

Corinthian Vintage Auto Racing Corporation, CVAR
Minutes of Board of Directors (BoD) Annual Meeting
Saturday, 18 January, 2025
Holiday Inn & Suites, 1801 N. Development Blvd, Waco, TX 76705
Livestream for listening via Zoom

1. Attendees:
 - John Strnad - Treasurer
 - Steven Schultze - Secretary
 - Steve Coleman - Authenticity
 - David Lee - Board member at large
 - Colby Lemmons – Board member at large
 - Tom O’Grady – Board member at large
 - Ricardo Price
 - Jackson Williams
 - David McMasters
 - Amy McMasters
 - Bob Kramer
 - Simon Hughes
 - Greg Matlack
 - Karl Jackson
 - Gary Perser
 - Roger Williams
 - Joanne Lemmons
 - Don Couch
 - Bill Wolfe
 - David Hopkins

2. Call to order: The meeting was opened at 12:00 pm by David Lee.

3. Steven Schultze conducted Roll Call for the current Board members. Danny Piott was not present and has assigned John Strnad as his Proxy for voting. Chris Kellner was not present and has assigned Tom O’Grady as his Proxy for voting.

4. Consent Agenda:
 - a. Meeting minutes for January 2, 2025 presented by Steven Schultze.
 - b. Membership and Licensing Report presented by Steven Schultze.
 - i. Membership at end of 2024:
 1. 201 Competition members
 2. 10 Lifetime Honorary members
 3. 4 Lifetime over 75 members
 4. 15 Lifetime under 75 members
 5. 7 Corporate Sponsor members

- 6. 6 Associate members
 - 7. 9 Worker members
- ii. Encouraged workers to become Worker members.
- iii. Licensing at end of 2024:
 - 1. 151 Active licenses
 - 2. 74 licenses expired in 2024 and have not been renewed to date
 - 3. 134 Novice Permits and many are beyond our permit timeframe
 - 4. Thank you to Linda Cardenas for volunteering to take on Licensing for the club.
- iv. Acknowledge our Corporate Sponsor members:
 - 1. Bill Griffith – Bigger Hammer Racing
 - 2. Gary McFarlane – Coat Pro
 - 3. Chalmer McWilliams – McDonalds Restaurants
 - 4. Tracy Robinson – Robinson Restoration Service
 - 5. Robert Rodgers – Shade Tree Enginetrics
 - 6. James Rogerson – Motor Sport Ranch – Houston
 - 7. Clarke Watts Jr – CWJ Enterprises
- c. Authenticity Chief Report presented by Steve Coleman
 - i. All Declaration Forms were 100% submitted for all member participants – a first for the club. 98% of these forms are scanned and available on Google Drive. We will be working to get a link to registration for member access and updating.
 - ii. Championship Points sent out as soon as possible after each race. Simon Hughes and Kevin Taylor lead the effort.
 - iii. 100% of member cars have been scored – a first for the club.
 - iv. Removal of the non-conforming policy assisted in moving forward with cars and a grace period
 - v. Riffon Hoque is now keeping and publishing ‘Track Lap Records’ by class.
 - vi. 8 rule change proposals were received
- d. Operations Reports:
 - i. Chief Steward, David Hopkins shared Greg Matlack is the Assistant Chief Steward. Tech has 2 new individuals in training. Mason Ledbetter is Flag One. Prepping for the NOLA event and there is a need for more corner workers. Riffon Hoque has been fantastic in keeping our Timing and Scoring.
 - ii. Safety Report presented by Steven Schultze. Safety Committee staffed by Berkeley Merrill (Chairman), Lou Marchant, Jeff Garrett, Angus Lemon, Jeff Langham, Skip Duplissey, Rick Price, and Charlie Jones. In 5 events there were 7 incidents of car-car contacts. No serious driver injury. 3 of the incidents were deemed unavoidable; one by oil on track, one with no evidence of contact, and one which the identity of the alleged offender was never determined. The other 4

were found to be avoidable because of a loss of control by the driver. All 4 were given a 3-event probation and some have completed those with no further incidents. One incident involved a previous offender, driver's record carefully scrutinized, and a plan for further activity devised and agreed upon.

1. The Rules of the Road were clarified from previous questions and review of the Safety committee. "A mechanical failure is considered the same as a driver error" is not to say that such failure itself is penalizable, except if it results in car-to-car contact which is then investigated. Other failures that do not result in a collision are not evaluated.
 2. The Safety Addendum 2021 has been changed to include: "it is Almost ALWAYS the overtaking drivers' responsibility to make a clean safe pass." The addition was the word 'almost.'
- e. Motion to accept the Consent Agenda by Colby Lemmons, David Lee seconded, which carried unanimously.

