

Corinthian Vintage Auto Racing Corporation, CVAR
Minutes of Board of Directors (BoD) Special Meeting
Wednesday, 28 May 2025
Zoom Call

1. Attendees:
 - Steve Coleman - President
 - David Lee – Vice President
 - Steven Schultze - Secretary
 - John Strnad – Treasurer
 - Ricardo Price – Authenticity
 - Colby Lemmons – Board member at large
 - Jackson Williams – Board member at large
 - Simon Hughes – Board member at large
 - Keith Davidson
 - Jeff Garrett

2. Call to order: The meeting was opened at 5:32 pm by Steve Coleman.

3. Meeting minutes for May 19, 2025 were presented for approval by Steven Schultze. The minutes stand.

4. Ricardo Price discussed the proposed 1985 GT-1 Eligibility for Group 1 rule change proposal. There was discussion on how this will affect current cars, both conforming and non-conforming. GT-1 expands eligibility to newer cars and also offers an alternate preparation standard for current cars, many current non-conforming cars could become conforming if the owner elects to run in GT-1. There was discussion on how Group 1 would be restructured to three preparation tiers (from the current two preparation tiers). Since 2020, there have been “Heritage” classes with limited CVAR exceptions and “Regular” classes with all CVAR exceptions (including performance enhancing exceptions such as roller cams, aftermarket heads and dry sumps). Under the new scheme, the three preparation tiers are:
 - 1972 Classes (AP, AS, BP and TA) following the previous “Heritage” rules;
 - 1972+ Classes (AP+, AS+, BP+ and TA+) following the previous “Regular” rules; and
 - GT-1.

There was also discussion on a policy change affecting all Groups for a standard 3-point Authenticity Deduction per non-conforming item. Complete proposal for 1985 GT-1 Eligibility presented to the Board attached to these minutes.

5. Ricardo Price presented the three rule changes proposed in 2024 and delayed from action during the January 2025 Annual Meeting. All three proposals are being recommended for approval for the 1972+ classes. Rule change proposals document provided to the Board attached. Each proposal further discussed below.
6. Rule change proposal 1 – Ricardo Price’s proposal to allow multi-disc clutches in AP+ and BP+ classes. Discussion that multi-disc clutches were already being used in most Group 1 production cars and that a smaller-diameter multi-disc clutch could be considered safer than a single disc clutch at higher RPMs.
7. Rule change proposal 2 – Ricardo Price’s proposal to allow wider wheel widths on specific vehicles in AP+, AS+, BP+ and TA+ classes (vehicle list in chart in the attached document). The background reason was to allow cost savings for those that run with SVRA. Discussed whether body modifications are needed to use the listed wheel sizes and that the 1972 GCR always allowed fender relieving so long as the side profile remained similar.
8. Rule change proposal 3 – Roger Williams’ proposal to allow dogbox transmissions in AP+, AS+, BP+ and TA+ classes. Discussed the potential for a weight penalty for the dogbox being installed in these cars.
9. Discussion on penalties for each of these proposed modifications (rule change proposals 1 to 3). This can be authenticity points, weight addition, or a combination of both. This is an attempt to keep cars within the (+) class somewhat equal as it is expected that not all cars running in the 1972+ classes will use the new allowances. The recent Group 1 survey results were discussed in both the presented format and broken down by the specific drivers by car class. Discussed the potential for yet more “rules creep” within this class as horsepower and performance continues to grow.
10. Steve Coleman motioned to adopt the GT1 class as proposed for Group 1 including the three preparation tiers and renaming of classes. These are similar to the changes that were previously adopted in Groups 2 and 7. Simon Hughes seconded, which carried unanimously.
11. Steve Coleman motioned to adopt the multi-disc proposal for production cars in Group 1 in the AP+ and BP+ classes. Authenticity will present to the Board a proposal on authenticity points deduction and/or weight for this modification. John Strnad second, which carried unanimously.
12. Steve Coleman motioned to adopt the wider wheels proposal presented in Ricardo Price’s table for AP+, AS+, BP+ and TA+ classes. Authenticity will present to the Board a proposal on authenticity points deduction and/or weight for this

modification. John Strnad second, seven votes in favor, one opposed, motion carried.

