

Corinthian Vintage Auto Racing Corporation, CVAR
Minutes of Board of Directors (BoD) Annual Meeting
Saturday, 17 January 2026
Holiday Inn & Suites, 1801 N. Development Blvd, Waco, TX 76705
Livestream For Listening Via Zoom

1. Attendees:
 - Steve Coleman - President
 - David Lee – Vice President
 - John Strnad - Treasurer
 - Steven Schultze - Secretary
 - Ricardo Price – Authenticity
 - Colby Lemmons – Board member at large
 - Jackson Williams – Board member at large
 - Simon Hughes – Board member at large
 - Rob Pink
 - Joanne Lemmons
 - Bill Pollard
 - Tim Blakeney
 - Steve Heitzke
 - Charles Bamford
 - David Hopkins
 - Greg Matlack
 - Weley Cates
 - David McMasters
 - Mike Jones
 - Mark Mcilyar
 - Tom Giertz
 - Scott Stevens
 - Gary Perser
 - Andy Samudio
2. Call to order: The meeting was opened at 12:01 pm by Steve Coleman.
3. Steven Schultze conducted Roll Call for the current Board members.
4. Steven Schultze presented the Agenda for the meeting.
5. Meeting minutes for January 6, 2026 were presented by Steven Schultze. The minutes stand.
6. Membership and Licensing Report presented by Colby Lemmons.
 - a. Membership at the end of 2025 was presented and there was growth in overall competition members and worker members.
 - i. 208 Competition members

- ii. 6 Corporate Sponsor members
 - iii. 9 Lifetime Honorary members
 - iv. 6 Lifetime Over 75 members
 - v. 19 Lifetime Under 75 members
 - vi. 7 Associate members
 - vii. 21 Worker members
 - b. Licensing at the end of 2025 has a lower number this year as permit tracking changed in the last year.
 - i. 165 active licenses
 - ii. 38 expired licenses in 2025 that were not renewed
 - iii. 12 active Novice Permits
 - iv. 9 Novice Permits expired in 2025
- 7. Colby Lemmons acknowledged our Corporate Sponsor members.
 - a. Bigger Hammer Racing – Bill Griffith
 - b. Coat Pro – Gary McFarlane
 - c. McDonalds Restaurants – Chalmer McWilliams
 - d. MSR Houston – James Rogerson
 - e. Lateral Resources LLC – Steve Coleman
 - f. Duntov Classics LLC – Louis Guerra
 - g. 5 Factor Technology – Jackson Williams
- 8. President’s Report and Recap of 2025 was presented by Steve Coleman.
 - a. The transition to Track Rabbit resulted in approximately \$10,000 in savings to the club.
 - b. CVAR returned to NOLA and MSR Houston.
 - c. The Canyon Classic event at ECR included the Screaming Eagles race in partnership with ECR.
 - d. A Drivers School was held on a non-race weekend. The club will work to allow more time between future Drivers Schools and race weekends.
 - e. New volunteers stepped into the roles of Chief of Tech and Membership Director.
 - f. New rules were adopted, expanding eligibility and car classes.
 - g. Virtual racing event for members.
 - h. A members-only Discord channel was established for club discussions.
 - i. Established banking and contract review policies for the Board.
 - j. Opened a CVAR online store to purchase merchandise.
 - k. Credit card payment capability was implemented at the track to ease transactions and improve funds tracking.
 - l. Approved and purchased new UHF radios.
 - m. Membership and event participation increased last year. Average participation per event continues to rise with an increase in the number of races. The club noted the need to reach 100 participants per event as track costs continue to increase. The ECR event was capped at 150 entries, with an exception approved to allow a total of 157 entries.
 - n. Worked with tracks to develop multiyear contracts to attempt a stable schedule for events.

