

**Corinthian Vintage Auto Racing Corporation, CVAR**  
**Minutes of Board of Directors (BoD) Special Meeting**  
**Tuesday, 26 August 2025**  
**Zoom Call**

1. Attendees:
  - Steve Coleman - President
  - David Lee – Vice President
  - Steven Schultze - Secretary
  - Ricardo Price – Authenticity
  - Colby Lemmons – Board member at large
  - Jackson Williams – Board member at large
  - Simon Hughes – Board member at large
2. Call to order: The meeting was opened at 5:31 pm by Steve Coleman. John Strnad had made the Board aware he could not be present.
3. Meeting minutes for May 28, 2025 were presented for approval by Steven Schultze. The minutes stand.
4. July 3, 2025 email request for vote for the Policy Changes for Authenticity Scoring and the Group 1 Exceptions reported by Steven Schultze. All Board members voted in favor, and this was accepted on July 7, 2025. Documents for approved changes attached to these minutes.
5. Steve Coleman provided an update on the school weekend. 11 students registered to date. CVAR is working with ECR to allow trailers to remain between the school weekend and race weekend.
6. Canyon Classic race weekend status discussed. The event is full and closed to additional registrations. The schedule has changed and the Screamin' Eagles run group is only using track time on Saturday. The registration for Screamin' Eagles is handled by ECR, and all the license information, car tech, and waivers will still go through CVAR. It is tentative this group will run with CVAR again at ECR in 2026. Mike Jones is taking over Tech Inspection for CVAR and will have our current tech individuals at ECR to assist. Simon Hughes provided an update on parking planning for the event. CVAR is going to have two paid workers assisting with parking during load in day.
7. David Lee stated there needs to be event chairs next year. In addition, all need to be capturing and creating checklists or SOPs so we may allow others to effectively run and execute CVAR events.

8. Steve Coleman discussed a plan to message the club on volunteers needed or our option will be to start paying individuals to handle areas that our current volunteers are stepping away from.
9. Championship Points status and issues getting authenticity sheets was discussed by Simon Hughes.
10. Elections for the Board and the Slate process were discussed. Jackson Williams will chair the Slate process this year.
11. Steven Schultze presented for discussion changing the license age to expiration range as well as cost.
12. Ricardo Price discussed the process of car scoring and getting car declarations is going slower than expected. He will work with group reps to get this process moving and explore other alternatives to encourage submission.
13. Group 1 Heritage/Base Class had an administrative rules correction due to oversight presented by Ricardo Price. The rules will be updated to get this back in place. In addition, Ricardo went through all previous meeting minutes and found four additional uncaptured approved rule changes. One of the four was found to not be in use and the Group 3 reps stated it was never put in place and used and can be rescinded.

Steve Coleman motioned the Group 3 tire rule, adopted January 15, 2011, be rescinded because it was never used and Group 3 representatives are satisfied with the currently published, and used, Group 3 tire rule. Colby Lemmons seconded, which carried unanimously.

14. Ricardo Price provided a summary of the nine rule change proposals submitted this year.
15. Steven Schultze shared our driver membership for this year has exceeded last year's.
16. Steve Coleman shared the Hallett race schedule is out and Sunday will be the backwards run day.
17. Next year's schedule is still waiting on confirmation of dates. Steve Coleman is working to prevent events within 3 weekends of each other.
18. The upcoming ECR race weekend will have a policy change for the alcohol at the dinner. Steve Coleman stated this is required for ECR to comply with local laws.

19. There being no further business, the meeting was adjourned at 6:44 pm.

Steven Schultze, Secretary

# Policy Changes for Authenticity Scoring

## Section 3 (Eligibility and Authenticity):

Item 5 describes penalties levied upon non-conforming cars during the “Corrective Clock” period. All penalties are at the discretion of the Authenticity Chairman, including deductions of Championship Authenticity Points (item 5.b). I would like to add a note in item 5.b. that the usual deduction will be 3 points for EACH non-conformity, while reserving the right to exercise discretion. This gives Group Reps concrete guidance for car scoring.