13. Steve Coleman motioned to approve dogbox for all cars in Group 1 in the AP+, AS+, BP+ and TA+ classes. They must have a weight penalty of at least 75 pounds and a point deduction. The gear ratios shall be in accordance with the 1972 PCS for the car and must have the same number of forward gears. David Lee second, seven votes in favor, one opposed, motion carried.

14. There being no further business, the meeting was adjourned at 6:55 pm.

Steven Schultze, Secretary

1985 GT-1 Eligibility for Group 1

Text of Rule Change

(BLUE is the current language and RED are additions/changes):

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 up to and including 1985, with CVAR exceptions, 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-1** through GT-5

1985 GT-1 Class

For GT-1 class, the 1985 GCR includes GT Category rules and GT Car Specifications (GTCS). The GTCS describes the cars as modified and the listed weights are "as raced or qualified" "including driver" (see 1985 GCR Section 6.2).

1985 GT-1 class allows the following beyond the 1972 GCR Production and Sedan classes (these are just some of the main items):

- Body Panels of Alternate Materials
- Removal of Door Hinges and Latches
- Removal of Interior Door Panels
- Polycarbonate Rear Windows and Rear Quarter Windows
- Removal of Wheel Well Fender Panels
- Larger Front Spoilers
- Rear Deck Spoilers
- Replacement of Suspension Components (Fabricated Control Arms)
- Relocated Suspension Mounting Points

- Change, Relocation of Steering System
- Wheel Dimensions and Track per GTCS (generally 15x10)
- Changed Shock Absorber Attachment Points
- Shock Absorbers Can be Load Bearing (i.e., Coilovers)
- Battery Relocation
- Any Distributor or Transistorized Ignition System (Including Crank-Triggered)
- Any Flywheel and Clutch (Including Multi-Disc)
- Accumulators (Accusumps) and/or Dry-Sumps
- Any Transmission up to 5 Speeds (Including Dog Box)
- Any Differential
- Main Bearing Cap Straps/Girdles/Additional Bolts
- Any Camshaft and Cam Followers (Including Roller Cams)
- Any Rocker Arms and Rocker Assembly Supports
- Valve Size Unrestricted
- Carburetors/Intake Manifolds Unrestricted Unless Limited by GTCS
- Brake Rotors/Calipers/Drums Unrestricted
- Water Cooled Brakes Allowed
- Alternate Aluminum Cylinder Heads Supplied by Automobile Manufacturer Allowed

Note that all 2024 Group 1 rule change requests are legal in 1985 GT-1.

Proposed Guidance

CVAR's existing Group 1 Production and Sedan rules have two performance tiers: "Heritage" Class and "SVRA" Class. With the addition of 1985 GT-1, we will end up with three performance tiers as follows:

- 1972 Production and Sedan Cars (1972 GCR + CVAR Reliability/Availability Exceptions Allowed for Existing "Heritage" Cars)
- 1972 "+" Production and Sedan Cars (Above + Further CVAR Reliability/Availability/SVRA Rules Commonality Exceptions that Confer a Performance Advantage)
- 1985 GT-1 Class

Three performance tiers also align Group 1 with the Groups 2 and 7 changes adopted by the Board at the 2025 annual meeting. As part of further alignment with the other groups and to simplify our rules, we will be redesignating classes as follows:

Tier 1: 1972 Production and Sedan Cars

- A-Production (AP)

- B-Production (BP)
- A-Sedan (AS)
- Trans-Am (TA)

This tier can use CVAR Reliability/Availability Exceptions that do not confer a performance advantage (same as the current “Heritage” class allowed exceptions). Since these cars are most closely aligned with the 1972 GCR, it follows that they should retain the original designations. Groups 2 and 7 follow this naming convention.