- o. Overall, the club remains in good financial standing.
 - p. Steve shared his perspective on Board activities, thanked members for their assistance and participation, and emphasized the ongoing need for additional volunteers in any capacity.
9. Treasurer's Report was presented by John Strnad.
- a. Balance sheet as of December 31, 2025
 - i. Total Assets \$118,014.28
 - ii. Total Liabilities and Equity \$118,014.28
 - b. Profit and Loss for January through December 2025 showed a gross profit of \$107,852.64 and a net profit of \$24,220.10.
 - c. Reported on the individual P&L for the 5 events in 2025
 - i. NOLA had 80 entries and resulted in a loss due to meals and entertainment costs. Adjustments are being considered for future events.
 - ii. Hallett (March) had 87 entries and generated a positive result of approximately \$3,500.
 - iii. MSR Houston had 94 entries and resulted in a loss due to additional costs. The event is being approached differently this year.
 - iv. ECR had 157 entries and generated approximately \$25,000, significantly supporting overall club finances.
 - d. Purchased new radios along with some necessary equipment and the FCC license for approximately \$22,500.
 - e. Overall bank charges were approximately \$7,000, representing a \$10,000 reduction in expenses following the transition to Track Rabbit.
 - f. John explained why CVAR maintains a \$100,000 reserve to cover deposits and track payments, including contingencies if an event does not go as planned or unexpected expenses arise.
 - g. A question was asked regarding annual revenue levels and potential IRS scrutiny. John shared that, per the club's CPA, CVAR can generate a few hundred thousand dollars in a year without issue.
 - h. A question was asked regarding break-even entry counts. John stated that approximately 100 entries are needed at ECR, 90 at Hallett, and 100 at NOLA.
 - i. John discussed efforts to establish ECR as the club's home track, noting that multi-year contract discussions have kept pricing fixed rather than increasing to the current rental rates requested of other clubs.
10. Authenticity Report presented by Ricardo Price
- a. 2025 was a rules transition year. Some rule changes were controversial, and as the club moves forward, the goal is for these changes to bring additional cars to CVAR.
 - b. January – Groups 2 and 7 eligibility expanded to 1985.
 - c. February – The 1985 GCR on the CVAR website was made OCR'd and clickable to improve usability. The Race Car Classification and Rules document was updated. The Authenticity Declaration was moved to an online system, which is always available and allows document uploads. Members may contact Authenticity if they cannot locate a previously submitted form.

- d. March – April – A Group 1 survey specific to proposed changes was conducted.
- e. May – Group 1 eligibility expanded to 1985 and shifts in Group classes.
- f. June – July – Group 1 eligibility was updated on the website. Standardized scoring across all groups was established. Ten rule change proposals were submitted in 2025 for consideration.
- g. August – All cars scored to updated criteria.
- h. September - “ND” (No Declaration) was added as a class in registration to encourage submission of authenticity declarations. We also reviewed entries against Declaration Forms and corrected registered classes as needed.
- i. October – November – Competition Committee survey and comment period for the 2025 rule change proposal submissions.
- j. November – December – Draft Rev. C of RCC&R sent to CC and Board for comment. It is not published yet (since the 2025 rule changes hadn’t been adopted). However, we did publish OCR’d and bookmarked versions of the ’54, ’59, ’62, ’67 and ’72 GCRs for member use.

11. Operations Report was presented by David Hopkins. He noted that cooperation during the many changes throughout 2025 was critical to operations, and planning for 2026 is underway. David shared that he will attend the upcoming annual VMC meeting. A question was raised regarding logbooks and how other organizations handle vehicle damage. It was noted that other organizations document damage and review repairs at the next technical inspection. David explained that this process does occur within CVAR to an extent, and that VMC is notified of incidents to ensure awareness across clubs. David agreed to coordinate with VMC to better understand how other clubs handle damaged car incidents and to work with CVAR Tech to determine any next steps

12. Safety Report was presented by Berkeley Merrill. He explained that the Safety Committee reviews the safety history of both the car and the driver in detail. The committee conducts hearings for all reported incidents to protect participants, uphold the rules, and ensure consistent enforcement. During 2025, a total of 20 metal-to-metal contact incidents were reported.

- a. 4 incidents of shared responsibility
- b. MSR Houston – 3 incidents
- c. ECR – 7 incidents (all Group 1) *
- d. Hallet – 5 incidents
- e. NOLA – 5 incidents
- f. Group 3 – 9 incidents
- g. Group 1 – 7 incidents *
- h. Group 6 – 3 incidents
- i. Group 7 – 4 incidents
- j. Group 2 – 1 incident
- k. Drivers losing control biggest factor
- l. 2 contacts due to mechanical issue
- m. 2 worker call ins of contact but on investigation there was no contact
- n. 2 incidents were Novices

* Following distribution of the draft minutes, Berkeley, advised the information shared during the meeting was incorrect and provided corrected data. This clarification was received after the meeting and is noted here for the record. Group 1 had 6 incidents for the year with 4 of these occurring at ECR.