## Section 11 (CVAR Championship):

Calculation of Championship Authenticity Points is described as follows:

- 10 points – for correct period preparation as follows:
  - 4 points – for period-correct appearing wheels and tires (60 series or taller treaded tires on production cars or 50 series approved on CP cars).
  - 3 points – for correct body configuration (no spoilers, wheel flares, fiberglass panels, etc., if not allowed in 1972 GCR and PCS).
  - 3 points – for correct engine, transmission, and suspension for period. Must conform to GCR (SCCA General Competition Rules), PCS (SCCA Production Car Specifications), FIA or IMSA regulations for the car period. Alternate period regulations must be provided by driver.

The issue we are having is these point assignments are not aligning well with our rules. Most of our CVAR exceptions deal with engine, transmission and suspension. Yet, Group Reps only have 3 points to work with in that category. The results can be unjust. To give one example (I’m going to use myself as an example so please bear with me), these two engine combinations on 1964 Corvettes were scored identically in 2024:

	Price 1964 Corvette	Robau 1964 Corvette
Block	GM 3782870 (Correct)	Dart
Heads	GM 3782461 (Correct)	Dart
Intake	Vintage Edelbrock C3B	Modern Edelbrock Performer RPM
Camshaft	Flat Tappet	Roller Tappet
Oiling	Wet Sump	Dry Sump
Wheel HP	~375	~500
Score	1	1

In order to give the Group Representatives more flexibility to ensure fairness according to penalties specified in our rules, I’d like to revise the calculation as follows:

- *10 points – for correct period preparation as follows:*
  - *3 Appearance Points – for period-correct appearance of the car. This is intended to reward cars that appear vintage. There are items that, while technically conforming, just look too modern (i.e., digital dashboards). Appearance points are deducted for these types of items.*
  - *7 Exception Points – for use of performance enhancing exceptions. Our rules prescribe point penalties for use of certain CVAR exceptions that enhance performance. These penalties deduct from the 7 exception points.*
- *A car receives a bonus point for in-period race history.*
- *Non-conformity penalties (usually 3 points for EACH non-conformance) are deducted from the total.*
- *Final points are limited to between 0 and 10.*

Group 1 Exceptions

Exception	AP+	BP+	AS+/TA+	AP	BP	AS/TA	Points	Weight	Reason	Notes
Larger versions of original carburetors allowed	6.1.11	6.1.11	Note	6.1.11	6.1.11	Note	0	0	Long standing exception. Would be unfair to suddenly deduct points or add weight. The variety of carbs installed would make the calculation of a fair penalty difficult.	GCR specifies carburetor for AS/TA
Moving battery to trunk allowed	6.1.16	6.1.16	Note	6.1.16	6.1.16	Note	1	0	1 point is specified in the existing rules.	GCR allows battery relocation in AS/TA
Modern electronic ignitions allowed (no crank-fire)	6.1.18	6.1.18	6.2.16	6.1.18	6.1.18	6.2.16	1	0	Aftermarket distributor may confer a performance advantage. No deduction for AS/TA or AS+/TA+ as GCR allows.	GCR allows transistor ignitions with stock distributor in AP/BP. GCR allows transistor ignitions with any distributor in AS/TA.
SFI damper/balancer recommended	6.1.20	6.1.20	6.2.17	6.1.20	6.1.20	6.2.17	0	0	Safety.	
Roller rockers are allowed	7.1.1.3	7.1.2.3	7.1.3.5	7.1.1.3	7.1.2.3	7.1.3.5	1	0	Reliability with performance advantage (enables higher RPM operation).	

