there was no new information available regarding SVRA's efforts to reach a firm contract with COTA for the planned 24 – 27 October vintage races.

There was discussion regarding how CVAR should provide a vintage orientation for new Group 8 drivers.

Dan recapped the preliminary plans for "feature races" in 2013 as follows:

TWS in February – No feature races on school weekends.

Hallett in April – Formula Vee Feature, Hallett buys the VL advertisement.

(There is a 50th Anniversary Formula Vee race at Roebing Road two weeks prior.)

Eagles Canyon in May – British Small Bore Festival (BSBF)

TWS in September – No feature races on school weekends.

Hallett in October – Formula Ford feature

TWS in December – Formula Junior feature

It was the opinion of the assembled that CVAR should continue with FV and BSBF, and should focus its attention in 2013 on successful launch of the new Group 8 and on the BSBF.

12. Action Items:

1. Greg Reynolds to discuss with Bob Green the potential for adding more time information to the distributed race schedules.
2. Chalmer McWilliams to write an item describing the new initiative regarding Driver's Meeting attendance to explain it to all members.
3. Chalmer McWilliams to write the sequential qualifying concept up for an e-mail poll of the members.
4. Jay McClanahan, Chalmer McWilliams and Greg Reynolds to develop a proposal for better ways of promoting the value of Corporate Sponsorships.
5. Tom Yemington to provide Ned Cullen with a list of website section content owners.
6. Ned Cullen to send an e-mail to identified content owners on how to upload new content for their section(s).
7. Jay McClanahan to provide Ned Cullen with content material for a section on Corporate Sponsor web page(s).
8. Don Gwynne to provide an Officer and Board Member contact phone list to Chalmer McWilliams (it will be sent to all Officers and Board Members).

13. Adjournment The meeting was adjourned at 5:08 pm.

14. Next Meeting The next CVAR Board of Directors Meeting is scheduled for 12:00 noon, Saturday, March 23, 2013 at Texas World Speedway, in the Tower Clubhouse overlooking the track. Patrick Phillips' Fire School starts that morning; if you plan to attend it too, be sure to let Bob Green know you are coming so they can plan for the number of people who will show up.

Respectfully submitted,
Don Gwynne
CVAR Secretary

CVAR Board of Directors Meeting Minutes
Best Western Inn & Suites
602 N. General Bruce
Temple, TX 76504
(254) 742-1122
December 8, 2012

The meeting was called to order by the President, Dan Ruehs, at 12:04 pm.

Board Members present were Dan Ruehs, Greg Reynolds, Roy Allen, Bruce Revennaugh, Herb Hilton, David Griffith and Don Gwynne.

Visitors present were Keith Gray, Tom Yemington, Bob Green, Jim Yule, Gary McFarlane, Dan Hightower and Jeff Garrett.

1. Consent Agenda – Don Gwynne

Greg Reynolds moved that the minutes of the previous BoD meeting held on September 22, 2012, be approved as written. Bruce Revennaugh seconded, passed unanimously.

3. Treasurer's Report – Bruce Revennaugh

Bruce provided attendees with copies of CVAR's Balance Sheet as of December 6, 2012 and CVAR's Profit & Loss Sheet covering the period January 1 through December 6, 2012. Bruce noted that were it not for the recent \$50 increase in entry fee, the November 2012 event at TWS would have produced a loss. He expects that overall, CVAR will end 2012 with approximately a \$9,000 net gain. Don Gwynne moved that the Treasurer's report be accepted, Greg Reynolds seconded, passed unanimously. Financial details won't be published to the CVAR website, but any CVAR member can get all the details on request to any Board Member or Officer.

4. Tech Report – David Griffith

David discussed increased emphasis on rollover protection, and clarification of fuel cell requirements. As regards roll bar installations, he sees some poor designs and also notes that some drivers do not know the diameter or thickness of their own installation. David took an action item to write an article for the CVAR Newsletter regarding roll bar / roll cage construction. The individual bears the responsibility for bringing a safe car. Tech inspectors are a backup safety measure. Everyone should have an inspection hole in the main tube so that tubing thickness can be easily determined.

There was discussion of the need to clean up (not change) existing rules for better clarity on the new CVAR website. There was discussion of making website pages complete, instead of a hyperlink to “more information”, which was said to be an unfriendly format for mobile devices (e.g. smart phones).

5. Secretary’s Report – Don Gwynne

Don discussed aspects of trademark and copyright protections for the CVAR logo. Tom Yemington added more information regarding trademark protections. Consensus was that significant infringement of the CVAR logo is highly unlikely and no CVAR funds need to be expended on formal filings with the U.S. Patent and Trademark Office (USPTO).

6. Race Director/Vice President – Greg Reynolds

Greg discussed safety aspects of mixing open wheel cars with closed wheel cars, and of mixing big heavy cars with small lightweight cars. Greg announced that Bob Green (the younger) is to be CVAR’s new Chief Steward, while Greg will continue as Vice President, handling duties including VMC representative, licensing, etc. There was considerable discussion on finding suitable incentives for existing members to bring in new members. The concept of “bring in a new member, get a benefit” was widely endorsed, without specifically defining what that form that such a benefit might take. Greg said that at present, CVAR has 207 drivers with current licenses, but that 58 of those will be due for renewal before the February 2013 race at TWS. He noted that since 2009, the number of licensed drivers has been relatively steady, ranging from 205 to 215.

7. President’s Report – Dan Ruehs

Dan stated that the 2013 contract with Eagles Canyon will be identical to 2012. He noted that CVAR is the only club which does its own Test/Tune/Practice (TTP) day. Eagles Canyon regularly charges entrants \$150 for an ECR TTP day not associated with CVAR. There was some doubt whether ECR provides adequate corner worker manning for their non-CVAR TTP days. Dan Ruehs took an action item to learn more about ECR TTP days, including who else is on the track. The idea of separate CVAR sessions during an ECR TTP day will be explored. On the plus side, this would give a lot of other drivers their first exposure to vintage racing, which might result in some new CVAR racers.

It was stated that at TWS, CVAR usually loses money on Friday TTP day, even though corner worker manning is lighter and full timing & scoring services are not usually provided.

Dan discussed the need for a policy regarding the combining of race groups, including provisions for split starts. Greg Reynolds noted that if it is to be done, it needs to be for the entire weekend, not after the weekend has started. Bob Green and Greg Reynolds were given an action item to provide suggested words to Dan for inclusion into the new CVAR Procedures Manual being developed.

Herb Hilton and David Griffith had been delayed, and joined the meeting at 1:20 pm. The idea of an incentive program was re-discussed. Don Gwynne moved that the concept of an incentive program be approved, without specifying what the incentives might be at this time. Roy Allen seconded the motion, which was unanimously approved.

Break – 1:25 pm to 1:35 pm

8. Member Inputs -

Gary McFarlane discussed a lack of clear definition on procedures and duties, for example, driver checkins and tech inspections.

Tom Yemington suggested CVAR consider using Amazon Store to peddle items such as caps, tee shirts, stickers, patches, etc.

Dan Hightower discussed dual memberships with SCCA, reciprocal recognition of licenses, etc.

Jim Yule discussed his observations regarding running open wheeled and closed wheel cars together, and endorsed the effectiveness of using split starts for separation at the beginning of the race.

Discussions with Group 4 drivers regarding any potential expansion of Group 4 eligibility drew passionate comments, mostly negative. He said it is essential that any proposed changes follow the published CVAR rules change process. There was discussion of what CVAR means by the phrase “continuation cars”. Jim also discussed the December 2013 TWS race, and the reasons behind it. Don Gwynne noted that the December TWS calendar slot was necessary, in part, to retain a fall TWS race slot in the future.

Dan Ruehs noted that for the December TWS race, CVAR was able to negotiate a more favorable deal with TWS.

Jeff Garrett stated that he thanked the CVAR Board for not choosing to simply cancel the fall 2013 TWS race in view of the COTA conflict with SVRA.

Herb Hilton noted that the current CVAR winged emblem is a complex shape patch which is difficult to sew on. His wife, who sews a lot, recommended that it be placed on a square or rectangular field to make it easy to attach.

Bob Green praised Patrick Phillips (CVAR’s new Flag & Comm Chief) and discussed whether worker stipends should be increased.

Greg Reynolds discussed Patrick’s proposal for a fire school and additional worker training opportunities.

Jim Yule said that the CVAR Newsletter needs more article inputs, and noted that he has served as Editor for five years, and suggested it is time for someone else to step up to the job.

Several members discussed the need for increased Group Representative involvement, including insight into Tech Declaration forms, and the need to keep Group e-mail lists up to date.

9. Authenticity – Roy Allen

Roy discussed the need for a rules “cleanup” reorganization for the new CVAR website. Not changes, just more coherent organization of existing rules. Roy also discussed recent questions regarding later model 2 liter Formula Super Vees, which CVAR places in FA class. The Monoposto rules called “Formula 70” were revised in 2008, which may require CVAR to revisit whether to follow Monoposto in all cases, i.e. is a CVAR rules change proposal needed to clarify our FSV rules? This needs further coordination with Ed Copley.

10. Additional Items - Dan Ruehs

Dan led a discussion of the Group 8 proposal. Greg Rogers will serve as the first Group 8 Rep. Roy Allen asked “if it doesn’t work, how do we terminate it”. The answer is that if less than 8 cars are entered, then Group 8 for that weekend is cancelled. Probably no Group 8 during school weekends. In all cases, Group 8 is to be the last race of the day. These are to be existing cars with logbooks from some other sanctioning group. They won’t be given a regular CVAR logbook, but there may be a unique Group 8 CVAR logbook developed in the future. Herb Hilton moved to accept it as presented. Dan seconded the motion, which was approved on a 5 to 2 vote.

Dan discussed whether what we call “drivers school” should more properly be called “vintage orientation”. He noted that many other clubs do not mix drivers school with a race weekend like CVAR does.

The new CVAR website is in work by Ned and Lana Cullen. Dan appointed a committee of Gary McFarlane, Don Gwynne and Roy Allen to provide review comments and suggestions regarding the new

site. Greg Reynolds suggested the site should contain areas for license renewal procedures, belts and helmet requirements, fee schedules for covered stalls, etc. Andrew Fawcett was praised for his years of dedication keeping the existing CVAR website alive.

The new CVAR schedule was discussed, as was the possibility of a COTA SVRA vintage race on 24-27 October 2013. SVRA President Tony Parella (who is also a CVAR member/driver) is deeply involved in negotiations with COTA, and no firm announcements are appropriate at this time. Although this is being envisioned as an SVRA event, CVAR may be involved as a "host club" as well.

11. Executive Session

At 4:22, visitors left the room and the Board went into an Executive Session to discuss the Nominating Committee's recommendations and the proposed slate for the upcoming election.

The Executive Session was terminated at 4:35 and visitors were invited to return.

12. Adjournment

No further business was conducted following the Executive Session. The next CVAR Board of Directors Meeting is scheduled for noon, January 19, 2013, at the Best Western in Temple, TX.

The meeting was adjourned at 4:40 pm.

Respectfully submitted,
Don Gwynne
CVAR Secretary

CVAR Board of Directors Meeting Minutes
Best Western Inn & Suites
602 N. General Bruce
Temple, TX 76504
(254) 742-1122
September 22, 2012

The meeting was called to order by the President, Dan Ruehs, at 12:00 noon. Board Members present were Dan Ruehs, Greg Reynolds, Bruce Revenaugh, Herb Hilton, Bill Johnson, Don Gwynne, and later, Lissette Strandh. Visitors present were Charles Bamford, Jim Yule, Gary McFarlane, Greg Blake, Bob Blake and Bob Kramer.

1. Consent Agenda – Don Gwynne

Don Gwynne moved that the minutes of the previous BoD meeting held on January 21, 2012, be approved as written. Herb Hilton seconded, passed unanimously. There was discussion that there was no need for a "pay bills" item on future Consent Agendas, on which there was unanimous agreement.

2. Membership Report – Herb Hilton

Herb provided attendees with copies of "Membership Report September 22, 2012". It showed 315 current members, 16 Associate Members, 9 Worker Members, 18 Corporate Sponsors, 7 Honorary Members (Brian Goldman voluntarily dropped his Lifetime Honorary Membership), 33 New Members, 46 racers in the Novice program, and so far this year, 15 visitors under CVAR's 2 event free pass rule.

Herb passed around two 8x10 color photographs of the Bill Hill & Ron Shade memorial benches now in place at the Hallett Motor Racing Circuit.

Bruce Revenaugh asked for discussion as to why Students and Novices don't always convert to Member Drivers. It was suggested that some students are just using the school weekend as away to briefly experience race driving, with no intent of staying with it after the school. Greg Reynolds noted that 15 new racers were licensed with CVAR this year.

3. Treasurer's Report – Bruce Revenaugh

Bruce provided attendees with copies of CVAR's Balance Sheet as of September 17, 2012 and CVAR's Profit & Loss Sheet covering the period January 1 through September 17, 2012. Financial details won't be published to the CVAR website, but any CVAR member can get all the details on request to any Board Member or Officer.

4. Registration Report – Lisette Strandh

(Lisette's report was postponed pending her delayed arrival to the meeting)

5. Tech Report – David Griffith

David was not present, but there was much discussion and praise for the new and streamlined registration process which he instituted at TWS in September 2012.

Greg Reynolds discussed the need for everyone to print and bring their DLB Registration paperwork, including the gate pass sheet, for presentation at the Hallett gate. The Hallett gate personnel will be checking for these papers.

6. President's Report – Dan Ruehs

Dan reported that the Group 6 petition to extend eligibility to 1986 failed to pass the Competition Committee.

Discussion followed regarding a decline in event participation this year, and its potential effect on entry fee requirements. After a robust entry level at TWS in February, entries were down (compared to last year) at Hallett in April, Eagles Canyon in May, and TWS in September. Herb Hilton moved to increase the Saturday/Sunday entry fee from \$250 to \$300, while leaving the Friday Test/Tune/Practice (TTP) fee unchanged at \$100. Single day (Saturday or Sunday) to be set at \$175. Regarding Friday TTP, second car only to be \$50, second driver only to be \$50. Bill Johnson seconded the motion. In discussion, several people stated that people had told them they were surprised that CVAR had been able to keep the rate at \$250 as long as it has. The motion was carried unanimously.

Dan entered a discussion regarding commercial usage of CVAR's new logo. Don Gwynne's wife is an Intellectual Property Paralegal at a large Fort Worth law firm, and he volunteered to get a summary of applicable trademark and copyright laws for the Board's consideration in this regard.

Break from 1:32 pm to 1:40 pm

6. President's Report, continued

Dan recognized and welcomed the six visitors at the meeting.

Dan discussed potential changes to Group 4 per a handout sheet titled "Changes to consider for CVAR Group 4". Key items for consideration in Part A consisted of moving the SFP Spec Sprites from Group 3 to Group 4, and moving Group 4 open wheel cars to existing open wheel classes (either Group 3 or Group 6). Key items for consideration in Part B consisted of moving as many cars as practical into Group 4 if they are prepared to an older rules set such as 1966 GCR or 1967 GCR. The discussion favored a 1966 GCR cutoff instead of 1967. In further discussion, it was noted that issues such as closed wheel vs. open wheel, big car vs. little car, and especially lumping all Group 5 students together, deserved careful consideration, and perhaps should become the basis of a written CVAR policy. Bruce Revenaugh offered the opinion that big car vs. small car is a more important safety concern than open wheel vs. closed wheel. He stated that SCCA's new GCR says if you mix open wheel cars, you group them with closed wheel Sports Racing classes. There was also discussion of achieving some separation via split starts, which has been used successfully in Group 3 to separate FV from SFP. Dan asked Bruce Revenaugh, Don Gwynne and Bill Johnson to study alternatives and provide recommendations at the next meeting. Bill Johnson, who is a lawyer, urged caution when creating written policies, noting that, legally, having rules that you don't follow is worse than not having rules.

No vote was taken regarding the Group 4 A & B proposals, not having been through the entire published rules change process. It was suggested it be published in the CVAR newsletter for comment.

Dan appointed a Committee of Greg Reynolds, Roy Allen and Don Gwynne to provide analysis and recommendations regarding the idea of adding new "V" designated classes (e.g. VBP, VCP, VBS, etc.) for cars prepared to nothing newer than the 1966 edition of GCR. Note that the 1966 GCR preparation cutoff idea potentially involves only Groups 1, 2, and 7. It would only affect Group 4 if the additional classes are designated and then CVAR later decides to move some of them into Group 4.

Dan discussed a proposal for establishment of a new race group ("Group 8"). Its purpose is to increase the car count at CVAR events to help maintain low entry fees for all CVAR members. The concept is to create a new group to allow cars which do not meet CVAR's car preparation rules to participate at CVAR events. Two alternatives were discussed regarding how to make room on the schedule for a new group: (1) combine the four existing closed wheel groups (1,2,4 and 7) into three groups, or (2) run the additional "Group 8" cars only on non-school weekends (where there is no Student Group 5). The concept is that "Group 8" entrance requirements could be tailored for each event, e.g. a big bore group (no turbos), which would include existing race cars that are not eligible for a CVAR log book. They would, however, be required to have a log book from some other organization such as SCCA, PCA, BMW CCA, other (more lenient) VMC clubs, etc. Group 8 could also be used to accommodate special events such as national Formula Junior event, etc. No CVAR car preparation rules would be affected, and no CVAR vintage car would be forced to run with a non-vintage car. Dan appointed a Committee of Dan Ruehs, Herb Hilton, Greg Rogers and Steve Coleman to further explore the Group 8 idea.

Dan discussed the preliminary 2013 race schedule, same weekends as 2012, but no contracts are signed yet. The potential scheduling impacts of the new Circuit of the Americas (COTA) track in Austin were also briefly discussed. CVAR racer Tony Parella now owns SVRA and HSR West, and is attempting to get a vintage race at COTA next year in conjunction with CVAR. Tony envisions it as a signature event, much like Watkins Glen or Sebring.

Dan informed the group that Peter Fawcett died recently, and CVAR webmaster Andrew Fawcett has handed off a CD of CVAR website files to Ned Cullen. Ned's wife Lana will probably be updating the CVAR website in the future.

Dan has prepared a CVAR Policies and Procedures book and will present it at the next Board meeting.

7. Member Input

Jim Yule spoke in favor of retaining the vintage spirit within CVAR, noting that Group 4 should not be absorbed into other groups, and voicing reservations about allowing a non-vintage Group 8. He noted that groups like SVRA that have expanded out into more modern cars have generally not done well. Jim agreed with the assertion that big, heavy cars vs. small, light cars are a more significant safety concern than open vs. closed wheel. He noted that Group 4 has the best safety record of any CVAR race group, and that attitude is important. Group 4 encourages less aggressive driving; any expansion of Group 4 must address "fangs in" vs. "fangs out" driving.

Charles Bamford said that Jim Yule had just covered most of his issues. He noted that at Monterey, even formula cars are required to have a brake light. He recommended that the CVAR Safety Committee consider requiring all cars to have at least one functioning brake light, regardless of class.

Bob Kramer spoke in favor of moving D Production cars back into Group 2. He mentioned the All British Car Show coming up in Round Rock, TX.

Bob Blake also spoke in favor of moving D Production cars back into Group 2, and likes the idea of moving Group 4's cutoff up to 1966. He noted that at HSR Road Atlanta, the lunchtime drive-around costs \$25 per car. Potential money maker for the club. Our current insurance policy allows this at no increase in insurance costs, so long as speeds are low behind a pace car.

Greg Blake drives the silver TR-3 in Group 4, but has few cars of similar performance to race against. Since TR-3 and TR-4 specifications in PCS are almost identical, he supports a long term goal of getting TR-3, TR-4 and MGB into the same race group.

Bob Kramer discussed the history within CVAR of allowing 1500cc DP Lotus Sevens to run with dual sidedraft Webers (which is not a configuration authorized in PCS). He views this as a problem that needs correction before serious steps to move DP back into Group 2 can be considered.