13. Steven Schultze reported on two Board-approved items from 2025.
 - a. A Guest Fee was implemented for registrants. The fee is \$25 more than the member rate. Individuals must purchase or renew their membership prior to or during event registration to avoid the fee. Guests are not eligible to receive Championship Points.
 - b. New UHF radios were approved and implemented. Most scanners will not work with the new radios. Frequency and scanner information will be shared with members as it becomes available. Track communications will be conducted using the new radios, track public address announcements, and Track Rabbit text notifications.

OLD BUSINESS

14. The 2025 Rule Change proposals were presented by Ricardo Price. Each proposal was opened for member questions prior to being motioned to the Board.
 - a. Proposal 1 - David Lee's proposal to allow dogbox transmissions in Group 2 production cars (EP and FP):
 - i. Expand proposal to cover both Groups 2 and 7.
 - ii. Amend proposal to only allow in 1985 classes (EP+, FP+, GT-2-C and GT-3-D).
 - iii. Use of dogbox results in 1 Authenticity Point deduction.
 - iv. Use of dogbox results in 3% weight penalty based upon the empty weight specified in the 1985 PCS or GTCS and assuming 185lb driver. For example, weight penalty for FP+ MG Midget 1275cc would be 42lbs calculated as $0.03 \times (1584 - 185)$.
 - v. Exception text: *"Aftermarket dog-ring transmissions or transmissions that have been modified to accept Hewland type gears that may be shifted without using the clutch are allowed. Must maintain number of gears in PCS/GTCS."*
 - vi. Ricardo Price motioned to accept the proposal. The motion was seconded by David Lee and carried unanimously.
 - b. Proposal 2 - David Lee's proposal to allow rear disc brakes in Group 2 production and sedan cars (EP, FP and CS):
 - i. Expand proposal to cover both Groups 2 and 7.
 - ii. Amend proposal to only allow in 1985 classes (EP+, FP+, GT-2-C and GT-3-D).
 - iii. Use of rear disc brakes results in 1 Authenticity Point deduction.
 - iv. Use of rear disc brakes results in 1% weight penalty based upon the empty weight specified in the 1985 PCS or GTCS and assuming 185lb driver. For example, weight penalty for FP+ MG Midget 1275cc would be 14lbs calculated as $0.01 \times (1584 - 185)$.

- v. Exception text: *“Conversion of rear drum brakes to disk brakes is allowed.”*
- vi. Ricardo Price motioned to accept the proposal. The motion was seconded by Steve Coleman and carried unanimously.
- c. Proposal 3 - Jackson William’s proposal to update Spec Sprite rules. Proposal attached to these minutes. Ricardo Price motioned to accept the proposal. The motion was seconded by Colby Lemmons and carried unanimously.
- d. Proposal 4 - Bob Kramer’s proposal to allow penalty-free 0.060” cylinder overbore for all CVAR Productions and Sedan cars.
 - i. Exception text: *“Maximum bore is limited to 0.060” over stock.”*
 - ii. Ricardo Price motioned to accept the proposal. The motion was seconded by Steven Schultze and carried unanimously.
- e. Proposal 5 - Bob Kramer’s proposal to allow “Southwick” type front hubs and “Floater/Retaining Clip” rear axle/hubs in Group 7:
 - i. Exception text: *“Use of ‘floater/retaining clip’ rear axle/hub design and ‘Southwick’ type front hubs allowed in Triumphs without point or weight penalty for safety reasons.”*
 - ii. Ricardo Price motioned to accept the proposal. The motion was seconded by Colby Lemmons and carried unanimously.
- f. Proposal 6 - Bob Kramer’s proposal to allow 15” diameter wheels instead of 14” diameter wheels:
 - i. Allow for all Production, Sedan and GT cars.
 - ii. Allow without penalty in 1985 classes (EP+, FP+, GT-2-C, GT-3-D, GT-1 through GT-5).
 - iii. Deduct 1 Authenticity Point in other classes.
 - iv. Exception text: *“15” diameter wheels may be used instead of 14” diameter wheels for tire availability reasons. Wheel width must meet period specifications.”*
 - v. Ricardo Price motioned to accept the proposal. The motion was seconded by David Lee and carried unanimously.
- g. Proposal 7 - Ricardo Price’s proposal to update CVAR’s tire rules. Proposal attached to these minutes. Ricardo Price motioned to accept the proposal. The motion was seconded by Steven Schultze and carried unanimously.
- h. Proposal 8 - Ricardo Price’s proposal to add new class WSR to Group 6:
 - i. New class text:
 1. *“SP94s, WSRs, and Sports Toyotas using a Toyota 4AGE 1600cc engine.*
 2. *Original chassis manufactured between 1994-2000.*
 3. *Fuel injection or carburetors allowed.*
 4. *Toyota MR2 4AGE 1600CC engine with Web camshafts only.*
 5. *OEM MR2 Toyota transmission.*
 6. *Minimum weight 1,550lbs. (with driver).*
 7. *Rear wing mounted on stock endplates at stock height.*
 8. *13 inch diameter rims.*
 9. *May gusset frame members for safety reasons.*
Additional/improved roll bar bracing for safety reasons is