Old Business

5. Bylaws changes that occurred in 2024 presented by Tom O'Grady. As a corporation the club has to follow the laws and the last full update to be current had been over 10 years. We received Pro Bono work from Adams & Reese LLP's Sean Buckley and Jordan Barley for the updating to meet Texas laws and were also advised we needed to register the corporation in Oklahoma. Board member code of conduct, member numbers, and job descriptions were updated. Staggering of Board terms and increasing the term to 2 years. How we vote as a club updated and removed the write-in on the ballot to ensure all submit a biography. General language cleanup to be current with laws. In addition the Drivers Release was reviewed and updated Pro Bono.
6. Track Rabbit presented by Steven Schultze. A committee of John Strnad, Joanne Lemmons, John Williamson, and Steven Schultze worked to determine the fit and did recommend the club switch to Track Rabbit for event registration and membership. Multiple conversations with Motorsportreg on features CVAR desired, including fees, occurred before the Board voted to switch. Racing costs have been going up and the Board is working to keep the entry stable. The switch to Track Rabbit can save the club over \$9,000 a year. This savings includes reversing credit card fees to the user. The options to pay with ACH are available and do not add a fee to the user. Text messaging feature will be available and in use for grid calls or major announcements at the track. We will also be able to streamline event check-in at the track through electronic waivers and the change in process. Track Rabbit is also working to build a system that supports our requests and has been responsive on items to date. Steven Schultze is the primary liaison with Track Rabbit.

7. Treasurers Report presented by John Strnad.

- a. Balance sheet Accrual Basis as of December 31, 2024
 - i. Total Assets - \$93,888.38
 - ii. Total Equity - \$92,165.88
 - iii. Total Labilities and Equity - \$93,888.38
- b. Balance sheet Cash Basis as of December 31, 2024
 - i. Total Assets - \$93,888.38
 - ii. Total Equity - \$93,888.38
 - iii. Total Labilities and Equity - \$93,888.38
- c. P&L Monthly Accrual Basis for 2024 was presented.
- d. P&L Monthly Cash Basis for 2024 was presented.
- e. Radios are nearing end of useful life and will cost \$20,000 to \$30,000 to replace. In 2024 we started a donation on the registration page and raised just short of \$3,000 towards the replacements.
- f. \$1,700 donated in 2024 to the Corner Worker fund
- g. Track Rabbit has cut our potential fees in half and we intend to push this to capital expenses.
- h. In 2024 there were 4 races. The average was 100 entries at these races. Race entries versus cost resulted in an \$1,800 racing loss.
- i. At ECR the club paid \$5,000 in cleanup costs. Members are encouraged to check car prep and clean up after themselves to keep this cost down and to allow us to be invited back.
- j. Hallett had a couple hundred dollars in tire cleanup fees.
- k. In 2024 we had 3 races we brought in outside groups to feature, and this provided financial support for the races. We do not have groups planned for 2025. If we want to bring in more feature groups, we need to start planning now for 2026 because it takes time and coordination to make this happen.
- l. Our membership and licensing fees kept the club in the black for the year.
- m. Sponsorship for a variety of items in the club has started and we intend to grow this opportunity.
- n. The club needs to communicate the ACH costs less to a member when using Track Rabbit.

8. Rules change proposals presented by Steve Coleman. Steering Committee completed last year conducted a survey of membership, 108 of 250 members responded for the competition questions. Survey results presented support our club's rules alignment with other non-profit vintage racing organizations and were neutral to alignment with for-profit racing organizations. The 1972 cutoff date and Championship is important to the club responses were shared. The mission of the Authenticity Team is to listen to membership with the goal administering the club's rules to the benefit of membership and to administer the club's rules in keeping with authentic preparation, period class racing, costs, and competitive fairness as best we can.