Gary McFarlane has raced only in Group 4 since he started racing just a few years ago. He says that the Group 4 mentality of courteous, aware drivers is important to him. He would welcome SFP being moved into Group 4.

Break from 3:28 pm to 3:36 pm

8. Authenticity Report – Roy Allen

No report, Roy Allen not present.

9. Chief Steward Report – Greg Reynolds

Greg asked for radio license status. Don Gwynne reported that the FCC license has now been granted. CVAR's assigned FCC call sign is WQPY471, and the license is valid from 09/19/2012 to 09/19/2022, at

which time it will need to be renewed. The license authorizes operation anywhere within the states of Texas and Oklahoma.

There was further discussion regarding possible wording of a written CVAR policy regarding the mixing of dissimilar cars. The draft being considered is "CVAR's policy is to avoid mixing heavy cars with light cars whenever practical; when separation by classes is not possible, split starts are encouraged to minimize risks during the starting lap".

Greg reported that at the present time, there are 200 CVAR racers licensed. VMC doing license issuance is a big workload reliever for Greg. There was group discussion whether CVAR should continue licensing through VMC, and the overwhelming opinion was yes. Regarding the processing of license applications of drivers on probation, Allen Johnson, Safety Chairman, notifies Greg when a driver is placed on probation. It was noted that not all drivers bother to get the probation logbook signed off when their probation is completed. Drivers on probation are required to display a prominent "X" on the rear of their car, and therefore Tech and Grid both need a copy of the current probation list for each event.

(4. continued) Registration Report – Lisette Strandh

Lisette discussed action items from the previous meeting. She needs to get Dan approved to communicate directly with DLB Racing regarding registration matters. CVAR needs DLB to provide "hold harmless" evidence or make CVAR a named insured. Lisette reported that "second driver" information and fees have been part of the DLB registration forms since January 2012. Dan reminded everyone that drivers need to print their registration paperwork and entry passes and bring them to Hallett for gate entry. Greg Reynolds said he would print the registration list and provide it to Connie Stephens at Hallett.

10. Action Items and Assignments – Dan Ruehs

Roy Allen is in charge of the 2012 Nomination Committee.

Dan wants help on the year end awards – Bob Kramer volunteered.

The three committees appointed were to study:

- Writing a "company policy" regarding grouping of open/closed wheel or large/small cars in the same group.

- Recommendations regarding CVAR adding a designated set of classes for cars prepared to 1962-66 GCR.

- Recommendations for the structure of a proposed Group 8.

All three committees should be prepared to report at the December 8 board meeting.

11. Adjournment

The next CVAR Board of Directors Meeting is scheduled for noon, December 8, 2012, at the Best Western in Temple, TX.

The meeting was adjourned at 4:10 pm.

Respectfully submitted,
Don Gwynne
CVAR Secretary

Discussion items presented in the 22 September 2012 BoD Meeting included:

Corinthian Vintage Auto Racing

Proposal for establishment of a new race group.

September 22, 2012

Purpose: To increase the car count at CVAR events to help maintain low entry fees for all CVAR members. The reason to create a new group is to allow cars which do not meet CVAR car preparation rules to participate at CVAR events.

Formation of Group 8: There are two ways to make room for an additional group at CVAR races. The four existing closed wheel groups (1,2,4, and 7) could be combined into three groups and the schedules could be maintained as they are currently. Or, the additional group could be run only on non-school weekends.

Cars allowed to run in Group 8: Once a new group is formed we can use some imagination as to what cars might fall into this group. The cars in this group would be existing race cars that do not necessarily meet CVAR car preparation rules. These cars would have a current log book from SCCA, PCA, or a VMC member vintage racing organization. They would be expected to meet the rules of the class of cars denoted in their log book. The cars would not have a CVAR log book. The drivers would have to have a current CVAR license or a current license from one of the other named organizations. CVAR would need to provide some type of training seminar for the non-CVAR drivers so that they could be indoctrinated in the vintage spirit of driving in a CVAR event. They would also be encouraged to join us with a "real" vintage car.

Some possible car types for Group 8:

Vintage Support Group/Historic Stock Car: This would be a big bore group, say over 4 litres displacement and no turbos allowed. This would draw SCCA GT, GTA, T-1, etc cars, retired stock cars, and also cars that are legal in other vintage organizations, but not in CVAR. Historic Stock Car could actually be a CVAR class (or two) that we could promote as "vintage". If we could get enough old stock cars to participate, we could eventually turn this group over to them. The goal would be to get 20-40 cars to run in this group in "support" of vintage racing. They would not be CVAR cars, but would have to pass CVAR tech and conform to CVAR standards on the race track. Participation in the group should be subject to strict supervision by CVAR so that we can immediately eliminate any car that might be too fast, too dangerous, or not driven in the spirit of vintage racing.

If we are able to attract enough cars to a special event, we could make this group available to those cars. For instance, if we could attract 30 Formula Juniors to a national event, we would run them all in Group 8 and not affect the other groups. Other possible suggestions would be Porsche Cup cars, BMW club racers, or any other grouping of real, existing race cars that have log books and licensed drivers.

Execution of this proposal should have no effect on existing CVAR cars other than the possibility of changing groups. No car preparation rules would be affected and no vintage car would be forced to run

with a non-vintage car. Big bore cars in particular should generate a good deal of interest and the stock cars should be of interest to the younger generation.

Dan Ruehs

Changes to consider for CVAR Group 4

A. Groups 3 and 4 are the only CVAR groups that currently allow open wheel and closed wheel cars to run together. This sets up the potential of a large, heavy, closed wheel car running over a very small and fragile open wheel car. This potential is particularly great in Group 4 where 900 pound Formula Juniors run side by side with 2400 pound Austin Healeys, and Corvettes that weigh nearly 3000 pounds. Although this has not created any serious problems to date, the potential exists that continuing this practice could result in an unnecessary, serious injury and create liability for CVAR. Racing incidents can occur due to parts failure or human error at any time. CVAR has the responsibility to create the safest environment for all cars that is possible under racing circumstances. To prevent an unfortunate and avoidable incident, the board should consider:

- Moving the Spec Sprites from Group 3 to Group 4
- Moving Group 4 open wheel cars to existing open wheel classes (either Group 3 or Group 6)

B. Participation in Group 4 has been at a low level for the 2012 season and slipped to only 10 entries at the September TWS race. Some Group 4 members have expressed a desire to run in a group with more cars to increase interest. In addition, CVAR currently groups all production cars and sedans of all years from 1962 to 1972 in Groups 1, 2, and 7. These groups allow cars to be prepared up to the 1972 SCCA rules. The 1972 rules allow significant modifications to the cars, including gutted interiors, fender flares, and other racing modifications. The earlier rules in the 1960s did not allow these modifications and these early cars were typically mildly modified street cars with most of the interior intact, fewer engine modifications, etc. The current CVAR rules encourage our members to modify these early to mid-sixties cars up to the 1972 rules in order to be competitive in their respective groups. So the following considerations are for two reasons - one, to find a way to increase participation in Group 4 without having any major impact on the existing closed wheel cars, and two, to encourage people to restore and present the early to mid-sixties cars as they were originally raced. Items for consideration:

- Create a new classification for 1962-1967 production cars and sedans. This could be as simple as adding a letter to the existing classification, such as DPV for a D Production car prepared to the year of its original manufacture. The 1967 cutoff date is used by other clubs and is just a suggestion as a starting point for discussion.
- Move as many of these cars as is practical into Group 4. It may be desirable to leave the APV, BPV and ASV cars in Group 1 to start with, although it is likely that they would not be as fast as some of the Formula Juniors that currently run in Group 4.

Saturday, 21 January 2012
Best Western Inn & Suites
602 N. General Bruce
Temple, TX 76504
(254) 742-1122

Attendees:

Dan Ruehs ("Reece"), President
Greg Reynolds, Vice President
Bruce Revennaugh, Treasurer
Lisette Strandh, Registration
David Griffith, Tech Inspection
Herb Hilton, Membership
Roy Allen, Authenticity
Bill Johnson (Board Member at Large)
Charles Jones (Board Member at Large)
Allen Johnson (guest – new Safety Committee Chairman)

1. Call to Order: The meeting was called to order at 12:00 pm by the President, Dan Ruehs.
2. Election Results:
 - Herb Hilton shared results of the election with the group.
 - The Board-recommended ballot carried.
 - Dan Ruehs introduced himself and asked other members to do the same.
 - Dan stated he "had no agenda" for CVAR.
 - He is perfectionist so "write stuff down" and be able to find it later.
 - Herb Hilton moved to accept Dan Ruehs as President. Roy Allen seconded the motion. The motion was approved unanimously.
3. Consent agenda: The previously distributed Consent Agenda consisted of approval of the 12 November 2011 Regular Meeting minutes, approval of the 21 November 2011 Special Meeting minutes, and approval to pay outstanding bills and reimbursements. The Consent Agenda was approved unanimously.

4. Membership Report:

Herb Hilton presented membership report:

- 220 Current Members
- 18 Associate Members
- 13 Corporate Members
- 8 Honorary Members
- 9 New Members
- 50 Novices

Herb asked about the memorial bench fund and Bruce reported there is \$2900.00 in bench fund. Greg Reynolds mentioned a "forever" bench that names can be added to in the future. Bruce Revennaugh

mentioned a "CVAR" bench might be too much. Herb Hilton will research cost and design of one or two benches and work with Bruce Revennaugh and Dan Ruehs to purchase.

Following discussion of the CVAR logo, there was a motion by Herb Hilton to change the logo to the one shown by Charles Jones as designed by an outside firm at no charge. Lisette Strandh seconds. The motion passed 7/2.

Herb Hilton proposed giving George Curl, in thanks for his time serving as President, a free CVAR membership for each year served. The motion was approved unanimously.

Herb Hilton inquired about payment for the Automatic External Defibrillator (AED) purchased by CVAR and was informed the "check was in the mail."

5. Treasurer's Report: Bruce Revennaugh reported the financials. Motion by Bruce to accept, seconded by Charles Jones. The motion was approved unanimously.

- Bruce also reported on progress and meetings with Circuit of the Americas (COTA) in Austin.
- Dan Ruehs introduced the concept of a CVAR "budget" and asked for input on capital expenditure (CAPEX) items and expense items.
- Greg Reynolds reported on website insurance and the relationship to the VMC.
- Bill Johnson asked about limits and Dan Ruehs mentioned we needed to find out.
- Lisette Strandh is to ask DLB about "hold harmless" or named insured with them.

6. Registration Report: Lisette Strandh reported on registration

- Lisette has a well-trained backup in Jackson Williams, because she will be in Europe during both Hallett events this year.
- Has started putting all events early on DLB.
- Has opened registration for all events as well
- Dan Ruehs mention the "second driver" issue for one car
- Motion by David Griffith for second driver, seconded by Herb Hilton. Unanimously approved at \$50/driver/car/weekend. Lisette to incorporate this into registration forms.

Break from 2:00 pm to 2:10 pm.

7. President's Report:

- Dan Ruehs announced race chairmen assignments for 2012.
- Dan Ruehs announced a planned "Policy & Procedure" manual that must have transparency.
- We are going to write things down...put on website.

Track status:

Hallett

- We are giving them back \$15.00 entry so they stop losing money.
- We are going back to Friday test/tune stickers. Hallett requires it.
- Decided to run Hallett CCW this year at the request of many of our members.

TWS rules for 2012

- No noise before 8:30AM on Sunday
- 103 DBA sound limit at 50 ft.

- No extension cords across pavement
- No motorhomes or camper trailers in paddock
- Bill Johnson to create some wording to communicate this to the membership

Tech declaration forms will be published when the CVAR website is upgraded

Bruce Revenaugh mentioned the idea of saving money by not using VMC to license our drivers. Greg Reynolds is to investigate further at the upcoming VMC meeting. Bruce will check with Bob Green regarding background info.

8. Member Input: None.

9. Assignment of Action Items:

- Dan Ruehs is to develop a new "Policy & Procedure" manual.
- Lisette Strandh is to ask DLB about "hold harmless" or named insured with them.
- Lisette Strandh is to incorporate "second driver" info and fees into registration forms.
- David Griffith is to procure new Test/Tune/Practice (TTP) stickers.
- David Griffith is to lead a new committee regarding CVAR website content and hosting.
- Bill Johnson is to develop text for communicating the new TWS rules to the membership.
- Charles Jones is to research the feasibility of holding web-based Board Meetings.
- Roy Allen is to prepare new rule regarding period-correct disk brakes on Group 4 Corvettes.
- Bill Johnson is to research hold harmless clauses in our registration forms.
- Greg Reynolds is to check whether our radios are compliant with new FCC standards.
- Greg Reynolds is to investigate CVAR doing our own licensing at the next VMC meeting.
- Bruce Revenaugh is to check with Bob Green regarding background of VMC licensing vs. CVAR doing its own licensing.
- Herb Hilton is to research cost and design of one or two benches and work with Bruce Revenaugh and Dan Ruehs to purchase.

10. The date and location for the next CVAR Board Meeting was discussed, but final decision not yet made. The Board is considering an alternative location to equalize driving distances better. To be announced later.

11. The meeting was adjourned by President Dan Ruehs at approximately 4:35 pm.

Respectfully submitted,

Don Gwynne, Secretary

(prepared from minutes taken by Charles Jones in my absence – thanks, Charles!)

Corinthian Vintage Auto Racing, Inc. (CVAR)
 Minutes of Board of Directors (BoD) Meeting
 Saturday, 12 November 2011
 Best Western Inn & Suites
 602 N. General Bruce
 Temple, TX 76504
 (254) 742-1122

Attendees:

George Curl, President
Bruce Revenaugh, Treasurer
Don Gwynne, Secretary
Roy Allen, Authenticity
David Griffith, Tech Inspection
Herb Hilton, Membership
Dan Ruehs
Charles Jones
Grover Maurer
Janet Revenaugh

1. Call to Order: The meeting was called to order at 12:02 pm by the President, George Curl.
2. Consent agenda: Herb Hilton moved to approve the previously distributed Consent Agenda, which consisted of approval of the May 2011 meeting minutes, approval to pay outstanding bills and reimbursements, and to approve the ballot for the 2011 Director election. Two Board of Director positions are open: Harold Pace has completed his three year term, and there are two years left on Ron Shade's vacant position. The Board went into executive session at 12:05 to discuss the committee's recommendations and reconvened in open session at 12:30. Herb Hilton moved the Consent Agenda be approved, Bruce Revenaugh seconded, and the motion passed unanimously.
3. Membership Report: Herb Hilton handed out copies of his written membership report, which showed 330 current members, 105 non-current, 44 new members, of which 8 are no charge Associate Members and 2 are Corporate Sponsors. We have 271 Competition Members. At present, there are 77 members in our Novice program, with 10-15 of them non-current. Herb volunteered to contact each of them and offer advice about getting their Novice finished. There was discussion that Novices who require more than 12 months to complete their VMC license requirements are handled on a case-by-case basis when there are extenuating circumstances. Herb reported that DLB Racing (which handles our on-line race registration system for a fee) is handling our on-line membership renewals at no charge for the foreseeable future.
4. Treasurer's Report: Bruce Revenaugh handed out copies of the 2011 Balance Sheet as of November 10, 2011 and the Profit & Loss sheet for CY2011 as of November 2011. He then discussed the fees CVAR pays for taking credit cards for online registrations. The club takes a smaller hit if people use a debit card instead. There was brief discussion whether we should charge a convenience fee for credit card users, or even raise entry fees to cover these costs. Dan Ruehs noted that for CY2011, we are ahead of expenses by \$11,896.77, and thus overall, there was no justification for any convenience fee or dues increase. Don Gwynne moved that the Treasurer's reports be accepted as written, which was seconded by Herb Hilton and the motion passed unanimously.
5. Registration Report: Not discussed, Lisette Strandh not present.
6. Chief Steward's Report: Greg Reynolds is currently in Philadelphia attending the Vintage Motorsports Council (VMC) meeting. Next VMC meeting will be held during February or March in Houston. It is open to everyone to attend and listen, but guests won't have an opportunity to speak to the meeting. George Curl read Greg's input as to number of competition licensed members

(213) and how many licenses needed to be renewed before the February race (87). There were 17 new licenses issued during 2011 Season.

7. President's Report:

Hallett: George Curl discussed changes to the Hallett Motor Racing Circuit contract for 2012 being proposed by the Stephens family. Greg Reynolds, Dan Ruehs and Art Summerville are directed to handle the negotiations. There was strong agreement to avoid reductions in corner worker staffing at CVAR Hallett events due to safety concerns for our drivers. The (Hill/Shade) Memorial Bench was discussed. It is being funded solely by voluntary contributions, with an expected total cost of approximately \$1,700. An item will be published in the CVAR Newsletter to solicit donations, with a rev counter showing how we are progressing towards the goal. The construction won't be started until sufficient funds are in hand.

Texas World Speedway: With the status of TWS in limbo, alternatives locations were discussed, including MSR Houston, MSR Cresson and Texas Motor Speedway, and additional dates at Eagles Canyon. George Curl was directed to continue contacting TWS management. A draft organizational chart was distributed and discussed. It has some shortcomings in its current form, and will require more work. Goal is clearer definition of authorities and responsibilities, especially during race event weekends. George temporarily gave Bruce Revenaugh the floor, to discuss the status of CVAR negotiations with the new Austin F1 track. One meeting took place at their downtown Austin offices on Thursday, 10 November 2011, and another meeting is slated for January 2012. CVAR was represented by John Breidenbach, Dave Mock and Bruce Revenaugh. The Austin F1 representative appeared impressed by CVAR, especially our two annual drivers schools and our strong emphasis on safety. There was no discussion of a fee schedule yet, they are still trying to gauge the level of facility use interest from auto racing groups, motor racing groups, concerts, etc. February 2013 appeared to be the earliest potential CVAR date but nothing is even close to being firm yet.

George discussed an advertising/sponsorship proposal from Shell Racing Solutions. There are several pros and cons, and it is not clear that it would be to CVAR's advantage. Needs further study.

Break from 1:50 pm to 2:00 pm.

8. Bill Hill/Ron Shade Memorial Races (at Hallett next October) – Herb Hilton recommended approval of a Group 7 Ron Shade memorial race on Saturday, and a Group 2 Bill Hill memorial race on Sunday. Charles Jones moved the proposal be approved, Roy Allen seconded, and the motion was unanimously approved.

9. Member Input:

Grover Maurer – Regarding the possibility of a credit card convenience fee, Grover said that if the need for it and the benefits derived were clearly explained, he felt few members would object. Regarding safety at Hallett, Grover stated that the idea of going green at all with only one worker per most of the stations shouldn't even be on the table. Regarding the Austin F1 track, Grover said that CVAR simply has to be there, even if we have to "tailgate" some other organization's event. We should also look for some way of having a CVAR group presence at the November 2012 Formula 1 event. Regarding the Shell proposal, Grover said that any tie-in with CVAR should be seen as having an advertising benefit to Shell; their advertising department should pay for it.

David Griffith – Regarding roll bars and roll cages, he has noted an extraordinary number of cars at Tech Inspection that need to be improved. An item will be placed in the next newsletter discussing the need to re-read Appendix Z roll bar and roll cage guidance, and to seek professional assistance when needed to assure a safe installation.

10. Automatic External Defibrillator (AED) to be owned and maintained by CVAR – Herb Hilton discussed the benefits of an AED should anyone at a CVAR event experience severe cardiac difficulties. Herb, who sells such devices, offered to sell one to the club at his cost, \$1196. After discussion about training requirements (minimal), maintenance requirements (periodic recharging before each event) and who would be its custodian (for now, Dan Ruehs), Bruce Revennaugh moved we purchase an AED at cost from Herb, seconded by Charles Jones. The motion was unanimously approved.

11. Authenticity – Roy Allen distributed copies of his 2011 End of Season report. For each race group and car class, he listed the number of active cars, number of underweight cars, percent of cars underweight, number of cars with a Tech Declaration Sheet (D-sheet) on file, and percentage of cars with a D-sheet on file. The CVAR roll-up for all cars shows 263 active cars,

21 cars underweight, 8% of cars underweight, 157 cars with a D-sheet on file, 60% of cars have a D-sheet on file.