Tier 2: 1972 “+” Production and Sedan Cars

- A-Production+ (AP+)
- B-Production+ (BP+)
- A-Sedan (AS+)
- Trans-Am+ (TA+)

The use of “+” aligns these names with similar class name changes in Group 2. This tier can use all CVAR Exceptions, including those conferring a performance advantage (i.e., roller camshafts, dry sump oiling, aftermarket cylinder heads). This tier was created in 2020 for the purpose of providing rules commonality with SVRA (SVRA 6/AP, 6/BP and 6/TAS) to accommodate members racing in both organizations. This tier also facilitates participation of cars from other clubs, increasing car count. The use of a “+” symbol allows participants to quickly remark their cars (if needed) with two pieces of tape.

Tier 3: 1985 GT-1

- GT-1

This tier uses the 1985 GT-1 rules without any CVAR Exceptions at this time. This tier also accommodates non-tube frame cars that run in SVRA 6/GT.

Cars built to '85 categories must use a “treaded tire.” Acceptable radial tires include Hoosier “Speedster” series and any radial tire of 100TW or higher with molded treads. A slick tire with 2 grooves (i.e., Hoosier R7, Toyo RR) is not approved for the '85 categories.

Why Adopt GT-1 Now?

This year we have allowed entries into Group 1 as if 1985 GT-1 was already adopted. This has successfully driven car counts, more so than in the other Groups. Specifics are as follows (GREEN is a 1985 GCR eligible car too new for the 1972 GCR, YELLOW is a 1972 GCR eligible car that is non-conforming but could be legal in GT-1, RED is a non-conforming car even with GT-1):

NOLA (5 out of 12):

No	Class	FirstName	LastName	Vehicle Make	Model/Engine	Notes
5	AP	Michael	Langlinais	1973 Chevrolet	Corvette	Triple Disc Clutch Wilwood Calipers
27	AP	Eric	Ritchie	1967 Chevrolet	Corvette	Triple Disc Clutch

						Wheel Widths
18	AS	David	Fershtand	1968 Ford	Mustang	
58	AS	Brian	Himes	1989 Ford	Mustang	
0	AS	Colby	Lemmons	1970 Ford	Mustang	missing declaration
54	AS	Bobby	Whitehead	1966 Ford	Mustang	missing declaration
51	BP	George	Wright	1959 Chevrolet	Corvette	Rocker Ratio Disc Brakes
74	BP-H	Ricardo	Price	1964 Chevrolet	Corvette	
90	BP-H	William	Vaughn Jr.	1966 Ford	Shelby GT-350	missing declaration
80	FIA	Paul	Haggar	1973 Chevron	B23	missing declaration
39	FIA	Jay	Zittner	1970 Porsche	914/6	
4	AS	Ray	Baker, Jr.	1974 Chevrolet	Camaro	missing declaration

Hallett (6 out of 15):

No	Class	FirstName	LastName	Vehicle Make	Model/Engine	Notes
303	AP	John	Marks	1970 dodge	challenger	408cid
4	AS	Ray	Baker, Jr.	1974 Chevrolet	Camaro	Missing Declaration
1	AS	Keith	Davidson	1962 Ford	Falcon	
9	AS	Louis	Gladfelter	1969 Chevrolet	Camaro	Rocker Ratio Wheel Width
46	AS-H	Ross	Mussina	1965 Ford	Mustang	
72	AS-H	Tracey	Robinson	1966 Dodge	Dart GT	
21	BP	Kenny	Barnett	1965 Ford	Mustang	
55	BP	Steve	Coleman	1966 Shelby	GT 350	Missing Declaration
89	BP	Greg	Reynolds	1967 Shelby Mustang	GT350	
2	BP	Philip	Taxman	1964 Jaguar	E-type	Webers
51	BP	George	Wright	1959 Chevrolet	Corvette	Rocker Ratio Disc Brakes
74	BP-H	Ricardo	Price	1964 Chevrolet	Corvette	
10	BP-H	Stephen	Seitz	1965 Ford	Mustang	Triple Disc Clutch
3	FIA	Terry	Kerr	1977 Porsche	911	Missing Declaration
5	FIA	Scott	Young	1962 Jaguar	XKE coupe	Webers

Houston (4 out of 19):