Roller camshafts are allowed	7.1.1.4	7.1.2.4	7.1.3.6	Not Allowed			1	0	Reliability with significant performance advantage. Normally, we would add weight for something like this, but this is the mod that puts a car into "+" class. My thought is that all cars in "+" class are running a roller cam, so there is no reason to add weight.	
Aftermarket heads of correct material and plug location are allowed	7.1.1.5	7.1.2.5	7.1.3.7	Not Allowed			1	0	Availability with a performance advantage. Not all cars in "+" class will run non-OEM heads. Should we add weight too?	
Oil accumulators are allowed	7.1.1.6	7.1.2.6	7.1.3.8	7.1.1.6	7.1.2.6	7.1.3.8	0	0	Reliability with no performance advantage.	

Dry sumps are allowed	7.1.1.6	7.1.2.6	Note	Not Allowed		Note	1	0	Reliability with a performance advantage. Not all cars in "+" class will run dry sumps, so we need a deduction. No deduction for AS/TA or AS+/TA+ as GCR allows.	GCR allows dry sump in AS/TA
Two-piece rotors of correct diameter (aluminum hat and steel rotor) are allowed	7.1.1.8	7.1.2.8	7.1.3.10	7.1.1.8	7.1.2.8	7.1.3.10	1	0	Availability with a performance advantage.	
Windshield and rear window may be replaced with polycarbonate	7.1.1.13	7.1.2.13	7.1.3.15	7.1.1.13	7.1.2.13	7.1.3.15	0	0	Long standing exception.	
Ford 289 can use 302		7.1.2.17	7.1.3.19		7.1.2.17	7.1.3.19	0	75	75# is specified in existing rules.	
Headlights removed completely on C3 Corvette	7.2.1.5	7.2.1.6		7.2.1.5	7.2.1.6		0	20	20# is specified in existing rules.	
Aluminum intake and Holley on C3 Corvette w/350 in BP		7.2.1.6			7.2.1.6		0	120	120# is specified in existing rules.	GCR put 350 LT-1 engines (aluminum intake and Holley) in AP
Lincoln/Galaxy 11.75" front disc brakes on GT350, GT500, Falcon/Comet and Mustang/Cougar	7.2.1.11	7.2.1.10	7.2.2.4 7.2.2.5 7.2.2.6	7.2.1.11	7.2.1.10	7.2.2.4 7.2.2.5 7.2.2.6	0	30	30# is specified in existing rules.	

Rear disc brakes on GT350, GT500, Falcon/Comet, and Mustang/Cougar	7.2.1.11	7.2.1.10	7.2.2.4 7.2.2.5 7.2.2.6	7.2.1.11	7.2.1.10	7.2.2.4 7.2.2.5 7.2.2.6	0	75	75# is specified in existing rules.	
11" rear drum brakes on 64-66 Dodge/Plymouth in AS			7.2.2.3			7.2.2.3	0	30	30# is specified in existing rules.	
318 instead of 273 in 64-66 Dodge/Plymouth in AS			7.2.2.3			7.2.2.3	0	120	120# is specified in existing rules.	
289 in 62-63 Falcon/Comet			7.2.2.4			7.2.2.4	0	75	75# is specified in existing rules.	
302 in 62-63 Falcon/Comet			7.2.2.4			7.2.2.4	0	150	150# is specified in existing rules.	
Dogbox transmissions allowed. Must be 4-speed and GCR/PCS ratios.	New	New	New	Not Allowed			1	100	Reliability with a significant performance advantage.	Board of Directors required minimum 75# penalty
Multi-Disc clutches allowed.	New	New	Note	Not Allowed	Note		1	0	Safety with performance advantage. No deduction for AS/TA or AS+/TA+ as GCR allows.	GCR allows any clutch in AS/TA
SVRA wheel widths allowed (+0.5" over GCR).	New	New	New	Not Allowed			1	25	Rule commonality with performance advantage	
SVRA wheel widths allowed (+1.0" over GCR).	New	New	New	Not Allowed			1	50	Rule commonality with performance advantage	