A. Weights – Where do we go from here? Currently, no year-end championship points are accrued by underweight cars. During discussion, it was noted that not all classes have minimum weight requirements. There was discussion regarding random weight checks, similar to “Mr. Pumper” random engine displacement checks.

B. Problems with D-sheets. There was considerable support for making submission of a Dsheet part of the annual tech inspection. This was approved and will be noted in the next newsletter.

C. FJR transmission rule – Bruce Revennaugh voiced frustration at the lack of a definitive ruling on a long-standing proposal. It was tabled once again because Group Reps, who get a vote, do not yet appear to have sufficient understanding of the issues involved and the changes being proposed.

D. 2.0 OHV motors – Specifically, Porsche 914-6 engines. Some 914-6 engines have reportedly been rebuilt using the much more available and less expensive 2.2 pistons and barrels, not necessarily with the knowledge of owners. If a CVAR member discovers such a displacement discrepancy, they are expected to correct it at the next rebuild. Some members have gone to great lengths to insure they are not exceeding the legal 914-6 displacement limits published in Production Car Specifications (PCS).

E. FAQ Page – Not yet ready for prime time, but in the works. Items will include what a new member needs to do, what a member needs to do when presenting a new car at tech, etc. During discussion, it was noted that logbooks need to have Roy Allen’s signature to assure proper car classification.

12. Assignment of Action Items –

Herb Hilton and Charles Jones to contact Novices not still current and see if they need advice or assistance to finish their licenses.

13. The next CVAR Board Meeting is scheduled for 21 January 2012, Saturday, 12 noon, at the Best Western in Temple, TX.

14. George Curl received thanks from the group as he ended his four years of service as CVAR’s President.

15. The meeting was adjourned by President George Curl at 3:15 pm.

Respectfully submitted,

/signed/

Don Gwynne, Secretary

Corinthian Vintage Auto Racing, Inc. (CVAR)
Minutes of Board of Directors (BoD) Meeting
Saturday, 11 June 2011
Best Western Inn & Suites
602 N. General Bruce
Temple, TX 76504
(254) 742-1122

Attendees:

George Curl, President
Greg Reynolds, Vice President/Chief Steward
Bruce Revennaugh, Treasurer
Don Gwynne, Secretary
Roy Allen, Authenticity
David Griffith, Tech Inspection
Herb Hilton, Membership
Dan Ruehs
Ron Shade
Mike Floyd

1. Call to Order: The meeting was called to order at 12:00 pm by the President, George Curl.
2. Consent agenda: Herb Hilton moved to approve the previously distributed Consent Agenda. Greg Reynolds seconded the motion. The motion was unanimously approved.

Consent Agenda items thus approved were:

- Pay bills/advertising
- Minutes of the 15 January 2011 BoD meeting
- Selection Committee Appointed: Roy Allen, Berkeley Merrill and Harold Pace

3. Membership: Herb Hilton handed out a printed Membership Report, as follows: 323 current members; including 45 new members, of which 8 are N/C Associate Members and 2 are Corporate Sponsors. 256 are Competition Members, 45 are Associate Members, 19 are Corporate Members (of which 13 are racers), 8 are Honorary Members (2 are racers). 73 are currently in the Novice program. We had 7 visitors race with us under the 2 free pass rule.

Herb Hilton noted that he sometimes coordinates rides in the CVAR pace car at TWS in Montgomery County Cancer Society, Montgomery County Performing Arts Society and Lone Star Honor Flight (WWII Veterans) charity auctions. Bids have come as high as \$1,500. CVAR has helped to raise over \$20,000 for worthwhile charities in this manner.

Herb also called attention to the Rich Vogler Memorial Scholarship Fund. This is a national scholarship fund for children and grandchildren of racers. It was started with an \$11,000 grant from Valvoline, and currently provides \$1,000 scholarships. See the CVAR Newsletter for more details.

4. Treasurer's Report: Bruce Revennaugh handed out two printed Treasurer's Reports titled "Profit & Loss by Job, January 1 through June 11, 2011" and "Balance Sheet as of June 11, 2011". CVAR currently

maintains adequate reserves to successfully deal with two consecutive very-low-turnout events, should they occur.

Steve Coleman had deposited \$2,500 of his own funds with CVAR to cover any unanticipated British Small Bore Festival expenses at Eagles Canyon, which eventually was not needed. Don Gwynne moved that Steve Coleman's \$2,500 deposit be refunded to him, and Herb Hilton seconded. Unanimously approved.

5. Registration Report: Lisette Strandh was not able to attend, but sent e-mail to George Curl stating that registration for the last two events went exceptionally well (except for inadvertent early shut-down of Hallett registrations). Jackson Williams, who has information technology (IT) experience, is backing up Lisette on registration (with the exception of financial matters) when she is out of the country. A question regarding the permanent number master list was discussed. The DLB list is out of date. We don't appear to have a current master list. A new action item was assigned to Lisette to update the permanent number master list, with help from Group Reps as required. If membership is not current, a driver may lose his permanent number, but this has seldom, if ever, been enforced.

6. Chief Steward's Report: Greg Reynolds discussed race license renewals. Eleven new licenses have been issued thus far in 2011. Our oldest active license number is #128, and the newest is #1328.

7. Radio Replacements: Current radios are about 16-17 years old. A few were repaired last year. Currently, at TWS, if Chief Instructor has a radio, then we have no backup radios available. At Eagles Canyon, we have one backup, unless Security requires a radio. Headsets are all OK. After discussion and a telephone conference with Bob Green, Herb Hilton moved that we purchase 20 new 4-channel radios. David Griffith seconded the motion, which passed unanimously.

8. President's Report: CVAR's 2012 schedule is as follows -

- Feb 24-26 TWS
- April 20-22 Hallett (clockwise)
- May 18-20 Eagles Canyon
- Sept 7-9 TWS
- Oct 12-14 Hallett
- Nov 2-4 TWS

There was some discussion about adding another event at ECR, but events at ECR require much more effort to prepare the paddock (parking stanchions, etc.). Further discussion of a second ECR event was postponed until the next Board meeting, pending clarification regarding the new "Circuit of the Americas" Formula 1 track in Austin. It was emphasized that Bruce Revennaugh is the only CVAR member currently authorized to negotiate on behalf of CVAR regarding future vintage race events there.

Andrew Fawcett has been given a green light by the Board to make improvements to the CVAR website as he sees fit.

CVAR currently owns three working AMB transponders, available for rent at \$25/weekend. We own seven more in need of repairs. Greg Reynolds moved that we get the seven inoperative transponders repaired, and procure a transponder checker. Herb Hilton seconded the motion, which was approved unanimously.

A 2012 Formula Junior National Event Feature Race was approved for CVAR's November 2012 weekend at TWS.

George Curl led a discussion of a PCA Houston idea seeking to involve CVAR in shared construction and rental of additional covered garages at TWS. After discussion, no further action was proposed.

Break from 1:15pm to 1:27pm.

9. Member Inputs:

Mike Floyd rose to personally thank the Board and Officers for the hours of work put in behind the scenes to make our vintage racing events possible.

Ron Shade discussed an e-mail from John Setar which asserted that numerous competitors have lacked functioning brake lights. There was discussion about checking them on grid, and holding any competitor without at least one functional brake light (in car classes which require brake lights).

10. Safety – Deferred until Bill Hill can attend and address the Board.

11. Authenticity: Roy Allen discussed the G-6 alternate tire proposal. After discussion, Roy Allen moved that the proposal allowing an alternate FF1 tire be approved for 2011, with discretion granted to the Competition Committee to regulate use in 2012 of tires bought in 2011 under this approval. Bruce Revenaugh seconded the motion, which was approved unanimously.

Roy Allen and Dan Ruehs led a discussion (not for vote this meeting) regarding a G-4 request to consider usage of "period" front disk brakes on C1 Corvettes, in lieu of the heavy duty (HD) drum brake package listed in PCS, which are generally unavailable. After discussion, it was noted that "back in the day", production sports cars which were not compliant with PCS specifications could still race in "Modified" class, later named "Sports Racing". A C-1 Corvette with "period" 11 inch front disk brakes (no Wilwood, etc.) should be allowed to race in CVAR Group 4, but in the C Modified (CM) class, not the VA class. This G-4 C-1 Corvette disk brake proposal was remanded to the Competition Committee, for vote in November.

Bruce Revenaugh spoke regarding G-4 Formula Junior rules as regards drum brakes and production vs. non-production transmissions. There was also discussion regarding moving Group 4 open wheel cars to race with Group 3. After long discussions, both matters were forwarded to the Competition Committee for further consideration.

Roy Allen discussed current status of weighing of cars and Tech Declaration sheets. Desire is to eventually migrate the Tech Declaration process to the DLB Racing registration website.

Ron Shade discussed engine displacements in Porsche 914, fib-6, and 911 variants.

12. Action Items: George Curl is to contact Lisette Strandh regarding an update of our permanent competition number listing.

13. The next CVAR Board Meeting is scheduled for November 12, 2011, Saturday, 12 noon, at the Best Western in Temple, TX.

14. The meeting was adjourned by President George Curl at 3:00 pm.

Respectfully submitted,

/signed/

Don Gwynne, Secretary

**Corinthian Vintage Auto Racing, Inc. (CVAR)
Minutes of Annual Membership Meeting**

Saturday, 15 January 2011

Best Western Inn & Suites

602 N. General Bruce

Temple, TX 76504

Attendees:

George Curl: President

Greg Reynolds: Vice President

Bruce Revenaugh: Treasurer

Roy Allen: Authenticity

Lisette Strandh: Registration

David Griffith: Tech Inspection

Herb Hilton: Membership

Harold Pace: Board Member

Dan Ruehs: Member and acting Secretary

1. Call to order at 12:00 p.m. by President George Curl

2. Consent agenda: Roy Allen moved to approve the previously distributed consent agenda. Bruce Revenaugh seconded. The motion was unanimously approved.

Consent Agenda items approved were:

-Minutes of the December 2010 Board of Directors Meeting

-Pay bills for advertising

3. Membership: Herb Hilton distributed the January 2011 Membership Report which showed 409 CVAR members of which 232 are current, 177 non current. 22 new members were reported. There are 301 competition members, 42 associate members, 20 corporate members, and 8 honorary members. Herb stated that he is still carrying 73 members in the Novice program although many of them are drivers who have started the Novice program but have never returned to CVAR to finish. There was discussion about how long to keep drivers on the Novice list, but the consensus was to make no changes.

Herb also distributed the voting results for the 2011 CVAR Board of Directors Election. Results are:

President: George Curl - 67 votes

Vice President: Greg Reynolds - 67 votes

Treasurer: Bruce Revenaugh - 67 votes

Secretary: Don Gwynne - 67 votes

Authenticity: Roy Allen - 65 votes, Bob Merrill 2 votes

Tech: David Griffith - 65 votes, Roger Bailey - 1 vote, Roger Williams - 1 vote

Registration: Lisette Strandh - 67 votes

Membership: Herb Hilton - 67 votes

Board Member: Ron Shade - 66 votes, Jack McClanahan - 1 vote

4. Treasurer's Report: Bruce Revenaugh distributed a printed treasurer's report with a written Financial Summary, year end Balance Sheet for 2010, Profit and Loss for 2010 and a Profit and Loss statement broken out by event. These financial statements showed a small profit of \$4,700 for the year. There was a discussion of the cost of equipment maintenance and repair. We must set up a program for regular equipment maintenance and replacement. The question was asked if there is a better radio system than what we are currently using. This will be researched in the coming months.

There was a discussion of the cost of the club newsletter. It was stated that the newsletter was supposed to be revenue neutral, but is costing us some money. Herb Hilton asked if we should stop sending a hard copy of the newsletter and only rely on the internet. Some Board members felt this was not productive, and no action was taken.

There was discussion of costs for advertising, corner workers, and dinner/party expenses, but no formal action was taken.

Herb Hilton moved to accept the Treasurer's Report, motion was seconded by Greg Reynolds. Approval was unanimous.

5. Tech Inspector's Report: David Griffith brought up the subject of stickers to identify drivers who have paid for Friday test and tune days. David will see if he can find some free stickers, but Herb Hilton volunteered to provide colorful bandaid "stickers" for this use.

6. Registration Report: Lisette Strandh reported that she is still working on getting the Declaration Sheet online, but is not yet complete. No other items to report.

7. Chief Steward's Report: Greg Reynolds had nothing new to report at this time.

8. President's Report: Items discussed as brought up by George Curl included:

- Eagles Canyon race -We will be unable to drive race cars in to Decatur for a car show due to the high cost of insurance. We will look into trailering cars to Decatur if we can find suitable parking.

- There has been some discussion that noise on Sunday morning may be an issue at Texas World Speedway. A possible solution would be to run Group 1 later on Sunday mornings.

- We are creating problems at TWS by arriving so early for events. The line of rigs extends out into the road and this is a problem for the owners of TWS. We may have to look into assigning parking spots at TWS so that people won't have to arrive so early to get their space.

- The Spring Hallett race will include a 30 minute Formula Ford feature race.

- The Fall Hallett race will be promoted as a Big Bore Festival.

- Eagles Canyon Raceway has proposed that CVAR run two races each year instead of the current single race. They would make us a much better deal financially if we run two races. The Board was generally negative about running two races at ECR, although no formal action was taken. It was agreed that George Curl would meet with ECR management to discuss this subject.

9. Website Committee Report: Lisette Strandh reported that this committee has determined that it would be desirable for CVAR to have a refreshed website. The committee has nominated George Curl to look in to the costs involved and what members might be available to help with this endeavor.

As a part of this discussion, Harold Pace noted that our website references the SCCA 1972 GCR as the basis of our rules, but there is nothing that tells members where to find this book. George Curl will find out where this is available and handle getting this information on the website.

10. Authenticity: Roy Allen said the Formula V Tire Proposal was approved by the Competition Committee and is ready for approval by the Board. This new rule is to take effect formally on July 1, 2011. Bruce Revenaugh moved to approve this proposal and the motion was seconded by Herb Hilton. The Board voted unanimously to approve.

11. General Items:

Harold Pace stated that we need to put forth an effort to get two group reps for each group. Most groups currently have only one.

Greg Reynolds said there will be a formal Safety Meeting after each Saturday drivers meeting. This meeting will be with selected groups on a rotating basis.

George Curl asked each Board Member with specific duties to write up a description of those duties.

George will assemble these write-ups in a notebook for future Board members or club presidents.

The Board decided that the meeting dates for the next three Board meetings will be:

June 11, 2011

November 12, 2011

January 21, 2012

There being no other business, the meeting was adjourned at 2:12 p.m.

For the Secretary,

Dan Ruehs

Corinthian Vintage Auto Racing, Inc. (CVAR)
Minutes of Board of Directors (BoD) Meeting
Saturday, 4 December 2010
Best Western Inn & Suites
602 N. General Bruce
Temple, TX 76504
(254) 742-1122

Attendees:

George Curl, President

Greg Reynolds, Vice President/Chief Steward

Bruce Revenaugh, Treasurer

Don Gwynne, Secretary

Roy Allen, Authenticity

Lisette Strandh, Registration

David Griffith, Tech Inspection

Herb Hilton, Membership

Grover Maurer, Safety

John Fershtand

Harold Pace

Dan Ruehs

John Atwell

Ron Shade

Jay McClanahan

1. Call to Order: The meeting was called to order at 12:00 pm by the President, George Curl.

2. Consent agenda: Herb Hilton moved to approve the previously distributed Consent Agenda. Lisette Strandh seconded the motion. The motion was unanimously approved.

Consent Agenda items thus approved were:

- Minutes of the 22 May 2010 BoD meeting
- Pay bills/reimbursements:

- Radio repair and replacement
 - Timing & scoring software and hardware
 - Replenish log books
 - Pallet of oil sorb (TWS)
- Approve ballot for 2011 Directors election

3. Membership: Herb Hilton handed out a printed Membership Report, as follows: 386 members, of which 317 are current, 69 are non-current. 44 are new members. 287 are Competition Members, 30 are Associate Members, 17 are Corporate Members (12 are racers), 8 are Honorary Members (3 are racers). 76 are currently in the Novice program. We had 30 visitors race with us under the 2 free pass rule.

4. Treasurer's Report: Bruce Revennaugh handed out a printed Treasurer's Report titled "Preliminary 2010 Results". CVAR currently maintains adequate reserves to successfully deal with two consecutive very-low-turnout events, should they occur. Don Gwynne moved that the Treasurer's Report be approved, and Herb Hilton seconded. Unanimously approved.

5. Registration Report: Lisette Strandh reported at present CVAR accepts VISA and MasterCard for registrations, but she was exploring the feasibility and costs of accepting American Express and Discover as well.

6. Tech Inspector's Report: David Griffith reported that there are not many models of SA2010 helmets currently available, and that the SA2005 helmets will continue to be accepted, but SA2005 is the minimum. SA2000 and motorcycle helmets are not acceptable. As before, HANS is recommended, but not required by CVAR.

7. Chief Steward's Report: Greg Reynolds discussed the roles of Event Chairs, and of Bob Green II's position of Operations & Tower Chief. Greg said he had processed 147 competition license renewals, including 18 new drivers. He then gave a report on the recent Vintage Motorsports Council meeting. Insurance experience in CY2010 has generally been good, so rates are not increasing at this time. It appears from comments made by the other VMC meeting attendees that CVAR is the only organization showing growth in membership and race event participation. All other clubs are apparently either flat or declining. CVAR renewals of VMC licenses currently constitute VMC's largest single source of income. Greg said that he touted the British Small Bore event next May at Eagles Canyon during his VMC meeting participation.

8. President's Report: George Curl addressed several topics, including:

- CVAR's racing schedule for 2011 is set, and advertisements are being placed in Victory Lane and Vintage Motorsport.
- DLB needs to know who is authorized to speak for CVAR. Members are calling DLB with change requests, etc. Lisette Strandh and Herb Hilton are the sole designated CVAR contacts for DLB.
- At present, the only authorized contact for website additions and insurance negotiations is George Curl.
- The February 2011 event at TWS conflicts with the 24 Hours of Lemons in Houston, which may pose a problem regarding worker availability.
- Discussion of problems in November 2010 with early opening of TWS gates on Thursday evening.

9. Break declared at 1:10 pm; meeting resumed at 1:20 pm.

10. Member Inputs –

- Grover Maurer discussed overly aggressive driving on test-tune-practice (TTP) days. All drivers should expect a significantly less tolerant attitude regarding incidents on Fridays. TTP is not for racing; people are testing their cars, learning the course, etc. This will be emphasized by the Chief Steward and Safety Chief at drivers meetings.
- George Curl thanked John Fershtand for his service to the club, and praised his attitude and judgment as valuable stabilizing influences during a period of significant changes.
- John Atwell presented a proposal for a complete overhaul of the CVAR website, for which he would be compensated in various ways. After discussion, Lisette Strandh moved that John's proposal be tabled pending study by a committee. John Fershtand seconded the motion, which was unanimously approved. George Curl appointed Lisette Strandh, Jay McClanahan, David Griffith, and Herb Hilton as the committee to work with John, and report back to the Board with their recommendations in January 2011.
- Herb Hilton discussed whether CVAR wanted to make rule changes or rule exceptions to bring in some more exotic cars, e.g., the continuation Grand Sport Corvettes. Discussion was generally negative, and no changes regarding CVAR's car acceptability rules are planned.