No	Class	FirstName	LastName	Vehicle Make	Model/Engine	Notes
84	AP	Jim	Sandberg	1969 Chevrolet	Corvette	Multi Disc Clutch Dogbox Wide Wheels
04	AS	Ray	Baker, Jr.	1974 Chevrolet	Camaro	Missing Declaration
6	AS	Robert	Cobb	1967 Mercury	Cougar	
13	AS	Carl	Cramm	1967 Chevrolet	Camaro	
00	AS	Colby	Lemmons	1970 Ford	Mustang	
54	AS	Bobby	Whitehead	1966 Ford	Mustang	
92	AS	Roger	Williams	1968 Chevrolet	Camaro	
	BP	C Tate	Cramm	1965 Shelby	GT350	Missing Declaration
28	BP	Jace	Mulacek	1966 Shelby	GT350	Missing Declaration
18	BP	Philippe	Mulacek	1966 Shelby	GT350	Missing Declaration
7	BP	Sterling	Mulacek	1966 Shelby	GT350	Missing Declaration
11	BP	Joe	Robau	1964 Chevrolet	Corvette	Multi Disc Clutch Dogbox Wide Wheels
51	BP	George	Wright	1959 Chevrolet	Corvette	Rocker Ratio Disc Brakes

74	BP-H	Ricardo	Price	1964 Chevrolet	Corvette	
90	BP-H	William	Vaughn Jr.	1966 Shelby	GT350	
212	FIA	John	Bergendahl	1965 Ford	Comstock Mustang	
80	FIA	Paul	Haggar	1973 Chevron	B23	
979	FIA	Michael	Saxe	1974 Porsche	911	
59	FIA	Jay	Zittner	1971 Porsche	911	

Given the success we've seen, I'd like to formalize the adoption of GT-1 and revise our class structures. We need to adjust TrackRabbit for the new classes and work with owners to classify and score cars. Finally, with new classes and scores, we need to adjust our championship standings.

GT-1 has been instrumental in driving Group 1 entries this year and we've also gotten some interesting cars, such as Mike Stephens' E-Type running in the Mike Stephens' Classic. More importantly, the drivers of the new cars have all exhibited Corinthian spirit. I want them to be officially welcomed.

2024 Group 1 Rule Change Proposals

Background

At the 2020 Annual Meeting (<https://corinthianvintageautoracing.com/wp-content/uploads/2021/01/CVAR-Annual-Meeting-01-18-2020-.pdf>, see bottom of page 4), the following exceptions were adopted for Group 1 Production and Sedan cars:

- Allow roller camshafts
- Allow aftermarket heads of same material as OEM (i.e., Dart “Iron Eagle” heads and similar)
- Allow dry sump systems on Production cars (note: dry sumps are allowed on Sedan cars per the 1972 GCR)

At the same time, a “Heritage” class was created where these items were not allowed. The stated rationale for the change was to “address issues related to reliability and the availability of parts uniformly across the VMC world.” SVRA and HSR had adopted these exceptions along with drivetrain enhancements years before. There was a core group of CVAR members that routinely ran SVRA events and wanted to use the SVRA allowances. The rule change was an accommodation for these members. The problem was that CVAR only adopted a portion of the SVRA allowances, namely the ones that significantly increased power. This created a situation where drivetrains became unreliable. Ever since the 2020 rule change, there has been clamor to adopt the SVRA drivetrain allowances, dogbox transmissions in particular. There are also those opposed. Morale, camaraderie and participation in Group 1 has suffered as a result.

The 2024 Group 1 Rule Change Proposals

In 2024, three rule change proposals were submitted to further align CVAR rules with SVRA. The proposals were:

1. Proposal to allow multi-disc clutches in Production cars submitted by Ricardo Price.
2. Proposal to allow wider wheel widths on C2 Corvettes submitted by Ricardo Price. Subsequently amended to allow SVRA wheel widths on Group 1 cars.
3. Proposal to allow dogbox transmissions on Group 1 cars submitted by Roger Williams.