recommended. No other additional tubing may be added that was not done in period.

10. *Expressly prohibited are dry sump engines and stroked engines.*”

- ii. Ricardo Price motioned to accept the proposal. The motion was seconded by Steve Coleman and carried unanimously.
- i. Proposal 9 - Ricardo Price’s proposal to add fire system currency requirements:
 - i. Add the following text:

“The primary fire protection system must be dated within 5 years or the manufacturer’s recommended service interval, whichever is longer. Servicing the system per the manufacturer’s recommendations (recertification every 2 years for most systems) is highly encouraged. Existing fire systems will be grandfathered through the 2026 season to give time for compliance.”
 - ii. The question was asked if there is a resource for this that can be placed on the CVAR website. The answer was, No, use the manufacturer’s website for guidance.
 - iii. The questions was asked for recommended guidance on weight of the system to select. The answer was recommending bigger is better.
 - iv. Ricardo Price motioned to accept the proposal. The motion was seconded by David Lee and carried unanimously.
- j. Proposal 10 - Ricardo Price’s proposal to allow battery relocation in CVAR Sedan cars:
 - i. Allow battery relocation in all CVAR Production and Sedan cars.
 - ii. Remove restriction of only relocating to trunk.
 - iii. Remove Authenticity Point penalty since battery relocations were common in-period.
 - iv. Exception text: *“Battery may be relocated.”*
 - v. Ricardo Price motioned to accept the proposal. The motion was seconded by Jackson Williams and carried unanimously.

15. David Lee presented the bylaws article addressing Board vacancies and explained the process the Board followed to fill the President vacancy and the subsequent Treasurer vacancy.

16. The Board election results were presented by Jackson Williams. A total of 121 votes were cast out of 279 eligible voters. The election for the At-Large Director position resulted in a three-way tie, and the Bylaws do not address the process for resolving this outcome. The Board met and voted to accept all three candidates to serve the term, noting that this action requires approval by the membership in accordance with the Bylaws. A committee had been approved at a previous Board meeting to review and recommend potential Bylaws updates related to tie elections and the number of Board members.

Election results were as follows:

- a. Vice President (2-year term): David Lee
- b. Secretary (2-year term): Steven Schultze
- c. Authenticity (2-year term): Ricardo Price

- d. At-Large Director (3-year term): Stephen (Steve) Heitzke, Mark Mcilyar, Andrea (Andy) Samudio