11. Authenticity – Roy Allen:

- Should we migrate the Tech Declaration sheets to the DLB Racing website? At present, we are nowhere near 100 percent compliance with Tech Declaration sheet submittals in most race groups.
- A petition regarding SFP rules was discussed. Bruce Revenaugh moved that the petition be approved, and Lisette Strandh seconded. The proposed SFP rules changes were approved unanimously. George Curl cited the SFP proposal as a great example of the right way our rules change process should be followed.
- A petition regarding Sports Racing Cars was discussed. The Competition Committee's recommendation is that it not be approved. John Fershtand moved that it be disapproved, Lisette Strandh seconded the motion, which passed unanimously, including the President's vote.
- A Formula Vee proposal regarding tires was discussed. The proposed rule change would align CVAR FV tire rules with the Vintage Monoposto FV rules, which read "Any type and size of tire (radial, bias-ply or factory treaded racing) that may be safely fitted to the specified rims may be used. Slick, hand-grooved, special wet racing tires or recapped tires are NOT allowed. Minimum overall rear tire diameter is 24 inches." A total of 19 current FV drivers were polled, and all were in favor of the proposed change. Only four 2010 FV drivers could not be reached for polling. The proposal paperwork included the names of the responders, the date of their response, and the names of those not contacted. The change was viewed favorably, but will only be implemented in 2011 by "gentleman's agreement", and not become a formal rule until 2012 at the earliest.
- Posting of points standings should be available on the CVAR website approximately 30 days prior to the next event.

12. Room cleared for brief Executive Session discussions at 2:48 pm; the open meeting was resumed at 3:04 pm.

13. Action Items:

George Curl to contact Andrew Fawcett regarding the invoice from CVAR's Internet provider.

Website Committee to report back in January 2011 with their recommendations.

Roy Allen to clarify one point in the SFP rules change proposal which was approved, and add (to the website posted rules) the Group 6 eligibility year increase to 1981 which was approved in the May 2010 Board Meeting.

14. The next CVAR Board Meeting is scheduled for January 15, 2011, Saturday, 12 noon, at the Best Western in Temple, TX.

15. John Fershtand moved the meeting be adjourned. Lisette Strandh seconded, and there being no further business, the meeting was adjourned by President George Curl at 3:07 pm.

Respectfully submitted,

/signed/
Don Gwynne, Secretary

Corinthian Vintage Auto Racing, Inc. (CVAR)
Minutes of Board of Directors (BoD) Meeting
Saturday, 22 May 2010
Best Western Inn & Suites
602 N. General Bruce
Temple, TX 76504
(254) 742-1122

Attendees:

George Curl, President
Greg Reynolds, Vice President/Chief Steward
Roy Allen, Authenticity
Don Gwynne, Secretary
Lisette Strandh, Registration
David Griffith, Tech Inspection
Herb Hilton, Membership
Grover Maurer, Safety
Jim Yule, Newsletter

1. Call to Order: The meeting was called to order at 12:00 pm by the President, George Curl.
2. Consent agenda: Herb Hilton moved to approve the previously distributed Consent Agenda. Roy Allen seconded the motion. The motion was unanimously approved.

Consent Agenda items thus approved were:

- Minutes of the 16 January 2010 BoD meeting
- Pay bills/reimbursements

3. Membership: Herb Hilton presented the Membership Report, as follows: 372 members, of which 296 are current, 76 are non-current. 29 are new members. 361 are Competition Members, 30 are Associate Members, 17 are Corporate Members (12 are racers), 8 are Honorary Members (3 are racers). 69 are currently in the Novice program. We had 9 visitors race with us under the 2 free pass rule.

4. Treasurer's Report: John Gaudette was not able to attend, but stated for the meeting that CVAR's cash flow position is in good shape. The ECR event showed a small net gain, notwithstanding the dinner cost. CVAR currently maintains adequate reserves to successfully deal with two consecutive very-low-turnout events, should they occur.

5. Registration Report: New Registration Chair Lisette Strandh reported that she will have the remaining 2010 events posted to the DLB Racing website by the end of June. It was noted that too many competitors are coming to Tech Inspection check-in without complete paperwork. Print it all out, bring all the sheets, not just one page.

6. Tech Inspector's Report: David Griffith had no additional comments.

7. Chief Steward's Report: Greg Reynolds voiced concerns about front row cars not holding the pace set by the pace car until the starter waves the green flag. In some recent race starts, the pack leaders began accelerating after the pace car entered the pit lane, long before getting the green flag. Chief Steward has instructed the Starter to withhold the green flag if this behavior is noted again; this will result in the entire pack having to make another pace lap, costing everyone one or two racing laps when they eventually behave and get a green flag.

There was discussion whether retrofit of power steering should be allowed or prohibited. The consensus was that it should be allowed, given that it weighs more, saps engine horsepower, and reduces driver fatigue.

There was discussion regarding the potential for use of Hoosier DOT bias ply dirt stocker tires as rain tires. These tires have an open tread pattern which performs well in rain, and a rubber compound too soft to allow extended use on a dry track. Roy Allen moved to remove the Hoosier DOT bias ply dirt stocker tire from the CVAR prohibited tire list. Herb Hilton seconded the motion, which was unanimously approved.

8. President's Report: George Curl addressed several topics, including:

- Timing and Scoring difficulties at Eagles Canyon – all wireless connectivity equipment, cables, wireless routers, etc. disappeared from the T&S trailer at ECR prior to the CVAR event weekend.
- As a result, CVAR's Timing & Scoring team, led by Margaret Walker, had to do T&S for the entire weekend using a backup 11 year old IBM PC. Some sessions had to be timed and scored entirely manually.
- **COMPETITORS ARE NOT TO ENTER T&S AND ATTEMPT TO CONVERSE WITH T&S PEOPLE DURING A SESSION!**
- CVAR needs to update our T&S software from Orbits 2 to Orbits 4 package, long overdue. Herb Hilton moved that Margaret be authorized and directed to research and procure the hardware and software needed to update CVAR's T&S capabilities, including effective backup equipment. Roy Allen seconded the motion, which was approved unanimously.
- The schedules for Hallett and TWS for 2011, 2012, and 2013 are contractually locked in.
- Steve Coleman's proposal for a small-bore English cars special event at Eagles Canyon in May 2011 was discussed. Steve expects to attract up to small-bore English cars from across the country. To make this event successful, the CVAR BoD and the Decatur Chamber of Commerce will have to publicize it. Cars on display in the Decatur town square is planned, and the possibility of holding the CVAR dinner there instead of at the track was also discussed. Charlie Jones, having already volunteered to help with CVAR publicity and marketing, was named as the BoD's official point of contact (POC) for planning this event. Herb Hilton moved that this plan be approved by the BoD and vigorously supported. Roy Allen seconded the motion, which was unanimously approved.
- With John Fershtand's tenure as a BoD Member at Large ending in December 2010, a Selection Committee to recommend a replacement candidate was formed. John Fershtand will help nominate a recommended successor, aided by volunteers Roy Allen and David Griffith.

• Qualifications and the nomination process for CVAR’s Lifetime Achievement Award and CVAR’s McLaughlin Award were discussed. The BoD chooses the McLaughlin award winner, and the general membership chooses the Lifetime Achievement award winner. CVAR members should send their award nominations to Herb Hilton via e-mail or to his home address. Cutoff for nominations is the September 2010 race at TWS. Vote via the newsletter or the website for an October 2010 deadline. In November 2011, there will be another Allard “Gathering of the Clan” at TWS.

8. Member Inputs –

David Griffith discussed a need for better driver training as regards the etiquette of “point-by”. Misunderstandings appear to be commonplace. Also, he noted that many drivers habitually do not attend the “mandatory driver’s meeting” then whine when they didn’t know something important that was briefed at the driver’s meeting. After discussion, this was deemed a nuisance, but not a large problem requiring firm corrective actions.

Herb Hilton noted that by running Hallett clockwise, we effectively gained a new track. Discussion turned to TWS. Other clubs, including SCCA, occasionally run TWS backwards. Herb reported that he did a straw poll at Eagles Canyon regarding whether to occasionally race clockwise at TWS. Responses he received were either “OK” or very enthusiastic, none opposed. Further discussion centered on safety considerations if running TWS clockwise, including relatively hostile runoff areas if a car goes off at the end of the front straight, where cars would have to establish single file into the infield turns.

9. Break declared at 1:15 pm; meeting resumed at 1:25 pm.

10. Safety – Grover Maurer discussed CVAR’s policy of internally administered three event probations. Greg Reynolds asked for a list of CVAR drivers on three event probation. List was provided. Lisette Strandh needs to always have a current copy of the list to enable grid checks for X on the rear of the car for drivers on probation.

11. Authenticity – Roy Allen discussed posting of year end points standings on the CVAR website. It was noted that President George Curl approves each posting to the website. The idea of migrating the Tech Declaration sheets to the DLB Racing website next season was discussed.

12. The Group 6 rules change proposal was discussed in three parts, and each part was voted upon separately. Votes were by roll call, including four written proxies (John Fershtand, John Gaudette, Harold Pace and Charles Jones) held by George Curl. Discussion preceding the votes included a discussion by Jim Yule of several Group 6 members who were actively opposed to some of the proposed changes; those drivers were in complete agreement with the Competition Committee’s assessments. Also discussed was the “lesson learned” that a rules change proposal should address only one issue. In the future, if multiple rules changes are desired, split them into separate proposals, each to be discussed and voted upon separately, to avoid confusion.

The Group 6 Proposal #1, to expand FF2 eligibility to 1982, as amended by the BoD to extend only to 1981, was approved by a vote of 7 to 3, with one abstaining.

The Group 6 Proposal #2, to create a new FF3 class, for Formula Ford cars from 1983 to 1986, specifically including eligibility for the Swift DB1, was disapproved by a vote of 10 to 0, with one abstaining.

The Group 6 Proposal #3, to create a new FA2 class for FA and FSV cars from 1981 to 1986, was disapproved by a vote of 10 to 0, with one abstaining.

Board Member

	FF2 to 1981 incl. Swift DB1 1981 to 1986	FF3 to 1986 FA2		
George Curl	Yes	No	No	
Greg Reynolds	Yes	No	No	
Roy Allen	Yes	No	No	

Herb Hilton	Yes	No	No	
David Griffith	Yes	No	No	
Lisette Strandh	Abstained		Abstained	Abstained
Don Gwynne	Yes	No	No	
John Fershtand (by proxy)		No	No	No
John Gaudette (by proxy)		No	No	No
Harold Pace (by proxy)	Yes	No	No	
Charles Jones (by proxy)	No	No	No	

13. Action Items: Charlie Jones to pursue marketing of CVAR. Press releases to Fort Worth Star Telegram need to be aimed at the Living Section, not the Sports Section. Theme – what we give our members is our best marketing tool.

14. The remaining 2010 CVAR Board Meeting is scheduled for December 4, 2010, Saturday, 12 noon, at the Best Western in Temple, TX.

15. Herb Hilton moved the meeting be adjourned. There being no further business, the meeting was adjourned by President George Curl at 2:30 pm.

Respectfully submitted,

/signed/

Don Gwynne, Secretary

Corinthian Vintage Auto Racing, Inc. (CVAR)

Minutes of Annual Membership Meeting

Saturday, 16 January 2010

Best Western Inn & Suites

602 N. General Bruce

Temple, TX 76504

(254) 742-1122

Attendees:

George Curl, President

Greg Reynolds, Vice President/Chief Steward

John Gaudette, Treasurer

Don Gwynne, Secretary

David Littlefield, Registration

Herb Hilton, Membership

John Fershtand, At Large Board Member thru 2010

Bob Green, Member

Grover Maurer, Member

1. Call to Order: The meeting was called to order at 12:00 pm by the President, George Curl.

2. President George Curl welcomed the new VP/Chief Steward, Greg Reynolds of Yukon, OK.

3. Consent agenda: Don Gwynne moved to approve the previously distributed Consent Agenda. John Fershtand seconded the motion. The motion was unanimously approved.

Consent Agenda items thus approved were:

- Minutes of the 21 November 2009 BoD meeting
- Pay bills/reimbursements
- Advertising for 2010
- Signature card

3. Membership: Herb Hilton presented the voting results, as follows:

115 total ballots received

- 95 ballots for the proposed slate
- 20 ballots with write-in candidates
- 3 fictitious ballots (not counted)
- 12 ballots received from non-current members (not counted)
- 2 members voted twice (counted once)

Of the write-in votes:

- President – 2 abstentions and 1 vote for Robert Metcalf
- Vice President – 3 abstentions and 1 vote for Pete Thompson
- Treasurer – 1 abstention
- Secretary – 2 abstentions
- Authenticity – 3 abstentions and 1 vote each for Ken Caudle and David Fershtand
- Tech – 4 abstentions and 1 vote for Roger Soucy and two votes each for Robert Metcalf and Roger Williams
- Registration – 2 abstentions
- Membership – 3 abstentions
- Member at Large – 3 abstentions and 1 vote each for David Salls and Mike Callahan, 2 votes for Art Summerville, and 4 votes for Tom Yemington

Thus, the duly elected 2010 CVAR Officers are:

President – George Curl

Vice President/Chief Steward – Greg Reynolds

Treasurer – John Gaudette

Secretary – Don Gwynne

Membership – Herb Hilton

Registration – David Littlefield

Tech – David Griffith

Authenticity – Roy Allen

At Large Board Member thru 2010 – John Fershtand

At Large Board Member thru 2011 – Harold Pace

At Large Board Member thru 2012 – Charles Jones

Herb Hilton then presented the Membership Report, as follows:

356 members, of which 216 are current, 140 are non-current.

314 are Competition Members, 30 are Associate Members, 16 are Corporate Members (10 are racers), 8 are Honorary Members (2 are racers). 65 are currently in the Novice program.

4. Treasurer's Report: John Gaudette presented his wrap-up financial report for calendar 2009. Briefly, he said, "it couldn't look much better." 2009 has been a banner year for CVAR. Membership equity, after being essentially flat for 2006, 2007, and 2008, almost doubled during 2009. CVAR is well into the black, with adequate reserves to successfully deal with two low-turnout events, should they occur.

5. Registration Report: David Littlefield discussed recent improvements made on DLB Racing's registration website. DLB has agreed to provide CVAR with their online membership renewal services at no cost for the foreseeable future. Race registrants will now receive an e-mail containing their registration documents, and will also still be able to print their documents from the DLB website. Student registration is being improved to make it clearer that the student does not owe a separate Friday TTP fee.

6. President's Report: George Curl addressed several topics, including:

- Some of the College Station motels and hotels have adopted a 14 day cancellation policy on Aggie football game weekends.
- VMC meeting is scheduled for 20 February 2010, but the place/schedule remains unknown. (At this point, Herb Hilton moved that the VP/Chief Steward be named as the CVAR VMC representative. David Littlefield seconded the motion, which passed unanimously. At that point, John Gaudette moved that for the next VMC meeting, both Bob Green and Greg Reynolds should attend representing CVAR, to provide for a smooth transition. Herb Hilton seconded the motion, which passed unanimously.)
- There was discussion regarding possible reasons for low turnout of Group 1 cars at Hallett and Eagles Canyon. One suggestion was that the June "Mid-America Ford Performance & Shelby Meet" pulls a lot of CVAR Group 1 drivers. Another was conflict with the High Plains event. Eagle Canyon's best asset is its proximity to the DFW metroplex, but some drivers prefer the layout of some of our other courses better.
- There was discussion of a possible pre-war group at the September TWS event. If it comes together, then race sessions for that event may be shortened to less than 20 minutes to make room in the schedule for the pre-war group.
- In a telephone conversation with Victory Lane editor Dan Davis, George Curl learned that the May CVAR event at Eagles Canyon is no longer on the USRRC Seniors Tour schedule. On the other hand, there is the potential for a Formula Vee "Grand Prix" series across the country. CVAR will commit to making Formula Vee the featured event at the October 2010 "Thunder on the Cimarron" event at Hallett.
- Congratulations to John Furlow, Sr., for being invited to Amelia Island with his Kurtis. Invitation to Amelia Island is a big honor.

Break - 1:17 pm to 1:33 pm

7. Member Inputs – John Gaudette took off his Treasurer's hat to speak as a member, regarding seeing an open beer in the vicinity of Tech Inspection on Thursday evening at TWS last November. This is not appropriate, and the Chief Steward will take steps to assure it does not recur.

Bob Green offered his opinion that the 2009 CVAR Board of Directors and Officers were the best, most productive Board in the last 15 years, and thanked them for their service.

8. Authenticity – Roy Allen was not present. David Littlefield led a discussion of the Competition Committee's analysis of the pending Group 6 petition. All present commended the thoroughness of the investigation, and recommended the findings be forwarded to Edward Copley, with a request for clarification of the rationale for requesting 1982 vs. the widespread standard of 1981 for Formula Fords.

A request from Group 7 and Group 4 regarding the Hoosier vintage "Speedster" tire was discussed. The tire is a treaded DOT approved radial, available in sizes of 185/70R14, 205/65R14, 185/65R15, and 205/60R15. No action was deemed necessary, because CVAR rules specifically allow use of treaded DOT street radials of at least 60 series profile.

9. Dates for 2010 CVAR Board Meetings – At Eagles Canyon, there will be a Friday evening open forum where members are encouraged to discuss ideas and issues with CVAR BoD members, but it will not be a formal Board Meeting. Subsequent formal Board Meetings for 2010 will be held on:

- May 22, 2010 – Saturday, 12 noon, at the Best Western in Temple, TX.
- December 4, 2010 – Saturday, 12 noon, at the Best Western in Temple, TX.

10. Action Items - BoD analysis of the Group 6 proposal to Edward Copley – David Littlefield

11. The next meeting was set for Saturday, 22 May 2010, same time and place. There being no further business, the meeting was adjourned by President George Curl at 2:40 pm.

Respectfully submitted,

/signed/
Don Gwynne, Secretary

Corinthian Vintage Auto Racing, Inc. (CVAR)
Minutes of Board of Directors (BoD) Meeting
Saturday, 21 November 2009
Best Western Inn & Suites
602 N. General Bruce
Temple, TX 76504
(254) 742-1122

Attendees:

George Curl, President
David Littlefield, Registration
David Griffith, Tech Inspection
Herb Hilton, Membership
Roy Allen, Authenticity
Don Gwynne, Secretary
John Fershtand, At Large Board Member thru 2010
John Furlow, Sr., At Large Board Member thru 2009
Harold Pace, At Large Board Member thru 2011
Ron Shade, Member
Lisette Strandh, Member

1. Call to Order: The meeting was called to order at 12:05 pm by the President, George Curl.
2. Consent agenda: John Furlow moved to approve the previously distributed Consent Agenda. David Littlefield seconded the motion. The motion was unanimously approved.

Consent Agenda items thus approved were:

- A. Minutes of the September 2009 BoD meeting
- B. Pay bills/reimbursements

3. Membership: Herb Hilton presented the membership report: 298 current members of which 264 are competition members; 43 new members.

Herb briefly described "Operation Comfort", where the Texas Cobra Club has donated a Lone Star Cobra replica, among other donations. "Operation Comfort" provides support to our service members who have been wounded in Afghanistan or Iraq and are receiving treatment at Brooke Army Medical Center. The goal is for our wounded military, who have given so much for our country and the world, to see in tangible ways that we appreciate their sacrifices and that we want to help them recover as quickly and completely as possible. For more information, go to www.operationcomfort.org.

Herb briefed his rollover accident at TWS Turn 7, and cited several other similar mishaps at the same corner. Possible safety recommendations for improvements to the runoff area were discussed.

While Herb held the floor, Agenda Item #9 concerning CVAR's guest rule policy of letting non-members from other VMC clubs race with us twice a year was discussed; after discussion, no changes were proposed.

While Herb held the floor, he also discussed Agenda Item #10 concerning possible changes to the Board of Director meeting site and/or meeting dates. Conference calls have been tried before, but were unsatisfactory. David Griffith suggested we try a meeting at the track on Friday night at the next Eagles Canyon event, to give more members a chance to attend a Board Meeting. George Curl felt that the Annual Members Meeting/Board Meeting in January, the Board Meeting in June, and the Board Meeting in November, should all continue as planned, at the current Temple, TX meeting location. The idea of a Friday evening Board Meeting at Eagles Canyon will be further considered. Final decision on the 2010 BoD schedule will be made at the January 2010 meeting.

4. Treasurer's Report: John Gaudette was not present, but his written input was reviewed. The November race at TWS was considered a financial success. 2009 entries were 138 compared to 112 for the same event in 2008. In spite of reimbursing 42 corner workers per day, and providing dinners for 250 people, the event almost broke even, with only a \$1412 net loss. 2009 has been a banner year for CVAR; we are well into the black, with adequate reserves to successfully deal with two low-turnout events, should they occur.