- a. Rule change proposal 1 – Tim Blakeney’s proposal to form another class in Group 6 called FF4 that would allow slicks. Information provided from the competition committee was there is not support for slicks from group members and reps. Steve Coleman motioned ‘no’ on the recommended rule change, Colby Lemmons second, which carried unanimously, the rule change is not adopted.
- b. Rule change proposal 2 – Jim Yule’s proposal to clarify how FJ1, FJ2, and FJ3 are described and classified. The purpose of the change is to clean up the language in the current rules so it reflects what are actually doing. Comment shared to ensure as a club we are looking at what is needed to move the club forward and bring in new members. Question was asked if this proposal would change any cars current run groups to which the answer was no because this reflects how we currently do with these cars. Steve Coleman motioned yes on the recommended rule change, Tom O’Grady second, which carried unanimously.
- c. Rule change proposal 3 – Ricardo Price’s (Karl Jackson) proposal to clarify the Helmet expiration date language. Change the language on the expiration date instead of listing the current acceptable dates and prevents updating rules to match new sticker years each change. Steve Coleman motioned yes on the recommended rule change, David Lee second, which carried unanimously.
- d. Rule change proposal 4 – Keith Davidson’s proposal to better distinguish and clarify the differences between Group 1 TA class and A-Sedan class. This will add cars that were missing and a language cleanup for clarification and classification of cars. A comment was shared that there is a need to ensure this states 1972 and not 1973 which was agreed to be corrected and was a typo error. Steve Coleman motioned yes on the recommended rule change, Colby Lemmons second, which carried unanimously.
- e. Rule change proposal 5 through 8 were grouped into a single change proposal. The individual proposals were for Group 1 Dog Boxes, wider wheels, multidisc clutches, and a Group 7 ‘accepted car’ move in eligibility date to 1985. Background on current Group 1 rule changes that were from 2017. Moving the club’s GCR for Group 1, 2, and 7 will allow the requested rule changes and proposals to ‘fit’ and resolve in a way that allows the car to remain authentic to GCR. Shift in GCR date may bring in more cars. By adding the 1985 GCR cutoff we can solve some of the 1972 GCR rules creep we have allowed. There will be some alignment with sister clubs, allows us to accept member requests and options for cars, all with the goal of increased event participation rates. Data on previous car entry numbers for closed wheel cars was presented along with a general decline in those entries. We had a peek in car entry average at COVID and since then we have a decline in the average number of members racing. Data shows we have had growth in open-wheel cars compared to a lowering in closed-wheel cars. Comments shared on current auction values of the older vehicles for closed wheel cars,

the expense to run these vehicles, and what do we consider vintage going forward. Most of our sister clubs have some sort of rules changes, but not all in the same direction or have added other classes to support changes. Additional comment on our demographics changing and our current car cutoff is over 40 years ago, we need to consider this as well. Continued with the background on combing the 4 rule change proposals into the one 1985 GCR change to allow us a good set of rules without having to write our own, mitigate what is considered rules creep, and recognized there is no perfect answer. There will be a need for a transition period if this proposal is approved. Group 2 and 7 can implement and start using today if approved. Group 1 is not prepared to accept as is today and needs to get the language correct in how to incorporate the rules changes from 2018/19 into this change. There will be no changes to Group 3, 4, and 6 cars with the approval of this proposal. Discussed how a driver can request to change run groups if not comfortable in the current group. Also, the discussion on how this may create additional 'buckets' for cars to be broken out to keep competitive. With this, 2025 would be a transition year to further clarify and build classes. The flow chart to better understand the proposed run classes was presented and a couple of missing classes were figured out to be updated before distribution if the proposal is approved. Discussion on the new GT classes and that they will run against other GT class cars like how we have separate classification today within run groups. If a car has a change outside the GCR this will be a rules change proposal for the future, or a discussion as Authenticity does now to figure out how to get them on track. Discussion of the Group 1 Dog Boxes and Multi-Disc Clutch proposals that have been requested more than once for cost and reliability and when there will be change and how this 1985 GCR might affect them having to run GT class.

- i. An extension of time until June 30, 2025 to refine the Group 1 portion of this proposal and get concurrence from Group 1 members before a final recommendation and board vote was motioned by Steve Coleman, Colby Lemmons second, six votes in favor, two members abstain, motion carried.
- ii. Steve Coleman motioned the recommended rule change below for Group 2 and Group 7, Steven Schultze second, six votes in favor, two members abstain, motion carried. Complete rule change:

2.1 Production and Sedan Cars

CVAR accepts Production and Sedan cars up to and including 1972, with CVAR exceptions, with preparation in accordance with SCCA's GCR/PCS versions up to and including 1972. CVAR requires that any car accepted must be representative of a car type that actually raced in period in the SCCA.

Classes based on preparation up to and including the 1972 SCCA GCR as follows:

- Production A through H

- Sedans A through C

In addition, CVAR accepts Production and Sedan cars prepared beyond 1972, with CVAR exceptions, up to and including 1985 with preparation in accordance with SCCA's GCR/PCS/GTCS versions up to and including 1985. CVAR requires that any car accepted must be representative of a car type that actually raced in period in the SCCA. Tube framed cars are specifically NOT Allowed and all cars must run on Treaded Tires (no slicks allowed).