These proposals went through the entire rules change process. You can use the following links to review the various rules change process steps:

- Original Proposals https://drive.google.com/drive/folders/1M-AGf3ogGjb5mFelwUAqu3p7_eCP8Myu
- Competition Committee Q&A <https://drive.google.com/drive/folders/1DejfTtO63l2XhgM8pHxXuwYJxUmAwwy6>

- Competition Committee 1st Straw Poll Results
<https://drive.google.com/drive/folders/1l2kRXUm9p6kBfsQK-NIHL7j9NYu4ioBB>
- Membership Comments
https://drive.google.com/drive/folders/1qQ_305j3lgR711QdlwNSKclEpMcLIOLT

In the meantime, a separate proposal to move eligibility dates forward to 1985 was adopted for Groups 2 and 7. By the time we consider these proposals for formal vote, 1985 GT-1 should also have been adopted for Group 1. With GT-1, Group 1 will have three preparations levels:

- Base 1972 classes AP, AS, BP and TA (previously known as “Heritage” class)
- 1972+ classes AP+, AS+, BP+ and TA+ (classes that include the SVRA accommodations)
- 1985 GT-1

The three rule change proposals are only being considered for the 1972+ class for the purpose of enhancing reliability and increasing commonality with SVRA rules. We will continue to hold the line on authenticity in the base 1972 classes. In addition, these rule changes are not needed for 1985 GT-1 because they are already legal there per SCCA GCR.

Activities in 2025

At the January 2025 annual meeting, the deadline for resolution of the three Group 1 rule change proposals as well as a vote on adding 1985 GT-1 class to Group 1 was extended until June 30, 2025 (see <https://corinthianvintageautoracing.com/board-of-directors-meetings/2025-board-of-directors-meetings-annual-meeting/> item 8). In the interim, the following has happened:

- Changes were made to the Master Rules Document for accepted rule changes (including 1985 eligibility in Groups 2 and 7)
- A “1985 Eligibility for Groups 2 and 7” document was published on the website (<https://corinthianvintageautoracing.com/wp-content/uploads/2025/02/G2-and-G7-CONOPS.pdf>) and added as an appendix to the Master Rules Document
- A bookmarked version of the 1985 SCCA GCR was published on the website (https://corinthianvintageautoracing.com/wp-content/uploads/2025/02/1985_GCR.pdf)
- A document describing the organization of Group 1 with the addition of 1985 GT-1 was created and published to Group 1 participants (both member and non-member) (https://mcusercontent.com/ead2d8d179d187c078e1262a4/files/ba174059-7f8e-e517-73b2-b54450bf6033/G1_CONOPS_RP_3_2_2025_.pdf)

- A survey was conducted asking about the three proposals when considered in conjunction with the new Group 1 organization that includes 1985 GT-1
- Results of the survey were published to the Board and Group 1 representatives. A meeting was held with the Group 1 representatives to formulate a recommendation to the board.

2025 Group 1 Survey Details

Methodology:

The intent of the survey was to get responses from Group 1 Participants (both members and non-members) from 2019 to present. Results published on the CVAR website (<https://corinthianvintageautoracing.com/results/>) were used to create the participant list. CVAR had 30 events during this time with data available for 27 of them. Unfortunately, the results for the 3 Spring 2021 races go to dead links.

With participant names identified, we used our master MotorsportsReg database to compile a list of E-mails for MailChimp. Not all participants had E-mails on file, and some E-mails were the same for multiple participants. So, this wasn't a perfect process, but we were able to contact most participants. The participant list had 102 names.