5. Registration Report: David Littlefield discussed the problems experienced with DLB Racing's registration website and services during 2009. DLB is correcting various problems, and promises good performance in 2010. As a goodwill gesture to CVAR, DLB waived certain 2009 fees in light of the difficulties we experienced.

6. Technical Inspection Report: David Griffith reported that last weekend at TWS, an unregistered driver got onto the track during Friday's test, tune & practice. The car owner reportedly stated that he had been told it was OK. Investigation of the incident continues. Discussion ensued regarding various methods for assuring all drivers have submitted registration info and signed waiver forms. Discussion of appropriate penalties against drivers and/or car owners was discussed. An action item was assigned to Don Gwynne to research currently published CVAR rules, prior Board Meeting minutes, and prior CVAR Newsletters for prior information regarding this issue.

There was further discussion regarding Technical Inspection of battery mounting provisions, including minimum safety standards. The methods and adequacy of all battery mountings will be scrutinized during Tech Inspection. As for which compartment the battery is located in, that will henceforth be a matter for Authenticity and Group Representatives.

A set of drawings, with specifics on materials, fastener sizes, etc. was approved by the Board as one method, but not necessarily the only method, of satisfying CVAR's technical and safety requirements for battery mounting security when the battery is to be located within the driver's compartment.

Battery Installation -

Battery location is a matter for Authenticity, not Tech Inspection.

Batteries must be secured properly with metal bolting to the body of the vehicle with a metal holding strap. No rubber, nylon or plastic allowed as a method of securing the battery in the vehicle. Hot terminals should be properly protected. No duct tape.

In some cases it may be necessary to relocate the battery due to a conflict with other safety requirements (location of the fuel cell, for example). Batteries located in the passenger compartment must be properly secured. Sealed batteries do not require encasement in a container. Vented lead acid batteries located in the passenger compartment must be in an encased container approved for the application. Venting of non-sealed batteries located in the passenger compartment must be to the outside of the vehicle. The diagram below provides one method, but not the only method, of achieving a technically acceptable installation. Proposed alternative installations will receive critical scrutiny at Tech Inspection.

For any battery located in the passenger compartment, a minimum of 5/16-inch grade 5 bolts or all-thread that extends from the top strap of 14ga steel or 12ga aluminum, through the floor through large reinforcing (fender) washers. Angle frame around the base of the battery is to be a minimum of 14ga steel or 12ga aluminum. Vehicles with fiberglass as the only structure to secure the battery in the passenger compartment must have reinforcement to the chassis, to prevent pull through in the event of an incident.

7. President's Report: George Curl addressed several topics, including:

- A. Not giving away our race dates to PCA.
- B. VMC Meeting Report - big turnout.

1. Worker certification considerations - a Formula Ford was recently destroyed by corner workers using a crowbar to remove bodywork to get at a small fire, instead of releasing Dzus fasteners properly.

2. Incredibly, at some race venues, the corner workers are prohibited from leaving their bunkers. They must remain in place and simply observe until safety crew trucks, fire trucks, and/or wreckers arrive on the scene. We don't want to get that started in CVAR.

3. SFI Membership - VMC has purchased a membership in SFI Foundation, Inc., and each VMC member club will be assessed a \$35 annual fee. This deal allows VMC member clubs open access to a huge amount of SFI safety information. SFI's website is at <http://www.sfifoundation.com/>

C. Tax preparation 2009 - John Gaudette is handling it again this year.

D. Review of the year's accomplishments - CVAR race attendance is up approximately 20% for the year, whereas every other VMC member club reports their 2009 attendance numbers are down. CVAR finished the year solidly in the black, with reserves judged adequate to cover two low-turnout events in 2010, should they occur.

Break - 1:30 pm to 1:45 pm

8. Member Input:

Lisette Strandh spoke regarding a lack of regard for the three-minute warning on the grid. Some drivers have created confusion and safety concerns by not being ready, then trying to not only catch up to the pack, but to get back into their qualifying position, instead of staying at the rear. She requested the matter be addressed in the next newsletter.

9. Review of Guest Rules - already addressed by Herb Hilton, above.

10. Change of BoD Meetings - already addressed by Herb Hilton, above.

11. Nomination Committee Report - John Furlow, Sr. reported that Pete Thompson was happy to serve as Asst. Chief Steward, but he did not wish to serve as Vice President. The Nomination Committee contacted several potential VP/Chief Steward candidates, and will place Greg Reynolds on the ballot. Greg has agreed to serve, if elected.

As regards the Board Member At Large (3 year, 2010 thru 2012) position being vacated by John Furlow, Sr., the following candidates were considered: Charlie Jones, Art Summerville, Sr., Ed Copley, and Tom Yemington. The Committee had not yet settled on a recommendation at the time of the Board Meeting.

12. Final Comments -

A. John Furlow also reported that Bruce Revenaugh has volunteered to take over Race Chairmanship duties for the 2010 TWS races.

B. David Griffith noted that during a recent incident at Hallett, radio chatter on the primary Channel A obstructed time-critical communications. If needed to deal with a situation on the track, CVAR race officials can go to Channel B for immediate action.

13. Action Items -

A. Research prior writings regarding unregistered drivers getting on the track - Don Gwynne

B. Consider holding a Board of Directors Meeting at ECR on Friday night - George Curl

C. Study potential for safety improvements at TWS Turn 7 - Herb Hilton

14. The next meeting was set for Saturday, 16 January 2010, same time and place. This meeting will constitute the Annual Membership Meeting, as required by the By-laws. All members will be encouraged to attend. Election results will be tallied and announced at this meeting.

15. There being no further business, the meeting was adjourned by President George Curl at 2:11 pm.

Respectfully submitted,

/signed/
Don Gwynne, Secretary

Corinthian Vintage Auto Racing, Inc. (CVAR)
Minutes of Board of Directors (BoD) Meeting
Saturday, 26 September 2009
Best Western Inn & Suites
602 N. General Bruce
Temple, TX 76504
(254) 742-1122

Attendees:

George Curl, President
Bob Green, Vice President/Chief Steward
John Gaudette, Treasurer
David Littlefield, Registration
David Griffith, Tech Inspection
Roy Allen, Authenticity
John Fershtand, Board Member
John Furlow, Board Member

1. Call to Order: The meeting was called to order at 12:00 pm by the President, George Curl.
2. Consent agenda: John Furlow moved to approve the previously distributed Consent Agenda. John Fershtand seconded the motion. The motion was unanimously approved.

Consent Agenda items thus approved were:

Minutes of the June 2009 BoD meeting

Pay bills/reimbursements

Trophy order: Trophies will be ordered Monday morning; this year will include dash plaques.
Total cost including dash plaques is \$1357.

Nomination Committee will be: John Furlow, John Gaudette, and Bill Hill. Two positions are open: John Furlow's at large position and Chief Steward/VP. John Furlow asked if anyone on the Board would also like to be part of the committee. No one volunteered.

3. Membership: Herb Hilton sent in the membership report. 297 current members; 258 competition members; 65 novice members. Herb and George will go through the novice list this winter. George will contact each novice not currently active. Herb and George will clean it up over the winter.

4. Registration Report: David Littlefield discussed the problems incurred with DLB during the last two race registrations. Last spring the registration system was upgraded and we have had problems since. He will talk to DLB in the near future about these problems. David answered several questions about the registration site. Billing from DLB was discussed. T&S problems with data from DLB was discussed. David Littlefield has done a great job with registrations instructions on the web site.

5. Treasurer's Report: John Gaudette reported that we had a lot of participation at TWS in September, including a large upswing in Friday participation. We are in good financial shape, a bit on the flush side. Our current reserves are adequate to cover expenses even if two events were to have only fifty percent participation. Tax status was discussed. From a tax stand point we are a 401c7 non-profit social organization.

6. Chief Steward's Report: We have 193 current license holders and 62 expired for a total of 255. 7 will expire before Hallett. Flyers and e-mails have been sent out to 35 front-engined Formula Junior owners touting September's special FFJr event at Hallett. Have received 13 responses, with two entries currently. Trophies are being donated. Entries nationwide are down 20-40%. CVAR's entries are up. Some clubs are hurting bad. Bob stated that he is retiring at the end of the year. He has spoken to a person and will send the information to the nominating committee this week. Bob thanked his crew for their performance during his absence.

7. Technical Inspection: SA 2010 Helmets will be in the pipeline in mid 2010. At the start of 2011, you must have a SA2005 or newer. Tech is still finding batteries that are not properly located or tied down. David Griffith will write an article for Jim Yule to include in the newsletter to clarify CVAR's battery mounting requirements. Battery space limitations in Minis were discussed. Battery locations in an allowable compartment and securely mounted is the principal concern. How close it has to be mounted to the stock location is the province of Authenticity; use common sense.

8. President's Report:

a). Schedules for 2010-2012 for TWS are set. The fall dates for 2011-2012 are the second weekend in Sept and Nov. These dates are locked in.

b). Board members were asked to submit names for the McLaughlin Award and Lifetime Achievement award. George will call for nominations for the Lifetime Achievement award from the general membership. Award nominations must be submitted in writing.

c). Bob Green discussed race sponsorship packages. John Gaudette addressed the tax liability considerations associated with a sponsorship package. We could have all races sponsored and still not have a tax liability. Numbers on the proposal are just that. They could be high or low. Numbers can be adjusted up or down. Race chair would have administrative responsibility. Anyone could approach a business. Other discussions followed about sponsorship. Flexibility is the key to success of this program. A motion was made by John Furlow and seconded by David Littlefield to accept the proposal on a trial basis. Motion passed unanimously.

d). Roadsters on the oval. There are 2-3 paid entries and 10 verbal conformations at this time. Roadsters will run twice daily: just before lunch and last session of the day. Roadsters will park by grid. Dan Davis (a Texas native and the editor of Victory Lane magazine) is handling registration for the roadsters and will pay for the awards dinner in Nov.

e). Darren McDougal is working on the CVAR DVD. He has the copy of the Italian video production and is accepting video from members to put together. He will include all groups. He hopes to have it done by January 2010.

f). Worker rides on Friday afternoons. A suggestion has come from G-1 that we provide worker rides on Friday afternoon. ECR will allow it; we are waiting on response from TWS and K&K Insurance. Workers must be suited up with full suits, gloves, helmets and five point harnesses if we do it. Further discussion about insurance and track permission is pending. Motion by John Furlow and seconded by David Griffith to accept proposal. Motion passed.

(Break)

9. Member Inputs: No members wished to give input.

10. Membership Fees: Discussion about membership fees. Why do we charge a new member more than existing members? A motion was made by John Gaudette and seconded by Bob Green to set the competition membership fee at \$50 annually. A discussion ensued about membership fees, and levels of membership. Motion passed unanimously.

11. Consider changes to by-laws: George Curl reported his findings for the board directive to investigate the ramifications of various alternative election processes and their effect on other VMC clubs. In consideration of his findings, David Griffith moved to remove Change 6 (Article III, Section H) from further consideration. Motion was seconded by Roy Allen. Motion passed 8-0.

Change 1 (Article I, Section A): Motion by John Gaudette, seconded by David Littlefield, to accept this change, as amended. Motion passed 8-0.

Change 2 (Article I, Section B): Motion by John Gaudette, seconded by David Littlefield, to accept this change. Motion passed 8-0.

Change 3 (Article III, Section B): Motion by David Griffith, seconded by David Littlefield, to accept the change. Motion passed 8-0.

Change 4 (Article III, Section D): Discussion ensued about wording. After discussion and reworking, Motion by David Littlefield, seconded by John Fershtand, to accept the change as amended. Motion passed 7-1.

Change 5 (Article III, Section E): Discussion about proxies and length. After discussion, Motion by John Furlow, seconded by David Griffith, to accept change as amended. Motion passed 8-0

Change 6 had already been removed from consideration by prior action by the board.

Change 7 (Article IV, Section B): After discussion, Motion by John Furlow, seconded by Roy Allen, to accept the change as amended. Motion passed by 7 in favor, with 1 abstention.

12. Authenticity: A question from Ron Shade about the proposal from the June meeting. The June questions were referred to the Competition Committee. Weights for the 911s in question were clarified. No changes were approved.

a) Second proposal was to allow 40mm Webers in 1972 cars originally equipped with mechanical fuel injection. A motion was made by John Furlow to allow 40mm Webers in place of the mechanical fuel

injection. Motion died for lack of second. After extensive discussion, a motion was made by Roy Allen and seconded by John Furlow to accept the Authenticity Committee's recommendation to allow 1972 911 Porsches originally equipped with mechanical injection to use 40 mm Webers with a 1 point authenticity deduction. Motion passed 7-0.

b). John Furlow brought up that Group 2 needs to face the same scrutiny as G-1 did on legality. Many things were discussed. George will put something in the newsletter about it.

c). Weights of production cars and sedans: After lengthy discussion, motion was made by John Furlow, seconded by John Fershtand, which reads: All cars must be in full compliance with the GCR/PCS at the start of the 2010 season. Selected groups of cars can be weighed at any time at the discretion of the Chief Steward. Everyone must be weighed at least once every 12 months.

No finishing points will be awarded if not at full weight compliance per GCR/PCS. Motion passed 7-0.

d). A discussion was held concerning a request by Duntov Motors that their continuation Grand Sport Corvette be allowed to enter the race at Hallett. Results of this discussion: Not allowed as a guest car. No continuation cars are allowed at any time per our rules. Allowing these cars would be unfair to our members that had continuation cars and were forced to retire them.

13. No action items were generated during this meeting.

14. The November meeting was set for 21 November 2009, same time and place.

15. There being no further business, John Fershtand moved to adjourn. Meeting was adjourned by President George Curl at 3:06 PM.

Respectfully submitted,

/signed/

Don Gwynne, Secretary

Corinthian Vintage Auto Racing, Inc. (CVAR)
Minutes of Board of Directors (BoD) Meeting
Saturday, 27 June 2009
Best Western Motel, Temple, TX

Attendees:

George Curl, President

Bob Green, Vice President

John Gaudette, Treasurer

David Littlefield, Registration

David Griffith, Tech Inspection

Herb Hilton, Membership

John Furlow, Board Member

Harold Pace, Board Member

1. Introductions: The meeting was brought to order at 12:09 pm by the President, George Curl.
2. Consent agenda: John Furlow moved to approve the previously distributed Consent Agenda. Bob Green seconded the motion. The motion was unanimously approved.

Consent Agenda items thus approved were:

Minutes of the January 2009 BoD meeting
Pay bills/reimbursements

3. Membership report: Herb Hilton reported that CVAR membership stands at 275 current members, and 52 non-current members. 225 are competition members. We have 27 new members this year, 16 corporate members, and 8 lifetime members. Non-renewals show no apparent commonality in their reasons for non-renewal. 62 drivers are currently in the Novice Program.

4. Treasurer Report: John Gaudette reviewed the current financial report, which he had previously mailed to BoD members. Currently CVAR is a couple of thousand dollars ahead of where we were last year at this time; generally, we are in a good cash position.

John Furlow asked whether the vintage Indy Roadsters at TWS will be paying CVAR entry fees. Answer is no, but they will pay a significant part of the party costs. The November 2009 TWS Indy Roadsters special event has already been publicized extensively.

John Furlow moved that the Treasurer's report be approved; Bob Green seconded the motion, which passed unanimously.

John Gaudette presented CVAR's 2008 Federal tax return to George Curl for his signature.

It was moved, seconded, and unanimously approved for new CVAR checks to be printed with John Gaudette's address on them. The monthly bank statements are mailed by the bank to the President, George Curl, who reviews them and then forwards them to the Treasurer, John Gaudette.

There was discussion about publishing financial details of each track event, but it was decided that it would not be in CVAR's best interests to make each track's contract details public knowledge. Any BoD member will happily discuss details with any CVAR member, but we don't want to publish.

Group 1 presented an inscribed bedpan to John Gaudette in honor of his Eagles Canyon escapade.

5. Registration Report: David Littlefield reported about bugs and improvements on the DLB website that CVAR uses to handle our registrations. By September, everyone's permanent numbers should be loaded.

6. Chief Steward's Report: Bob Green reported that the CVAR Safety Program is working extremely well, and that our number of accidents is at an all time low, among the lowest in vintage racing, if not the lowest. We have very few drivers on probation of any kind, and none on VMC probation. Jim Yule has asked to step down from leading the Safety team, in order to devote more time to the new CVAR Newsletter and his own race cars.

John Gaudette's slip and fall accident in the paddock at ECR was the first actual use of CVAR's Med Card program, and the feedback from the medical team was highly positive. They could hardly believe that the medical card information and insurance information was immediately available to them. They said that no other racing group they have worked with offers that level of medical and insurance information support. Everyone driving or working at an event is requested to voluntarily have a current medical card on file. The cards are kept by the grid personnel.

Bob Green is still looking for a replacement for his Chief Steward's job. He doesn't want to depart the CVAR scene, but does want to do some other functions instead.

The front engined Formula Junior special event at Hallett's "Thunder on the Cimarron VIII", October 16-18, 2009, is coming along well. Bob has located 32 front engined Formula Junior owners in the US, and has obtained a mailing and contact list of them. Each has been sent a first class letter outlining what the event will be, when, where, etc. along with a Hallett flyer about the track and its facilities. This was followed up with an e-mail for those we had e-mail addresses for. The event has been listed on the Historic Formula Junior Racing website, and featured in their newsletter. CVAR has received commitments from 11 drivers already. We have also been contacted with interest from England and New Zealand.

License status: at present, we have 196 VMC licenses, but 34 of those will expire before the September event at TWS. We are down about ten percent on licenses compared to last year. Working with VMC to get the license renewal/medical exam schedule changed to make the expiration date the last day of the month the physical was done in. E-mail reminders are sent before license expiration, but some still procrastinate, which causes a logjam of last minute renewals just before the next event.

7. Schedule: 2011 and 2012 not locked down yet. The 2010 racing schedule was discussed. TWS for February, September and November of 2010 is locked in. ECR is locked in for 2010. Hallett is currently planned for the second weekend in April and the second weekend in October, but not locked in yet.

Full page ads for the Indy Roadster event at TWS in November 2009 are being run in Victory Lane and in Vintage Circle Track magazine.

8. Dues Discussion: In January 2009, the BoD discussed the CVAR membership dues structure. We have a two-tiered system, where new members pay \$100 the first year, then \$50 for renewals thereafter. David Littlefield did a survey of other VMC clubs, and found that CVAR was the only one with such a two-tiered system. The suggestion was made to go to a single-tier system. After discussion, a vote will be taken at the September BoD meeting on going to a single-tier system, at an annual membership fee TBD at that time. Fee amounts ranging from the existing \$50 up to \$75 were discussed.

9. Authenticity: Two proposals on the table, discussed for information only, not being voted on at this meeting.

The first proposal is to consider making the PCS 1969 2 liter CP weight as the standard for all previous 2 liter 911 versions. Different years of 2 liter Porsche 911s currently have different official weights; some earlier year cars would be able to run about 100 pounds lighter if the rule was adopted. There is risk of all production car racers wanting similar weight change approvals if a 2 liter Porsche 911 special rule is adopted. At this time, there are only two or three early 2 liter Porsche 911 cars currently racing with

CVAR which would be affected. It is possible that a few more might come back out and run with us if their cars became more competitive. A Ron Shade poll of affected Group 7 CP drivers reportedly generated 19 responses, reflecting 15 in favor and 4 against.

The second proposal is to consider allowing certain mechanically fuel injected Porsche 911 models to convert to downdraft Weber carburetors due to problems with availability, cost and half-year lag time of repairs to the mechanical fuel injection systems. There was discussion of amending the proposal to allow the change, but with an authenticity point deduction. There was discussion of making the shift from injection to carburetion an option for all cars, not just Porsche 911s.

Action item for the next BoD meeting: Weights discussion – Several drivers are holding off complying with weight rules until they have to. Re-weighting of previously underweight cars will be done at the February 2010 event at TWS.