Classes based on preparation beyond 1972 and up to and including the 1985 SCCA GCR are as follows:

- GT-2 through GT-5

9. Colby Lemmons provided the results of the 2025 Board of Directors election and thanked our outgoing Board members, Danny Piott, Chris Kellner, and Tom O'Grady for their volunteering and continued support for CVAR. In addition, our club needs more volunteers to support and run all aspects of the club. For this election, 90 individuals voted. Voted into positions:
 - a. Steve Coleman – President,
 - b. David Lee – Vice President received 65 votes to Simon Hughes 36 votes
 - c. John Strnad – Treasurer
 - d. Steven Schultze – Secretary
 - e. Ricardo Price – Authenticity Chief
 - f. Jackson Williams – 3-Year At-Large Board Member

New Business

10. Steven Schultze conducted the new Board swear-in for 2025. This included those recently elected and the continued term of Colby Lemmons 3-Year At-Large Board Member.
11. Steven Coleman discussed the now vacant board position with David Lee moving into Vice President. Steve Coleman motioned Simon Hughes to fill the remaining 2 years of the vacant 3-Year At-Large Board Member, David Lee second, which carried unanimously. Simon Hughes was present and instated into the position.
12. Steve Coleman shared his vision for the club going forward. Move from being ok to thriving and a place people enjoy and return. Work to keep participant cost under control. Grow member involvement in a variety of areas to assist in our club thriving.
13. 2025 Races presented by David Lee. Recap of the five previously announced CVAR races. Working to get race schedules out so individuals can plan for events. CVAR is cobranding with Rocky Mountain Vintage Racing (RMVR) and Vintage Sports Car Drivers Association (VSCDA) for three events in 2025. Cobranding does not cost

CVAR; it is a way for the three clubs to cross promote an event and work to bring in drivers from each of the three clubs. 2025 Cobranding events:

- a. RMVR Race Against Kids Cancer, September 26 – 28, 2025
- b. Thunder on the Cimarron XXIV, October 3 – 5, 2025
- c. VSCDA Thunder in the Ozarks, October 10 – 12, 2025

In 2025 we are promoting SVRA events in our 'backyard'. CVAR has an agreement with SVRA and will receive a rebate for each CVAR member in attendance at these events. We provide the schools and nurturing to the drivers and SVRA provides 'bucket list' venues. 2025 SVRA promoted events:

- a. NOLA Speed Tour, March 27 – 30, 2025
- b. Eagles Canyon Speed Tour, April 4 – 6, 2025
- c. COTA Speed Tour, October 30 – November 2, 2025

14. Open forum for questions and comments along with answers from the Board (we in these notes):

- a. Has CVAR given up a second slot at ECR for races? We did not give it up, ECR managed their members needs and schedules, and we now have one race there. All the tracks we work with are relationships and we have to be acceptable guests to be invited back. Additional note, MSR-Houston rental is now less than ECR. We are working to have Track Ambassadors at all tracks within our region to maintain relationships.
- b. Do we need to register our corporation in Louisiana like Oklahoma? Currently no. If we decide to continue repeating events there in the future, we will discuss with the lawyer.
- c. How does SVRA know who from our club ran in the promoted events? Our club will provide them a list within 7 days of the event.
- d. 1985 GCR will require some exceptions and one-offs to deal with as we get going. Reviewing the GCR also discussed more on prep and weight requirements. The challenge is now around getting the word out that we have made the change to 1985 GCR and the new cars it allows.
- e. With the combined races, VSCDA Ozarks race is right after our Hallett race, are we pushing people away from our race? We did not see this last year when we cross-promoted the VSCDA Ozarks race.
- f. VSCDA and RMVR both charge our members a fee in addition to entry now and why did they change this? We understand their reason for change. Like our club, they are Social Clubs by IRS rules. They choose to charge the fee to assist in managing and meeting the IRS rules. At this time, we do not we need to add a fee and meet the rules. We do have a policy that a driver may only race twice a year with CVAR as a guest, after that they must become a member.
- g. It was shared that Championship Points do drive participation and engage members to come to our events.

15. NOLA event information presented by Steve Coleman. More information for the event will be out soon. There is no paddock space to be rented by drivers. Track is rented the day of load in and we will have a staging area. Paid RV spots, rented directly from NOLA, will be able to arrive at their designated time of 1 pm while all others staged until 5 pm. There are garages to rent directly from NOLA. We need 100 plus drivers registered for NOLA.

16. There being no further business, the meeting was adjourned at 4:21 pm.

Steven Schultze, Secretary