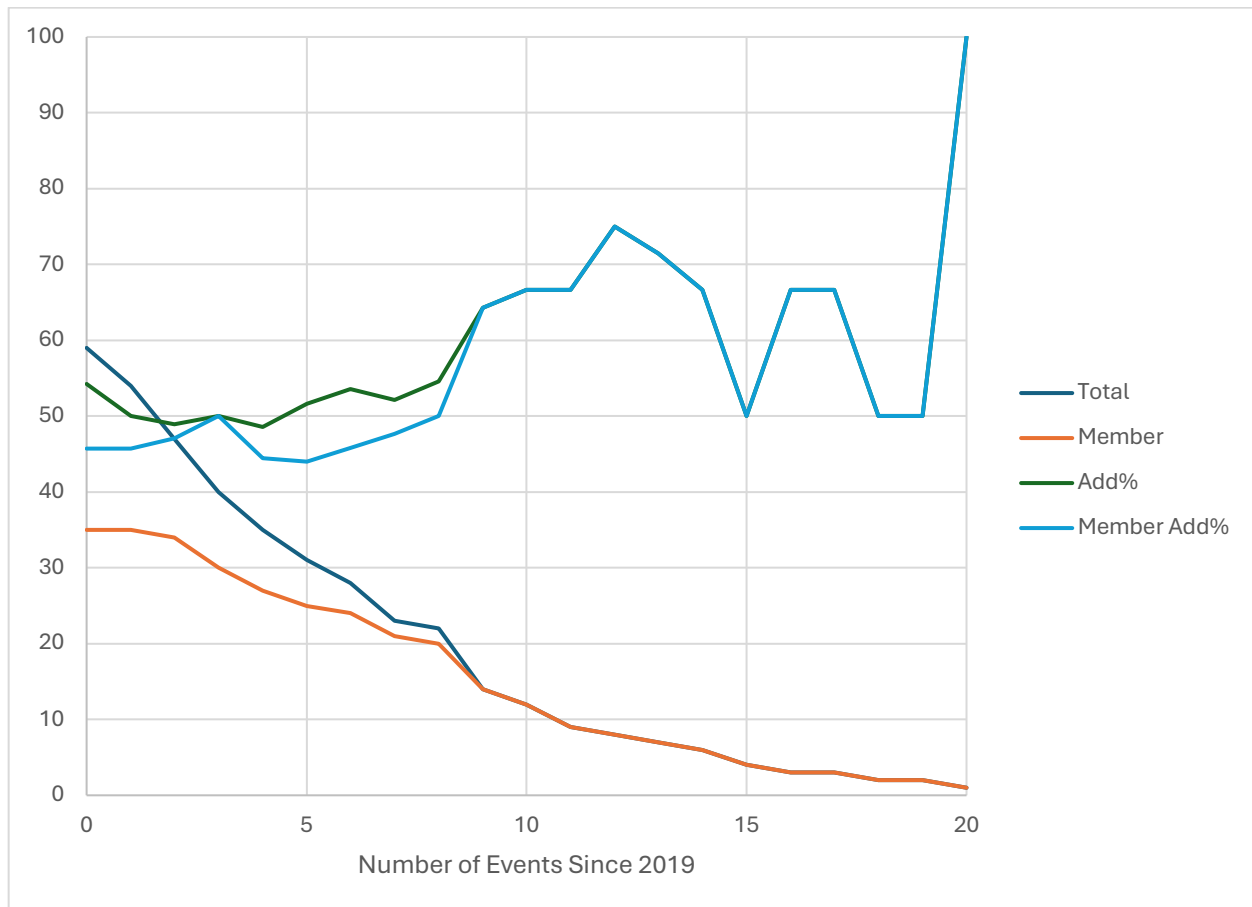
A Google Forms survey was created in consultation with Jeff Garrett, Roger Williams and Keith Davidson. Originally, each of the 3 rule change proposals had its own survey question. Roger Williams felt strongly that all 3 should be lumped into one survey question and after a fair bit of discussion, we went with Roger's recommendation. Roger's main concern was that only adopting 1 or 2 of the rule change proposals would further inflame hard feelings and that it would be better to gauge participants' preferences in consideration of all 3 together.

Results:

The MailChimp message went out on March 6, 2025. The survey remained open until midnight April 10, 2025. In that time, 59 responses were received. In all but one case, the respondents provided their names so we could check against results data to gauge participation level. The one response without a name was assigned a participation level of 0 events.

The following graph contains the detailed results of the survey (see <https://drive.google.com/drive/folders/1AdKG9T2SqEvzRHJFZPGHLdySvPzM9sdL>). By way of explanation, the X-axis is the number of events that a respondent participated in during the period. Against this, we plot:

1. The percentage of respondents that are in favor of adding CVAR exceptions in our 1972+ classes. There are both total respondent lines and member respondent lines (the lines merge at 9 events);
2. The number of respondents, again with total respondent and member respondent lines.