10. Member inputs: Art Summerville submitted an e-mail dated 06-27-09 summarizing concerns he had received from several members. Each was discussed at length, but no formal action items or voting took place.

A. Election of Board of Directors and Officers - This would require amending the CVAR Bylaws to put the names of all people interested in running for an office on the ballot, not just the names of the slate recommended by the Nominating Committee and a place for write-ins.

B. Officer Attitudes – Taken under advisement.

C. Eagles Canyon – CVAR will be racing once a year at ECR for the foreseeable future.

D. Membership Questionnaire – Membership is invited to attend the BoD meetings, and 30 minutes is allocated in each BoD agenda for member inputs; newsletter will publish member-submitted articles; BoD minutes are published on CVAR website. Communications with membership is deemed adequate and appropriate.

E. Newsletter Content – Newsletter will gladly publish member-submitted articles.

Andrew Fawcett submitted an e-mail dated 06-17-09 with some suggestions which were discussed:

A. Public BoD Agendas – At present, BoD allocates 30 minutes at each meeting for member inputs, and few are presented.

B. Bylaws – Should be available on the CVAR website, but need to be updated prior to posting.

C. Opinion Polls – Andrew proposed web-based opinion polls of the CVAR membership.

D. Race Sponsorship – An action item was created for Bob Green and George Curl to work up some numbers on what sort of sponsor \$\$\$ would be appropriate. Andrew Fawcett has stated an interest in trying to work an event naming sponsorship deal for a future event at TWS. Andrew will be invited to the September BoD meeting to discuss further. John Gaudette discussed potential ramifications of too much “non-exempt” event income on our Texas non-profit corporation status and our IRS tax obligations.

E. Dry Sumps – No support was voiced for changing CVAR rules in this regard.

11. Action items and assignments:

Review what it takes to change the Bylaws as regards election procedures – George Curl.

Review what it should cost a sponsor of an event – Bob Green & George Curl.

Membership fees will be discussed and voted on at the September BoD meeting.

Provide BoD agenda to Andrew Fawcett (webmaster) for posting.

Update and post the Bylaws on CVAR website and in files section of CVAR's Yahoo Group.

12. Next meeting was set for Saturday, September 26, 2009, same time and place.

13. Adjournment. The meeting was adjourned by President George Curl at 3:37 pm.

Respectfully submitted,

/signed/

Don Gwynne, Secretary

Corinthian Vintage Auto Racing, Inc. (CVAR)
Minutes of Board of Directors (BoD) Meeting
Saturday, 17 January 2009
Best Western Motel, Temple, TX

Attendees:

George Curl, President

Bob Green, Vice President

Don Gwynne, Secretary

John Fershtand, Director

David Littlefield, Registration

David Griffith, Tech Inspection

Roy Allen, Authenticity

Herb Hilton, Membership

Tony Welch, Member

Greg Reynolds, Member

Jim Yule, Member

1. Introductions: The meeting was brought to order at 12:05 pm by the President, George Curl. The group acknowledged Vice President Bob Green's upcoming 67th birthday. Herb Hilton and David Littlefield were welcomed as newly elected members of CVAR's Board of Directors.

2. Consent agenda: Bob Green moved to approve the previously distributed Consent Agenda. John Fershtand seconded the motion. The motion was unanimously approved. Consent Agenda items thus approved were:

Minutes of the November 2008 BoD meeting

Print ads

VMC dues

3: Canvass of votes:

Herb Hilton reported that the slate nominated by the BoD received 105 votes; seven different people received one or two write-in votes for President; one person received one write-in vote for Vice President; two people each received one write-in vote for Treasurer; one person received one write-in vote for Secretary; two people each received one write-in vote for Authenticity; seven people each received one write-in vote for Tech; two people each received one write-in vote for Registration; four people received write-in votes for the Member at Large position, with Robert Metcalf receiving 27 votes, and the other three people receiving from one to three votes each. The resulting 2009 CVAR Officers and Board Members are: George Curl (President); Bob Green (Vice President); Don Gwynne (Secretary); John Gaudette (Treasurer); Board Members are Roy Allen (Authenticity), Herb Hilton (Membership), David Griffith (Tech), David Littlefield (Registration) and Harold Pace (Member at Large).

4. Membership report: Herb Hilton reported that CVAR membership stands at 313 total members, of which 263 are competition members. The current mailing list for the CVAR newsletter includes approximately 600 persons. It is hoped that this will help bring in some new members and bring back some prior members. There was unanimous agreement that the first year cost to a new member should not be higher than renewal cost. The annual renewal cost of most other VMC clubs averages \$75. No changes will be implemented prior to the September 2009 BoD meeting. This topic will be on the BoD agenda for the May 2009 meeting. It was noted that renewals are down, and that approximately 50 CVAR drivers have not yet renewed their VMC licenses.

5. Treasurer Report: John Gaudette wasn't present, but paper copies of financial reports were distributed and reviewed. David Littlefield moved that the Treasurer's report be approved; Herb Hilton seconded the motion, which passed unanimously.

6. Schedule: The 2009 BoD meeting schedule was set as:

May 30, 2009 (after ECR)

October 3, 2009 (after TWS)

November 21, 2009 (after TWS)

There was discussion of ways to reduce the amount of money being spent at each event for race packets for the race chairman. Entry lists will be posted near Tech, but fewer printed copies will be made available.

Garage space renewals (\$100 for three events) at TWS are being received by Cindy Rodgers. Bob Green moved that unsold slots, if any, should be available at \$50 per single weekend from that event's race chairman. Roy Allen seconded the motion, which passed unanimously.

7. VMC Report: Bob Green will represent CVAR at an upcoming Vintage Motorsports Council (VMC) meeting in Ontario, CA, the weekend after the February event at TWS. Bob noted that a growing number of VMC clubs are strongly encouraging the use of HANS devices or equivalent, but that at present, no vintage club is requiring them. HSR will reportedly begin requiring them in 2010.

NASA and most professional series require them now. CVAR will publicize on our website and in our newsletter that they are strongly recommended. Bob expects that they will become required in the next couple of years, due to legal pressures on the insurers.

A total of 205 CVAR members currently hold up-to-date VMC competition licenses, but more than 50 of these will expire before the February 2009 event at TWS. 45 CVAR members hold VMC licenses that have been expired for a while but are still renewable.

CVAR is being invited to submit articles and photos to Classic Motorsports magazine, as well as to Victory Lane magazine. Don Gwynne will write two different articles and submit different sets of photos for the February TWS event.

8. Newsletter: Jim Yule presented a proposal for CVAR "sponsors" to be given advertising space in the CVAR newsletter as one of the benefits of being a "sponsor". Bob Green moved to approve Jim Yule's proposal; Roy Allen seconded the motion, which passed unanimously. Herb Hilton is to get with CVAR webmaster Andrew Fawcett to give priority on the website to "sponsor" advertisements. The Board formally thanked Jim Yule for his excellent work in creating and sustaining the new CVAR newsletter. There was a suggestion to list contact information for race chairmen on the masthead of the CVAR newsletter, but the race schedule listings already provide that information, so it won't be added to the masthead. Jim Yule said that articles in the 600 to 800 word range fit the publication's format best, and encouraged submittals. The next CVAR newsletter will be mailed to all 2008 and 2009 members. Starting with the May 2009 issue, it will go only to current members. Jim Yule solicited recommendations regarding pricing of sponsorships vs. ad sizes.

9. Member inputs: No one presented a member input.

10. Tech: David Griffith asked the group what they thought about making CVAR vehicle logbooks larger, i.e., a half-fold of an 8.5x11 sheet. There was no support for the idea, and it was dropped. David reported that the electronic scales have been repaired and will be in service at the February TWS event. Problem turned out to be a loose microcircuit chip. A new batch of TTP (test/tune/practice) stickers will be ordered. It was reiterated that the informal custom of half-day TTP for \$50 has been discontinued.

11. 15 minute break from 1:40 pm to 2:00 pm.

12. Budget and marketing report: David Littlefield reported on the financial improvement recommendations effort he undertook along with John Gaudette and Bruce Revenaugh. In addition, Tony Welch was present to address marketing ideas. A three page "For Board Use Only" hand-out produced by the team was reviewed in detail. We need to negotiate a reduction in the cost of running an event at Eagles Canyon. Volunteer help from the ladies auxiliary has been solicited by Bob Green, with no response to date. In summary, most of our costs are relatively fixed; the greatest opportunity to ensure the club's financial health is through increased participation through marketing efforts and special "feature" events (e.g., Friends of Triumph, MG Clubs, etc.).

Tony Welch presented several marketing ideas, including the promotion of marque car corrals at our events. Dan Chapman has also stated an interest in helping with marketing ideas. Bumper stickers were discussed. It was noted that Bill Haga is a graphic artist by trade, and may be able to assist our marketing efforts. Victory Lane magazine has some nice handout brochures on how to get started in vintage racing, with a blank place for us to imprint with CVAR contact information. A supply of these

brochures will be requested from VL. It is planned that the fall 2009 "Thunder on the Cimarron" event at Hallett will feature front-engined Formula Juniors, with a specific feature race for them. Ride arounds/drive arounds are popular, but they add \$1200 to the insurance cost of a single event, so they are not being further pursued. Tony departed the meeting at 3:00 pm due to other commitments.

It was agreed that there would be no free entry/car rental for a selected worker at the September 2009 TWS event. It was also agreed that at the February 2009 and September 2009 events at TWS, refreshments like beer/chips/dip would be provided in lieu of a full dinner. The November 2009 awards banquet will be handled as before, with a full dinner provided. John Fershtand will work with Dan Ruehs for arranging dinner and beer at the May 2009 event at Eagles Canyon. The Eagles Canyon course has been significantly improved. Large sections have been repaved, and the off-course areas are continuously being groomed to remove rocks, plant sod, etc. Dan Ruehs, ECR race chairman, is to provide an article on the ECR improvements for the CVAR newsletter (and Jim Yule needs it soon)

President George Curl formally thanked David Littlefield, John Gaudette, and Bruce Revennaugh for their work preparing their special CVAR Financial Committee Report.

13. Authenticity: The BoD discussed the latest input to CVAR's FIA/IMSA rules from Seth Higgins as regards 1973-1974 Porsche RSR (non-available) twin plug cylinder heads. Don Gwynne noted that it is the non-availability of the RSR twin plug heads (only about 50 sets were ever produced by Porsche) and not the fact that the single plug head is less expensive, that mitigates in favor of approving this proposed change. Roy Allen moved to approve Seth's proposal to allow use of (available) single plug cylinder heads on 1973-1974 Porsche RSR cars. David Littlefield seconded the motion, which passed unanimously.

There was discussion regarding roll cages picking up suspension points, penetrating firewalls, etc. Group reps will be asked to look at where we are today before any decisions or new rules will be promulgated.

Weight targets for all the different Porsche 911 versions are still not nailed down, but it is believed that all CVAR cars are near the current target weights.

14. Action items and assignments:

- Membership cost to be revisited, decision to be made at May 2009 BoD meeting.
- Procure a supply of Victory Lane flyers on how to get started in vintage racing.
- Fall Hallett event to be made a front-engined Formula Junior event.
- E-mail to Bob Kramer regarding making the spring 2010 Hallett event a FoT feature.
- Call Louis at TWS café regarding munchies vs. a full dinner for the February event.
- Remind everyone that the spring 2009 event at Hallett will run the course backwards.

15. Next meeting was set for Saturday, 30 May 2009, same time and place.

19. Adjournment. The meeting was by President George Curl at 3:37 pm.

Respectfully submitted,

/signed/
Don Gwynne, Secretary

Corinthian Vintage Auto Racing, Inc. (CVAR)
Minutes of Board of Directors (BoD) Meeting
Saturday, 8 November 2008
Best Western Motel, Temple, TX

Attendees:

George Curl, President
Bob Green, Vice President
Don Gwynne, Acting Secretary
John Fershtand, Director
John Furlow, Sr., Director
Bruce Revenaugh, Director
David Littlefield, Registration
David Griffith, Tech Inspection
Roy Allen, Authenticity
Herb Hilton, Membership
Greg Reynolds, Member
Ed Copley, Member
David Sauls, Member
Robert Metcalf, Member
Harold Pace, Member

1. The meeting was brought to order at 12:10 pm by the President, George Curl.
2. Consent agenda: Bruce Revenaugh moved to approve the previously distributed Consent Agenda. Bob Green seconded the motion. The motion was unanimously approved. Consent Agenda items thus approved were:

Pay bills for advertising
Minutes from previous meeting

3. Membership: Herb Hilton reported that CVAR membership stands at 290, of whom 29 are new, and 56 are in Novice driver status. Herb needs a separate list of our event workers. Sam Heumann to provide the info to Herb. The current mailing list for the CVAR newsletter includes approximately 600 persons. It is hoped that this will help bring in some new members and bring back some prior members.
4. Treasurer: John Gaudette wasn't present, but paper copies of financial reports were distributed and reviewed. It was noted that comments regarding CVAR financial matters should not be posted on the CVAR Yahoo Groups e-mail chat list. It was clarified that all TWS garage space rental income is posted against the February TWS event. John Furlow moved that the Treasurer's report be approved; John Fershtand seconded the motion, which passed unanimously.
5. Registration: David Littlefield noted rising usage of an old informal and undocumented half-day \$50 test and tune option on Friday afternoons and recommended the practice cease immediately. All agreed, and George Curl directed that this be passed to Jim Yule to be noted in the CVAR newsletter. It was clarified that if a second driver is to compete in the same car, the second driver must pay full entry fees as well.

6. Chief Steward: Bob Green will represent CVAR at an upcoming Vintage Motorsports Council (VMC) meeting at Barber Motorsports Park. A total of 190 CVAR members currently hold up-to-date VMC competition licenses, but 65 of these will expire before the February 2009 event at TWS. 46 CVAR members hold VMC licenses that have been expired for more than one year.

Bob noted that Judy Green has is retiring from the position of Race Control/Operating Steward. Although Bob's son is in training for Race Control duties, he is not yet qualified to act as Operating Steward. There is a critical need for computer-literate volunteers in Timing & Scoring. At present, we have a critical shortage and no identified candidates. CVAR volunteer workers are eligible for reimbursement of expenses up to \$75 per day. We need to emphasize the search for Timing & Scoring volunteers via the CVAR newsletter.

Although CVAR is a relatively small organization, we are doing some things right. CVAR had more entrants at the recent Monterey Historics than any other VMC club, and at least four other organizations are in the process of emulating CVAR's highly successful Safety Program.

An effort by Mary Jo Summerville to organize CVAR ladies was noted and discussed.

After discussion, it was noted that the medical information cards kept at Grid make it redundant to require entry of medical information to the online event registration screens. The requirement for entry of medical information during event registration is to be deleted.

Bob Green moved that anyone who receives the new CVAR Lifetime Achievement Award should receive a free lifetime CVAR membership as well. This motion was seconded by John Furlow and passed unanimously.

It was noted that the McClanahans donated the November 2008 TWS event tee shirts, and should receive our thanks. All proceeds from surplus tee shirt sales were donated to the Stephens Victory Circle at Hallett.

The 2009 season will be Bob Green's last in the role of Chief Steward. Bob said that he will stay involved in other CVAR positions, and would like to remain the CVAR representative to VMC, but is grooming Pete Thompson and David Hopkins as potential Chief Steward replacements at this time.

7. Tech - David Griffith said that if CVAR is to allow the C Sedan Minis to mount batteries in the passenger compartment, he favors requiring the battery be solidly mounted inside a box like that required by NHRA or equivalent.

8. George Curl briefly discussed the draft schedules for 2010, 2011, and 2012. Some consideration was given to holding two events at ECR instead of one, but no decisions were made. Robert Metcalf voiced concerns about hostile runoff areas at ECR, e.g. big rocks. It was stated that ECR has gone to considerable effort to repave rough sections of the track (using the same contractor that repaved Hallett so successfully), and has an ongoing effort to eliminate rocks and other hazards from runoff areas, which are being planted with grass. Robert Metcalf volunteered to visit ECR, review it from the point of view of a Group 6 Formula Ford's ground clearance, and write a report for the CVAR newsletter.

At TWS, the track management experienced problems with another group (not CVAR) regarding alcoholic beverages, and has decided that although alcoholic beverages will not be banned, the track

and its food concessionaire will no longer be involved in the sale or distribution. If CVAR wants to serve beer at evening parties, it will have to arrange for its supply on its own. John Fershtand volunteered to evaluate options in this regard.

9. Bob Green read a thank you card from Judy Green for her McLaughlin Trophy. Along the same line, Reb Folbre's selection for CVAR's Lifetime Achievement Award was very well received, and Reb was very appreciative.

10. Cost Containment - David Littlefield discussed his spreadsheet that predicts deficits in 2009 unless entries increase or expenses decrease. Bob Green noted that Dan Davis (editor of Victory Lane magazine) has recently visited quite a few vintage racing prep shops and reports no indication of a downturn in interest or commitment. Looking within CVAR, George Curl predicted that few Group 1 competitors are likely to reduce their involvement, whereas Group 2 may be the group hardest hit by economic concerns.

Regarding expense reduction opportunities, the Saturday night parties are one of our biggest expense items, and the sense is that few members would miss it if a free dinner were no longer provided. No decisions were made, but the membership opinions regarding this potential cost saving measure will be solicited.

John Fershtand volunteered to evaluate sources of food catering for ECR, most probably from Denton area businesses.

Bob Green has annual entry levels at our events, broken down by group, and will provide this information to David Littlefield.

David Littlefield, Bruce Revenaugh and John Gaudette volunteered to bring specific cost reduction recommendations to the January BoD meeting.

11. Member Inputs - No members presented inputs to the BoD at this meeting.

12. Executive Session - At 1:47 pm, non-involved parties were asked to briefly leave the room, for John Furlow's report from the Nominating Committee. The Executive Session terminated at 2:14 pm and all were invited back into the meeting.

13. Pending Approvals - The new CVAR Rules Change Process was presented and discussed. Roy Allen moved it be adopted, and David Griffith seconded the motion, which was approved unanimously.

14. Group 1 Exceptions - David Littlefield presented his argument that the BoD erred in allowing free aftermarket internals in all production classes. His e-mail on the subject raised as a point of order that it was not done properly. He felt that the exception was intended for Group 1 only. His position is that the BoD changed the preparation rules for all production classes without input on the subject from the affected groups. David Griffith moved to revisit the issue, group by group. John Furlow seconded the motion. After discussion, the motion failed to pass and was not adopted. The issue can, however, be discussed further on the CVAR website and in the newsletter. David Littlefield volunteered to be the subject POC for Group 2 in this regard.

15. Group 7 Exception Requests - Porsche weights are a complex subject, and adoption of the proposed list was delayed until the January 2009 BoD meeting, pending further discussions between Ron Shade and Steve Kent. George Kopecky asked for allowance of whale tails, citing aerodynamic safety concerns. It was stated that Ron Shade lifts early before TWS Turn 1 due to such concerns. The requested exemption was not resolved. The request to allow "PMO" brand (Weber-clone) carbs was not resolved, pending justification. The request to allow Weber carbs in lieu of mechanical fuel injection on certain 1972-1973 Porsche 911 models equipped with 2.4 liter engines was not resolved, pending a recommendation from Group 7 regarding an appropriate weight penalty if allowed. The proposed Group 7 tires list was discussed favorably. John Furlow moved it be approved, John Fershtand seconded, and the motion carried unanimously.

16. Break at 3:00 pm, reconvened at 3:10 pm.

17. Group 6 Exceptions Requests - Exceptions requested in Ed Copley's letter, plus comments published in the board packet, were discussed, one by one.

Recommendation 1 regarding Dunlop tires was APPROVED.

Recommendation 2 regarding distributor-housed ignitions was APPROVED.

Recommendation 3A regarding SCCA cast steel crank is already ALLOWED via Monoposto rules.

Recommendation 3B regarding reducing FF1 flywheel weight from 20 to 16 pounds was APPROVED.

Recommendation 4 regarding 0.020 overbore allowable was APPROVED.

Recommendation 5 regarding chassis and suspension strengthening was TENTATIVELY APPROVED, pending wording clarifications.

Recommendation 6 regarding bodywork changes to accommodate parts changes - NO ACTION TAKEN, pending wording clarifications.

Recommendation 7 regarding foot box alterations - ALREADY ALLOWED, no rule change required.

Recommendation 8 regarding cutoff date changes, including possible creation of a new FF3 class for newer cars, was TABLED pending submittal of a specific proposal.

18. Next meeting was set for Saturday, 17 January 2009, same time and place.

19. Adjournment. The meeting was by President George Curl at 4:03 pm.

Respectfully submitted,

/signed/
Don Gwynne, Acting Secretary

Corinthian Vintage Auto Racing, Inc. (CVAR)
Minutes of Board of Directors (BoD) Meeting
Saturday, 20 September 2008
Best Western Motel, Temple, TX

Attendees:

George Curl, President
Bob Green, Vice President
John Gaudette, Treasurer
Don Gwynne, Acting Secretary
John Fershtand, Director
Bruce Revennaugh, Director
David Griffith, Tech Inspection
Roy Allen, Authenticity
Herb Hilton, Membership
Greg Reynolds, Member
Bill Hill, Member
Ed Copley, Member
Robert Metcalf, Member
Michael Jenniges, Member
Jim Mangham, Member
Seth Higgins, Member

The meeting was brought to order at 11:56 am by the President, George Curl.

1. Call to order: George Curl welcomed the attendees and briefly discussed the "board package" of printed materials mailed the week before to all the Directors.
2. Consent agenda: Bob Green moved to approve the previously distributed Consent Agenda. John Fershtand seconded the motion. The motion was unanimously approved. Consent Agenda items thus approved were:
 - Petty cash funds to be available at race events
 - Pay bills for advertising
 - Minutes from previous meeting
3. Treasurer: John Gaudette reviewed revenues and expenses for the first half of calendar 2008. Event worker costs have approximately doubled from the early part of calendar 2007. With the higher rates, we get significantly more workers volunteering for our events. At Eagles Canyon, there was additional expense to add a second wrecker for Sunday to avoid excessive delays. Turnout for the Sept 2008 TWS event was down somewhat, possibly due to Hurricane Gustav, but weather for the event turned out fine. John distributed a single page comparison of September TWS race costs for 2007 vs 2008, which showed not much difference overall. David Griffith moved that the Treasurer's report be approved; John Fershtand seconded the motion, which passed unanimously
4. Membership: Herb Hilton led a discussion whether to add another event to the CVAR schedule, and whether to add a second event at Eagles Canyon. Discussion indicated little support for either. There

was discussion regarding Houston MSR and Cresson MSR, and neither was favored in lieu of our current selection of race venues.

Herb needs a separate list of our event workers. Sam Heumann to provide the info to Herb. Bob Green is to check with Sam about the transfer of a copy of the list to Herb. It was noted that all our workers should be on distribution for the new CVAR newsletter.

5. Registration: Not discussed, David Littlefield not present.

6. Schedules: Tentative schedules for the 2010, 2011, and 2012 seasons will be discussed at the November BoD meeting.

7. Upcoming Election: The Director position now held by Bruce Revenaugh will be up for election, as will the position of Secretary. A nominating committee consisting of Greg Reynolds, Roy Allen, and John Furlow was appointed.

8. November TWS Event: The 20th Anniversary of CVAR will be celebrated. Year-end trophies have already been ordered. Andrew Fawcett and John Price were selected (in absentia) to organize the Saturday night program activities. Dan Davis agreed to give CVAR a one-time half-page ad in Victory Lane magazine in return for \$450 and a CVAR event entry. Don Gwynne to coordinate with Dan Davis at Victory Lane magazine regarding an article celebrating CVAR's 20-year history.

9. Awards: Bob Green discussed the Bob McLaughlin Award, to be presented to the CVAR member who exemplifies "Corinthian Spirit and Attitude". The recipient of this award is known for his/her positive attitude, willingness to help fellow racers and overall Corinthian spirit. Past recipients were said to include Bob Merrill, Art Summerville, Ken Caudle, and Bob Green.

The Worker of the Year Award is self-explanatory. It was noted that this is not limited to just Flag & Comm. CVAR is fortunate to have valuable and dedicated workers in Timing & Scoring, Grid, Race Control, etc. which should not be overlooked when selecting a candidate for this award.

10. Back to #4, Membership: Jim Yule wants to solicit membership renewals from everyone who has been a CVAR member since 2004. The BoD approved the printing and mailing costs associated with this effort. Herb Hilton is to e-mail a list of non-renewed past members to Jim Yule for this purpose.

Other area car clubs that may have members who would be interested in CVAR membership might include BMW CCA, PCA, Corvette Club, Mustang Club, MG Club, Triumph Club, Nifty Fifties Club, Old Brit Car Club, etc.

Discussion indicated that CVAR really needs a Publicity Chairman. Robert Metcalf volunteered and was so appointed.

11. Back to #6, Schedule: The April 2009 event at Hallett will be run in the opposite direction.

Trent Terry was severely injured in a motorcycle accident in St. Louis in June 2008. Trent's accident has made the Jaguar special feature event at our May 2009 Eagles Canyon race appear very doubtful.

12. Technical Inspection: David Griffith discussed the proposed wording of drivers suit rules to allow for labeled Nomex (or equivalent) drivers suits produced before SFI certification labeling was added, so long

as SFI-approved underwear was also worn. This is in accordance with the wording proposed by Don Gwynne during the January 2008 BoD meeting. After discussion, the BoD agreed with the proposed rewording.

The exception to the roll bar and roll cage rules for Historics was discussed and upheld.

Regarding the requirements for window safety net, the words "CVAR approved" should be deleted, and the alternative of wearing arm restraints should be added.

if Class rules per GCR or Group rules allow. We do not want to tell everyone they can move their battery to the Trunk when by 2010 we are making them comply with the GCR and move them back with in the original location, or take a points reduction.

After discussion, the CVAR BoD has decided to continue allowing a move of the battery location, when the move is permitted by GCR or Group-unique rules exceptions (but only to the trunk, not to the driver's compartment). By 2010, all battery locations must be in accordance with GCR, or authenticity points will be deducted.

13. There followed a 15-minute break at 1:15 pm.

14. Back to #7 Upcoming Election: There was discussion whether Bruce Revenaugh could stand for re-election, considering he had not held his position for a full year. Bruce is to get back with the BoD later regarding whether he would be willing to stand for re-election or not.

15. Member input: Greg Reynolds thanked the BoD for agreeing to run the April 2009 Hallett event "backwards".

David Griffith asked what is CVAR's weight goal. George Curl responded that the goal is GCR compliance, with a 5 percent margin allowance. Weights info needs to flow from David Griffith to Roy Allen.

Greg Reynolds suggested that the CVAR newsletter publish articles about the concepts of vintage and authenticity. The idea is to clarify "vintage racing" versus simply racing old cars. Several appropriate "What is Vintage?" articles have appeared in Victory Lane in recent years; George Curl will contact Pam Shatraw and Dan Davis at Victory Lane for permission to reprint some of them.

Ed Copley asked for clarification of FF2 rules. There was a discussion of adopting Monoposto rules (1981 cutoff + inboard suspension at one end only). Ed feels that CVAR Group 6 needs clearly stated cutoff dates. Ed noted that there were huge changes to formula car designs in the early to mid 1980's that do not appear to be appropriate for CVAR cars.

16. Rules Change Process (in packet): After extensive discussion, and some clarifications, it was agreed that a final version of the proposed Rules Change Process will be presented at the November BoD meeting for final ratification, to become effective in CY2009.

17. FIA/IMSA Rules: Seth Higgins presented his final proposal, which was slightly different from that distributed in the packet. Bruce Revenaugh moved the proposed rules, with corrections, be posted, and John Fershtand seconded. The motion was passed unanimously.

18. Lifetime Achievement Award: A new Lifetime Achievement Award was proposed. The nominee should be one who has in a fundamental way advanced Vintage Sports Car Racing; a person whose accomplishments have been acknowledged by competitors, organizers, peers, passionate observers of the sport within CVAR and whose past work has stood the test of time. This is a first time award and will be presented annually in the future. The BoD will select the first winner, with the general membership selecting on the winner thereafter. Greg Reynolds volunteered that his "CoatPro" powder coating company would sponsor the cost of the first (silver tray?) trophy. Bob Green moved to approve the creation of this new award; John Fershtand seconded the motion, which was approved unanimously.

19. Wording for Non-Member Drivers: David Griffith moved to adopt the proposed wording; Roy Allen seconded the motion, which was approved unanimously.

20. Rules: Bob Green led a discussion of the Group 2 rules exception list.

21. Break: There followed a 10-minute break at 3:30 pm.

22. Rules, continued: C Sedan exception list was discussed.

John Fershtand then reviewed the Group 1 control arm modification exception wording, which was accepted after clarifications were added.

Seth Higgins then discussed the Group 1 approved cylinder head list. For the A Sedans/Trans-Am class cars, OEM cylinder heads with casting numbers indicating 1972 availability will be allowed; modern 034 "Bowtie" Chevrolet heads will be allowed through the 2010 season, then will no longer be allowed. Cars with 034 "Bowtie" heads installed will not receive full authenticity points. This was moved by Roy Allen; John Fershtand seconded the motion, which was approved unanimously.

It was proposed by Seth Higgins that for 2009, the Group 1 authenticity points listings should all be reset to zero, and car owners to earn their authenticity points by working with their Group 1 Rep to demonstrate the car's correct preparation.

23. Next Meeting: After discussion, the date for the next BoD meeting was set for Saturday, November 8, 2008, same time and location.

24. Adjournment: The meeting was adjourned by George Curl at 4:22 pm.

Respectfully submitted,

/s/

Don Gwynne, Acting Secretary

Attendees:

George Curl, President
John Fershtand, Director
John Furlow, Director
David Griffith, Director
Bruce Revenaugh, Director
Roy Allen, Director
Charlie Jones, Member
Dan Ruehs, Member
Harold Pace, Member
Herb Hilton, Member
Don Gwynne, Member
Lisette Strandh, Member
Chalmer McWilliams, Member
Jim Yule, Member

The meeting was brought to order at 12:08 pm by the President, George Curl.

1. Call to order: George Curl welcomed the attendees and briefly discussed the "board package" of printed materials mailed the week before to all the Directors.
2. Consent agenda: John Furlow moved to approve the previously distributed Consent Agenda. John Fershtand seconded the motion. The motion was unanimously approved. Consent Agenda items thus approved were:
 - Pay bills for hats and advertising
 - Minutes from previous meeting
 - Rule changes for Pre-war cars
 - DLB invoice
 - Treasurer's Report submitted by John Gaudette
3. Membership: Herb Hilton started by asking whether there is support for holding more than six racing events per year. There was not. December not a popular month for a race; concern regarding staffing with corner workers, etc. if more events were held.

At present, there are 284 members (including 21 new members), and at recent events we have had 19 visitors from other VMC clubs.

At the last BoD meeting, there was discussion of Steve Kent's issues with following the By-laws on elections. There followed a discussion of amending the By-laws to provide for use of e-mail for the CVAR electoral process. John Fershtand moved that the By-laws be amended to read "With the approval of the Board of Directors the Nominating Committee will then e-mail, or cause to be e-mailed, to the members in good standing as of the 1st of December, the ballot containing the recommended slate as well as the membership renewal form." The motion was seconded by John Furlow, passed unanimously, and was adopted.

Herb reported that DLB Racing did not charge CVAR for handling our online membership renewals in 2008, and will not do so in 2009 as well.

Herb discussed the Tim Johnson situation, requesting a "kinder and gentler" way of handling grievances. Tim's open letter to the BoD was discussed as regards an illegal oil pump system on his MGB. Tim was very disgruntled that his points standings were published as "illegal", and quit the club. George Curl provided additional insight into the dispute, and discussed the alternatives Tim was offered. The BoD reviewed Roy Allen's draft e-mail response to Tim, and recommended it be sent as written.

4. Treasurer Report: John Gaudette was not present. John's report was included as part of the Consent agenda, but was also separately accepted unanimously during this portion of the meeting. George Curl reported that a required IRS tax return has been submitted.

5. Registration: David Littlefield was not present. Only one person is currently reporting difficulties using online registration; George Curl carries twenty paper sets of registration forms with him to each event in case they are needed.

CVAR earned approximately \$2500 on the April 2008 Hallett event.

6. President's report: George Curl addressed By-laws allowing increase of Board of Directors membership. At present, the BoD consists of nine members: President (George Curl), Vice-President (Bob Green), Secretary (acting - Don Gwynne), Treasurer (John Gaudette), At Large (John Furlow), At Large (John Fershtand), At Large (Bruce Revennaugh), Authenticity (Roy Allen), and Tech Inspection (David Griffith). It was proposed by George to amend the By-laws by adding two new BoD positions: Membership and Registration, to be filled by election of the membership at the next annual meeting. David Griffith so moved and John Furlow seconded. The amendment was approved unanimously and was thus adopted.

The CVAR race calendar (included in the Board package) for 2009 was discussed. Event sites include Eagles Canyon, Texas World, and Hallett.

Insurance for the Eagles Canyon event is being handled through Eagles Canyon instead of K&K. Insurance certificates are already in hand. CVAR event schedules for 2010, 2011 and 2012 will be provided at the next BoD meeting. Need to make sure Eagles Canyon dates don't conflict with NASCAR or IRL events at Texas Motor Speedway. Traffic concerns and unavailability of lodging are showstoppers.

George Curl discussed whether CVAR is to place an advertisement in "Vintage Racecar" magazine for its Monterrey Historics issue for \$310. This issue is handed out as a "freebie" at Monterrey and reaches a large number of vintage racing enthusiasts. John Furlow so moved, David Griffith seconded. This was passed unanimously.

Trent Terry of Terry's Jaguars has offered to pay for a race party if CVAR will allow them to hold an all-Jaguar feature race at Eagles Canyon in 2009.

Jeff Wilt e-mailed George Curl and Bob Green that he did not have time to devote to the job of CVAR Secretary, and resigned from that post. After discussion, George appointed Don Gwynne as Acting Secretary until the next elections. Don Gwynne accepted the position.

There was discussion on Novice licensing requirements. Herb Hilton said he would like to have a spreadsheet showing satisfactory completion of School, Novice 1, 2, 3, 4, and Corner Working. An

Action Item was assigned to Herb Hilton and George Curl to figure out how to track Novice completion events.

7. Logo: Logos were in the last Board packet. CVAR has an account at Panda. If you go to their website, you can get anything made for yourself bearing the CVAR logo. At present, only two people can obligate CVAR for bulk purchases from Panda to be charged to the club. After discussion, the BoD voted unanimously to keep the rectangular text-only "logo" for most purposes, and to keep the column with the stylized sports car on top of the column as an alternate CVAR "emblem".

8. Caterhams and Westfields: Chalmer McWilliams spoke again in favor of a reversal of the BoD's July 2006 ruling to exclude Caterhams from CVAR eligibility at a future point in time. During discussion that followed, Harold Pace reviewed the reasoning for the BoD's 2006 decision. There was also a discussion of certain Westfields being granted a CVAR year-by-year exemption, void if car is ever modified or sold.

Roy Allen moved that the Caterham issue be separated from the Westfield issue for the rest of the discussions and BoD actions. This was seconded by John Furlow and passed unanimously.

John Furlow moved that the two Westfield XI cars (one co-owned by John Lopez and Chalmer McWilliams and one owned by Don Green) currently holding CVAR log books be allowed to run in CVAR Group 4 on a year-by-year basis. David Griffith seconded this motion, which passed unanimously.

After much further discussion regarding Caterhams, Bruce Revenaugh moved to allow present Caterham owners to continue racing them in CVAR, as long as they own the car. No one seconded Bruce's motion, and it died for lack of a second. The BoD's 2006 decision was thus affirmed. Caterhams will not be allowed to compete in CVAR events after November 2008.

9. There followed a 10-minute break at 2:30 pm.

10. Member input: John Fershtand took off his "BoD hat" and put on his "CVAR member hat" to read prepared remarks contained in his letter to the BoD dated 10 May 2008. John's remarks and letter were generally critical of continual rules changes that require members to spend time and money to comply with. John stated that the mood in the paddock is at a new low. BoD will consider this input between now and the next BoD meeting.

11. Tech: David Griffith discussed his proposed wording for a tightening of CVAR's drivers suit rules. Don Gwynne recommended a change to the proposed wording to allow for labeled Nomex (or equivalent) drivers suits produced before SFI certification labeling was added, so long as SFI-approved underwear was also worn. This is in accordance with the wording proposed during the January 2008 BoD meeting. After discussion, the BoD agreed to Don's proposed rewording; tabled until the next BoD meeting for final consideration.

David Griffith noted that the SCCA is about to publish a new version of the #5684 publication "Vintage and Historic General Competition Rules". An Action Item was assigned for Harold Pace to review the new issue (George Curl will purchase a copy and provide it to Harold) versus the two prior issues (Harold has issue #1 and Herb has issue #2).

Don Gwynne noted that it may be possible to scan and post GCR/PCS versions on the CVAR website, if SCCA does not attempt to defend copyright. Several clubs, including SOVREN, have various GCR/PCS versions posted online on their website.

David Griffith discussed revamping the format for the November races at TWS. Saturday to be the last points race of the 2008 season, and Sunday to be the first points race of the 2009 season. The Enduros are eliminated. Qualifying for the Sunday points race to be held on Sunday morning. Provision for some form of non-traditional races on Sunday morning is retained, e.g. Australian Pursuit, etc. CVAR lost money at the last November TWS event due to poor turnout.

There was discussion about inviting the approximately five known "Indy cars" in Texas to come to TWS. If enough cars entered, they may be given their own race. If only a small number enter, they may be run with Group 4. They must run the same course, i.e., the TWS oval is not in good enough condition to safely allow high-speed runs by old Indy cars.

12. Authenticity: Roy Allen led off with a discussion of lower control arm rework issues. Eventually, the issue was tabled, with an Action Item to John Fershtand to provide more detailed information.

There is a need for review and updating of the lists of allowable and prohibited tires. It needs to be generated from the bottom up. Action Item to Group Reps to submit tire list recommendations at least 10 days prior to the November 22, 2008 BoD meeting.

Roy Allen asked the BoD for a formal opinion regarding how CVAR should enforce our FIA Class requirement that a car reflect a specific car that raced in period. Seth Higgins has been fielding a lot of questions as to the degree of fidelity of the clone. An exception to allow the single plug engine in "FIA Porsche RSR" replicas has already been granted by CVAR. Don Gwynne stated an opinion that CVAR should require the entrant to provide details of the car being duplicated, the homologation papers for the car, the applicable year's FIA Appendix J rules, and any additional sanctioning body rules, e.g. IMSA Camel GT supplemental regulations. As regards the CVAR requirement that an FIA car for CVAR should duplicate a car that actually raced in-period, Harold Pace gave the example of the John Greenwood Corvette. One cannot simply take a relatively stock Corvette and put in an aluminum big block engine, you have to build ALL of John Greenwood's Corvette, including Girling Can-Am brakes from England. It is not the BoD's responsibility to make it inexpensive to build an FIA car. Performance-related items won't receive much tolerance; any exceptions, such as the allowance of the 3-liter single plug Porsche engine, need to be separately considered and approved by the BoD. If it is a cosmetic issue, it can be handled as a points deduction; if performance related, should have to comply strictly. Harold Pace recommended that any FIA cars currently racing with CVAR be given a relatively long period to come into full compliance with this stricter interpretation.

Harold Pace discussed in-period cheating, especially in the Trans-Am series. Harold recommended that if a competitor can document that his car (not just someone's car) actually raced in-period with a "cheat", you can race it. But you can't build a "cheat" into a "clone" car that didn't actually race in-period.

Bruce Revenaugh discussed rear engined Formula Juniors. Some race in Group 4 and some race in Group 6.