We received 59 total responses and 35 member responses. 54% of total respondents and 45.7% of member respondents are in favor of adding CVAR exceptions to the 1972+ classes.

There is a clear groundswell seen from frequent participants. Once we reach 8 events, both total and member percentages swing in favor of adding CVAR exceptions to 1972+ classes, rising to a full 75% at 12 events (all members).

Board Recommendation

The survey results were discussed with the Group 1 representatives on May 12, 2025 for the purpose of formulating a board recommendation. The recommendation is for the Board to vote “YES” to add each of the three proposals to the Group 1 1972+ classes. In doing so, Authenticity and the Group 1 representatives considered the following:

- There is no obvious “right” answer. Group 1 members as a whole are evenly divided. This has been the case for the last five years, was the case at the January board meeting where an extension of time was given and remains the case today.
- That said, when considering frequent Group 1 participants (those participating in a Group 1 race at least twice a year), a clear “YES” emerges. These participants are the core of Group 1.

- This issue has been divisive for Group 1, causing hard feelings, lack of camaraderie and reduced participation. It has been ongoing for years and we would like to put it behind us and start rebuilding Group 1.
- With three preparation tiers (1972, 1972+ and GT-1), we have a home for all Group 1 members. As the main purpose of 1972+ is to enable members to run both CVAR and SVRA events without car changes, it is logical to add these exceptions there.
- It should also be noted that the performance enhancement from these new exceptions are not nearly as large as those from the exceptions added in 2020.

Once the Board makes its decision, Group 1 representatives will meet to assign Authenticity Point and/or weight values to all CVAR Group 1 exceptions and then rescore the Group 1 cars. The more performance enhancing exceptions a competitor uses, the lower their Authenticity Score will be. Note that Authenticity Score represents 40% of potential Championship Points.

Board Voting Outline

A board voting outline for each proposal is presented below:

Multi-Disc Clutches:

Add the following statement in sections 7.1.1 and 7.1.2:

“Multi-disc clutches are allowed.”

At the same time, add the following statement in sections 7.1.6.2.1(a) and (b):

“Multi-disc clutches are only allowed if originally installed by the manufacturer.”

SVRA Wheel Widths:

Edit each car sheet in section 7.2 to allow the following wheel widths in 1972+ class:

Car	Class	Width	Class	Width	Delta
<i>Production Cars:</i>					
AMX	AP	8.5	AP+	8.5	0
AMX	BP	7.5	BP+	8.5	1
C2 Corvette	AP	7.5	AP+	8.5	1
C2 Corvette	BP	7.5	BP+	8.5	1
C3 Corvette	AP	9.5	AP+	10	0.5
C3 Corvette	BP	9.5	BP+	10	0.5
Cobra 289	BP	7.5	BP+	8.5	1
Cobra 289 Webers	AP	7.5	AP+	8.5	1
Cobra 427/428	AP	9	AP+	9.5	0.5
GT350	BP	8.5	BP+	8.5	0
GT500	AP	8.5	AP+	8.5	0
<i>A-Sedan and Trans-Am Cars:</i>					
Javelin	AS and TA	8	AS+ and TA+	8.5	0.5

Car	Class	Width	Class	Width	Delta
Camaro	AS and TA	8	AS+ and TA+	8.5	0.5
Barracuda/Valiant/Dart	AS	8	AS+	8.5	0.5
Falcon/Comet	AS	8	AS+	8.5	0.5
Mustang	AS and TA	8	AS+ and TA+	8.5	0.5
Cougar	AS and TA	8	AS+ and TA+	8.5	0.5
Firebird	AS and TA	8	AS+ and TA+	8.5	0.5

Dogbox Transmissions:

Add the following statement in sections 7.1.1, 7.1.2 and 7.1.3:

“Dogbox transmissions are allowed.”

At the same time, add the following statement in sections 7.1.6.2.1(a), (b) and (c):

“Dogbox transmissions are not allowed.”