The revised draft of CVAR rules was reviewed by BoD prior to the meeting. John Furlow moved they be accepted and posted to the CVAR website. Bruce Revenaugh seconded, and the motion passed unanimously. George Curl will direct Andrew Fawcett (CVAR's webmaster) to post the rules ASAP.

Charlie Jones had to leave the meeting, and Roy Allen handed out copies of the proposed Authenticity check sheet for comments.

13. Newsletter Proposal: Jim Yule proposed CVAR publish a printed newsletter. He proposed a newsletter format focused on fun and positive aspects, to be used as a PR handout as well as a newsletter to members. He proposed it be distributed electronically as a PDF file to members, with paper copies available freely upon request. He envisioned including a President's Letter, a Safety section, race results, photos, and advertising, with the rest of the content being relatively static "boilerplate" such as how to get a license, where to get more information, race schedules, etc. Jim volunteered to get it up and running through several issues, but did not want the editorship permanently. His hope is for someone to come forward willing to serve as editor, once the startup work is all done. Jim noted there would be costs associated with starting such a printed newsletter. After discussion, the BoD authorized Jim's proposal to initiate the printed newsletter effort.

14. Safety: Jim Yule was pleased to report that RMVR has agreed that it will enforce CVAR's 3 month internal probation on RMVR members who incur sanctions at a CVAR event.

Next BoD meeting is set for the same location on September 20, 2008 at noon.

Meeting was adjourned by George Curl at 4:05 pm.

Respectfully submitted,

/s/

Don Gwynne, Acting Secretary

**Corinthian Vintage Auto Racing, Inc. (CVAR)
Minutes of Annual Membership Meeting**

Saturday, 19 January 2008
Best Western Motel, Temple, TX

Attendees:

George Curl, President
Bob Green, Vice-President
John Gaudette, Treasurer
John Fershtand, Director
John Furlow, Director
David Griffith, Director
Bruce Revenaugh, Director
Roy Allen, Director
David Peterson, past President
Seth Higgins, Member
Harold Pace, Member

Herb Hilton, Member
David Littlefield, Member
Chalmer McWilliams, Member
Jeff Sloan, Member
Don Gwynne, Member

The meeting was brought to order at 1:03 pm by the President, George Curl.

1. Introduction/outgoing statement: George Curl welcomed the attendees and made brief introductory remarks. Past President David Peterson had not yet arrived, so his outgoing statement was postponed until later in the meeting.

2. Consent agenda: George Curl stated that he will prepare and distribute a "Board Packet" approximately 8 to 9 days prior to each meeting, to allow pre-meeting reviews of a "Consent Agenda" and other reports and issues. Intent is to streamline the routine approval process. CVAR has received requests our mailing lists from a couple of motorsports magazine publishers. CVAR is willing to provide such a listing, but our database format is not what the requesters asked for. CVAR will not revise its mailing list database format for the convenience of outside agencies such as publishers and advertisers.

Bob Green moved to approve the previously distributed Consent Agenda. John Gaudette seconded the motion. The motion was unanimously approved. Consent Agenda items thus approved were:

- Minutes of the previous meeting 12/02/07 - Action - Approved
- North American Modern Endurance Challenge - Decision - Declined
- Electronic Dues // membership - Action - Online, underway
- State of CVAR report - Action - e-version to web, paper at track
- Mailing list to Vintage Motorsports - Action - Approved
- Mailing list to Vintage Racer - Action - Approved

3. Election Results & Membership Renewals: Herb Hilton provided a rundown of CVAR election results. The proposed Board of Directors slate was approved by the membership, notwithstanding a few write-ins. Herb read a critical note from Steve Kent regarding conduct of elections per the CVAR by-laws. John Gaudette discussed the Board's plans for getting the elections back on track as prescribed in the by-laws. If Bruce Revenaugh's position is regarded as a one year term, and then he runs for re-election, that appears to place the entire election cycle back on track. After discussion, it was decided that the ballots should be kept on file and available for review until May 2008, then discarded (shredded).

Bob Green moved that the election results be accepted. John Furlow seconded the motion, which was unanimously approved.

Herb reported that DLB Racing is not currently charging CVAR for conducting the online membership renewal effort. Andrew Fawcett has sent e-mail renewal reminders to all CVAR members. Some may not receive due to spam blockers, etc., but for each outgoing e-mail reminder for which Andrew did not receive a "read receipt", he followed up with a mailed paper renewal reminder to that member. After discussion, it was decided to give everyone up until the first race of calendar 2008 to renew, then to begin enforcing the expired membership penalty (initiation) fee, commencing on February 25, 2008. Currently, approximately 100 memberships have not yet been renewed.

At present, there are 69 CVAR drivers with expired licenses or licenses that will expire before the February event at TWS.

4. Treasurer Report: Before giving the financial details, John Gaudette noted that he has a CVAR-owned IBM ThinkPad notebook computer that he does not need or use. David Griffith spoke for it, and will henceforth use it to maintain records of car weights and other CVAR tech inspection matters. This CVAR property is now in the possession of David Griffith.

John Gaudette noted that the Chase Bank signature card for CVAR's checking account needs to be updated. According to the Chase Bank branch in Katy, TX, Jeff Wilt must initiate these changes, but that they can be accomplished at any Chase Bank branch. Bob Green is on the signature card now. Need to add George Curl and David Littlefield. Need to delete David Peterson, Art Summerville, Steve Kent, and Roger Bailey.

John Gaudette stated that IRS Form 990 income tax return for CVAR's calendar 2007 earnings is due May 15, 2008. In recent years, CVAR has paid approximately \$900 annually for a professional tax preparer to prepare this document for signature, but it is a relatively simple form, and John volunteered to prepare it himself, for the President's signature. Don Gwynne noted that the IRS return for his homeowners association is due on March 15, not May 15, and asked whether the May date is correct. John (correctly) noted that a homeowners association reports to IRS via Form 1120-H, which has a different due date.

John Gaudette noted that bank statements and unpaid bills are currently being received by various different individuals. They need to all come to the same place. John Gaudette and George Curl agreed to work this issue offline, not during this BoD meeting.

After a brief review of the financial statement, John Gaudette moved that the treasurer's report be accepted. Bruce Revenaugh seconded the motion, which was unanimously approved.

5. Outgoing statement: David Peterson thanked everyone for their support during his 2007 tenure. He said that he found it not easy to please everyone, and that he received a lot of complaints about the voting process. He felt that treating a lack of response as a vote for the proposed slate diluted member confidence in the fairness of the voting process, and recommended against doing so in future elections. He noted that the President can never do it all himself, and encouraged volunteerism on the part of the BoD when new issues arise.

David turned his remarks to authenticity rules concerns. He feels that the current rules clarifications appear to be very Mustang-specific. David recommended that rules clarifications and changes should be accomplished by a committee that also includes non-Group 1 people, Chevy people, AMC people, etc. George Curl redirected the meeting back to the agenda at this point. David was encouraged to remain in the meeting until the authenticity issue is discussed, and he did so.

6. Registration: David Littlefield noted that improvements to the DLB Racing website handling of second car entries are underway. DLB can provide CVAR with tailored reports for use by tech, medical, etc. upon request. In the future, CVAR may be able to tailor report formats for ourselves, instead of asking DLB personnel to change the format for us as is currently required.

Herb Hilton agreed to send all non-CVAR car entry information to Roy Allen, so that the non-CVAR cars can be properly screened for technical issues.

The proposed 2008 fee schedule provided in the "Board Packet" was discussed, and the only change was to make the student entry fee \$400, not \$450. With this one change, the new fee schedule will become the basis of DLB online registrations for the February TWS event, which David Littlefield will open ASAP.

The Hallett event in April will be billed as the "Mike Stevens Classic". Dedication of the new winners circle is also expected to take place during the CVAR April event. Greg Reynolds is the CVAR negotiator with Scott and Connie Stevens for the April event at Hallett. CVAR pays its workers \$75 per day, whereas Hallett pays its workers \$50 per day. CVAR provides some workers for the Hallett event, and will make up the \$25 shortfall. CVAR events at Hallett are contracted differently than other events, in that CVAR currently receives a flat \$25 per entry and Hallett gets the rest of the entry fees. With the new CVAR fee increase of \$50, the BoD feels that Hallett should get half and CVAR retain half.

George Curl proposed disallowing walk-in students at CVAR drivers schools, with the cutoff point set at 10 days prior to the event. This proposal was moved, seconded, and unanimously approved.

It was noted that the closed wheel and open wheel enduro events on Sunday at the November 2007 TWS event drew a total of only 22 entrants. The TWS paddock thinned out noticeably on Sunday morning. A decision whether to continue these enduros is to be an action item for the next BoD meeting.

7. Schedule: George Curl noted that all CVAR members are welcome to attend BoD meetings, and that 30 minutes will be placed on each BoD meeting agenda to assure members have an opportunity to bring their concerns or recommendations to the BoD. The Best Western motel in Temple will continue to be the meeting place until further notice. The BoD meeting schedule for the remainder of 2008 was set as follows:

May 10, 2008
Sept 20, 2008
Nov 22, 2008

8. School/Instructors: George Curl addressed a proposed change to compensation for Friday instructors. The intent is to compensate instructors for Friday by granting free "test and tune" Fridays at the following two events. Clarification: this is to be a "use it or lose it" benefit that cannot be carried forward beyond two events immediately following the school Friday instruction. In return for instructing at one school Friday, the instructor receives two Instructor Friday "test and tune" sessions.

Bob Green moved that the above change be implemented. John Fershtand seconded the motion, and it was approved over one nay vote.

9. Tech: David Griffith addressed the requirement that all lenses, both glass and plastic, shall be taped. After discussion, strict enforcement was the direction from the BoD.

CVAR's current drivers suit requirements were addressed. After discussion, it was agreed that CVAR should require at least one layer be SFI approved, and that the outer drivers suit must be one designed for racing automobiles (i.e., not an old military flying suit). David Griffith was charged to write up specific wordings for approval at the next BoD meeting. If approved, the updated requirements should then be posted clearly on the CVAR website.

There was discussion as to whether CVAR needed a separate rules set for pre-war cars. David Griffith is to review other vintage organizations such as HSR, SVRA, etc. to benchmark pre-war rules.

Harold Pace noted that regardless of various accommodations that may be made for pre-war cars, CVAR should nonetheless require adequate rollover protection and modern seat belts, in the interest of driver safety. Drivers should not be allowed to drive without adequate rollover protection and modern seat belts simply by signing a waiver; in the event of a fatal accident, their heirs would not be bound by any such waiver, and CVAR would suffer in the courts for not requiring adequate safety equipment, regardless of the car's pre-war vintage status.

Weighing of cars will continue at 2008 CVAR events, but only for cars not yet weighed or for those wishing to be weighed again.

10. There followed a 15 minute break at 3:00 pm.

11. Member input: Chalmer McWilliams and Jeff Sloan spoke in favor of a reversal of the BoD's July 2006 ruling to exclude Caterhams from CVAR eligibility at a future point in time. Chalmer outlined his arguments in a letter to George Curl dated 16 December 2007, copies of which were available. During discussion that followed, Harold Pace reviewed the reasoning for the BoD's 2006 decision. Chalmer asked that existing CVAR Caterhams be permanently grandfathered, in a way that they can still be raced in CVAR if sold to a new owner. There was also a discussion of certain Westfields being granted a CVAR race-by-race exemption, void if car is ever modified or sold.

Bruce Revenaugh moved that the BoD should revisit the July 2006 decision to bar Caterhams and the one Westfield. David Griffith seconded the motion, which was approved with one abstention. This issue will be set as an action item for the next BoD meeting.

12. Tech and Authenticity: Seth Higgins and Harold Pace provided a background review of Porsche 911 configurations and eligibility for backdating to 1974 or earlier configurations. The issue of backdating cars back to 1974 for CVAR's FIA class or 1972 for other closed-wheel classes is not limited to Porsche 911 cars, but is most visible with the 911 because the body style didn't change until 1989.

There was discussion of "non-logbook" or "non-CVAR-legal" cars belonging to CVAR members being allowed to run on "test and tune" Fridays, but not being allowed to race with CVAR. The majority opinion seemed to be that CVAR should not allow non-legal cars belonging to CVAR members to participate in "test and tune" days. Roy Allen's opinion is that if they pass tech, they should be allowed on the track during "test and tune" days, but not to race. No formal decision appears to have been reached by the BoD on this issue.

There remains a provision for non-CVAR members, i.e., guests, to race with CVAR up to twice a year with cars not meeting CVAR requirements. Such cars must nonetheless have a logbook issued by some other recognized VMC organization, e.g. HSR, and the driver must hold a license from the other organization as well.

CVAR Novice students can still be allowed to attend their first school and receive a Novice logbook with a car not meeting CVAR requirements, but for their subsequent Novice events, the car must be conforming and have a CVAR vehicle logbook.

There was discussion of a case where a CVAR member (from Louisiana) wished to compete once or twice a year with a car (1977 Camaro) clearly not eligible for a CVAR logbook. The consensus was that they should be told to get a vehicle logbook showing it complies with some other VMC organization (e.g., HSR) and a drivers license with that other organization, then they could run with CVAR up to twice a year as a guest, notwithstanding that they also choose to maintain a CVAR membership.

There was discussion of a driver taking a car that had not been through Tech Inspection onto the track, and there was discussion of a driver lacking a current Novice logbook or valid vintage racing license onto the track. All agreed that either case should be strongly dealt with, up to and including banishment for a significant period of time. Harold Pace pointed out that it is the driver's responsibility to be properly licensed, to verify that the car has a valid logbook, and to verify that the car has been through Tech Inspection, else CVAR be legally vulnerable in the event of an accident. Roy Allen was tasked to write this up and publish it to all CVAR members.

Don Gwynne noted that there are two versions of Declaration Sheets floating around, and was told that the correct 2008 Declaration Sheet bears a statement to the effect that false statements can result in loss of privileges for 6 months. The CVAR website "Forms" section still posts the obsolete 2007 form. (Don Gwynne subsequently sent an e-mail to Roy Allen and Andrew Fawcett requesting the correct 2008 form be posted).

Roy Allen discussed his proposal that two Authenticity trophies be purchased, to be awarded at year end to one open wheel car and one closed wheel car. An Authenticity Award committee is recommended to evaluate cars all through the racing year. Charlie Jones, Bruce Revenaugh, Don Gwynne, and Dan Haynes have volunteered to serve on this committee. Goals for 2008 in this regard are: - Set standards for future judging.

- Establish group of knowledgeable people
- Start library of "authenticity"... videos, photos, interviews, etc.
- Judge/pick two cars by November 2008 TWS

John Furlow moved to establish the above awards, approve expenditure for two trophies, and establish the initial selection committee as described above. Roy Allen seconded the motion, which was unanimously approved.

There followed an extensive discussion of two documents titled "1972 GCR for A/S and T/A with CVAR Exceptions" and "1972 GCR for AP & BP cars with CVAR Exceptions".

Don Gwynne voiced the need for a general statement for both to the effect that while these documents address a car prepared to 1972 GCR, similar CVAR exceptions and CVAR clarifications may apply for cars prepared to other issues of GCR. It shall be up to the competitor preparing a car to other than 1972 GCR to provide a copy of that other year issue of GCR & PCS and to request clarifications as to any CVAR exceptions and/or clarifications which may be applicable to that year of GCR. The group agreed, and tasked Don Gwynne to draft proposed wording and provide it to Roy Allen.

Harold Pace noted that crankshaft vibration damper failure is becoming more common on old engines, and noted that most drag racing organizations now require modern, improved crankshaft vibration dampers as a safety improvement. Harold recommended that crankshaft dampers should be free, with emphasis on elimination of safety risks associated with failures of old damper hardware. He stopped

short of positively requiring new SFI-approved dampers, but said that CVAR should encourage their incorporation.

There was considerable discussion of whether the GCR wording allowed one radiator, one oil cooler, and one differential cooler, or whether the wording allows more than one oil cooler, etc. The President was adamant that a correct reading of the existing wording was that only a single item of each is allowed. Bob Green stated that is not how a period Tech Inspector would have interpreted GCR, and the rest of the BoD and other attendees verbally agreed with the multiple cooler interpretation. Roy Allen clearly acknowledged that his own car was the primary point of contention by other Group 1 drivers. The consensus of the group, other than the President, was that multiple coolers are allowable. No formal vote was taken on this issue, but it appeared to be resolved in favor of multiple oil coolers being allowable.

Discussion of multi-disk clutches in AP and BP Production Cars was one-sided in favor of not allowing them. The previous Group 1 petition asked they be allowed. That petition was voted down by the Group Reps, so the BoD feels the issue is resolved unless a new petition is presented.

We agreed to allow backdating of uni-bodies of the same model years up to 1990. This will allow all uni-bodies that CVAR currently deals with but exclude the new bodies being built for Camaros and Mustangs by aftermarket vendors.

Bob Green spoke as to the penalty for falsifying a document and signing one's name. He used the Tech Declaration sheet as an example..."6 months license suspension, with one individual already on suspension"..."Do Not Do It, People"

A-arm discussions concluded that any reinforcement of the A-arm (upper or lower) is legal; however modification is not legal as per the GCR. In order to "modify" a petition is necessary.

There was also brief discussion on Lincoln brakes on B/P Shelys...This was never approved by the BoD. The GCR specifically states you cannot update a car past its single page in the PCS. The Lincoln brakes, while a production item, never came on the Shelys. The two items above will be gone or legalized via petition by 2009.

The class specific tire sizes were removed from the clarifications as this is not inline with the wording of the GCR, which basically says if it fits on the rim and under the fender. The BoD does agree that we need to stay with 60's series tires unless there is an availability problem that would go thru the petition process.

The only two officially approved items are 302's for Shelys, Cobras, and Tigers and roller rockers.

Car weights... discussed previously via e-mail... CVAR will allow 5% variation from PCS/GCR for 2008 without penalty; anything over that will be penalized by 2 points off on authenticity scores.

With the meeting going past 6 pm and the discussion of Group 1 rules and their CVAR exceptions and clarifications still going strong, George Curl brought discussion to a close and directed Roy Allen to re-write the two documents reviewed, incorporating the intent of today's BoD comments, and bring to next BoD meeting for final consideration. There is not an intent that the next BoD meeting spend three or more hours discussing the same issues again.

13. Miscellaneous: Bob Green discussed the new Vintage Racing League, what it is and what it is not. VRL hopes to sell the concept of high roller VIP tents at 6 to 8 selected vintage racing events to large corporations. VRL would charge the large corporation for hosting VIP spectators in relatively lavish settings, tents, buffets, wines, etc. VRL would sponsor the vintage event and pay the track rental fees, but would not be the organizer of the event. Event control and responsibility would remain with the sanctioning organization (e.g., CVAR, HSR, SOVREN, etc.).

Discussion of CVAR logos was postponed to the next BoD meeting due to time considerations.

The Vintage Motorsports Council (VMC) is meeting on Saturday, February 9, 2008 at the Embassy Suites DFW South. Up to 27 vintage organizations from all across the USA are likely to attend this meeting. Any CVAR member may attend. CVAR normally has travel costs associated with attending VMC meetings, so there is a savings on travel to this particular meeting. VMC pays the hotel for the meeting room facilities (approximately \$250). Bob Green moved that CVAR sponsor Continental Breakfast for the meeting attendees for approximately \$300. John Gaudette seconded the motion, which was unanimously approved.

David Littlefield noted that there needs to be an e-mail notification of increased entry fees to be sent out by Herb Hilton, and a notice of same to be posted on the CVAR web site by Andrew Fawcett. Online registration for February TWS school-race will be opened within the next few days.

Don Gwynne will update the "Periodic Report - Nonprofit Corporation" filing on the Texas Secretary of State's office online website "SOS-Direct" with the new CVAR board members and officers.

Bob Green announced that E Production is being moved from Group 7 to Group 2 to balance the field sizes.

Next BoD meeting is set for the same location on May 10, 2008 at noon.

Meeting was adjourned by George Curl at 6:07 pm.

Respectfully submitted,

/s/

Don Gwynne (for the absent Secretary, Jeff Wilt)