NEW BUSINESS

17. Steve Coleman motioned to temporarily expand the number of At-Large Directors by two in order to fill the At-Large Director position with three members for a 3-year term. The motion was seconded by Steven Schultze and carried unanimously.
18. The 2026 Board of Directors was sworn in.
19. John Strnad, serving as the President, shared remarks on his vision for the club and thanked outgoing Board members for their service.
20. The 2026 Race Schedule was presented by David Lee. He discussed the reasons for not holding a spring Hallett race and for moving the fall Hallett race date in 2026.
21. Championship Points status and issues for 2025 were presented by Simon Hughes. He noted that the rules transition year made it challenging to maintain accurate points tracking as changes occurred. Simon discussed whether continuing a club-wide Championship was required and whether consideration should be given to ending points calculations after Saturday competition at the final event of the year. Simon motioned to form a committee to review and recommend potential updates to the CVAR Championship structure. The motion was seconded by David Lee and carried unanimously.
22. CVAR's 40th year of incorporation is approaching, and Steven Schultze discussed potential plans to celebrate the milestone in 2027 and 2028. Discussion included feature races and events, sharing the club's history, and marketing efforts to promote CVAR. Steven motioned to form a committee to develop a plan for celebrating CVAR's 40th anniversary during 2027 and 2028. The motion was seconded by David Lee and carried unanimously.
23. John Strnad discussed sponsorship efforts for CVAR and acknowledged prior work by Steve Coleman in this area. He noted that the current Winner's Circle banner is an example of club sponsorship. John reported that he recently secured a \$4,000 sponsorship commitment from Sunoco, with full details to be finalized. He also reported that Sabelt has agreed to sponsor CVAR, with additional details to follow. John Strnad motioned to form a committee to develop a sponsorship program. The motion was seconded by Steven Schultze and carried unanimously.
24. Member input was solicited.
 - a. A question was raised regarding whether the expanded 1985 GCR eligibility allows for Miata participation. The Board responded that Miatas were not included in the GCR until 1989. It was acknowledged that first-generation NA

Miatas are seeking a home organization, and CVAR is considering an exhibition event at ECR later this year.

- b. A question was asked regarding the Authenticity Declaration, specifically how to complete the “car prepared by” section. It was explained that historically this has been completed by the driver. If the driver does not perform the work, the shop responsible for preparation may be listed.
- c. A question was asked regarding whether the new Guest Fee aligns with other organizations. The Board responded that it does.
- d. A question was asked regarding engines and ‘do we pump motors’? The response was that CVAR does not routinely pump motors. However, a challenge process exists, and a competition member may submit a challenge form as outlined in the rules.
- e. A question was asked regarding the number of members to serve on newly formed committees. The response was that there is no set limit and participation is encouraged.
- f. The delay in helmet availability was discussed, and members were reminded that CVAR rules state helmets are valid for 11 years.

25. There being no further business, the meeting was adjourned at 3:10 pm.

Steven Schultze, Secretary

Rule Change Proposal 3, Jackson William's proposal to update Spec Sprite Rules Narrative-

This rule change is intended to be a "refresher" for the existing rules, which have not been updated since the early 2010s. The reason for this rule change is to bring parts up to spec with what is currently available, as well as prep the class to entice newer drivers. A detailed list of the changes, and the reasonings behind them are on the accompanying spreadsheet. In general, most changes fall into 3 categories- reliability, safety, or narrowing/bringing into spec of current rules. The first 2 are obvious. The last is just clarifications of existing rules or outright stating of what should be considered legal for the class. As for the change in the cam: any "performance" gains by the change in the cam (or any other changes) are immediately neutralized by the choice in tire, which is bringing the class back to the original spirit of spec sprites- crappy tires, a bit of HP and a lot of fun. This is version 3 of the rules, after member input and discussion from all SFP drivers who entered in a race for the 2025 race season.

8.3.8 Spec Sprite (Board of Directors – Revision March 2025)

8.3.8.1 Body

1. Any 1958 to 1974 Sprite, Midget or Austin Healey Mark I (Bugeye).
2. All Interior panels and trim may be removed, Dash can be changed for later model, or removed
3. Door glass and roll-up mechanism may be removed.
4. Windshield may be cut down, or replaced with windscreen.
5. Minimum weight is 1478 lbs. with a 5% tolerance as per the GCR.

8.3.8.2 Engine

1. 1275cc A-series engine with 286 Kent cam. Engines currently in use will be grandfathered until replaced or rebuilt.
2. Overbore limited to the 1972 GCR of 0.047".-Engines currently in use will be grandfathered until replaced or rebuilt.
3. Pistons to be stock dished pistons (part number 21253). Engines currently in use will be grandfathered until replaced or rebuilt.
4. Head may have hardened seats and valves but must otherwise be stock - Engines currently in use will be grandfathered until replaced or rebuilt.
 - a. Stock 1.25 Rockers
 - b. Stock Valves
 - c. Any valve springs
 - d. No porting
5. Engine internals may be balanced.
6. Stock Internals- Crank and Rods must be stock - Engines currently in use will be grandfathered until replaced or rebuilt.
7. Adjustable timing chain may be used.

8.3.8.3 Driveline

1. Stock differential must be used final drive ratio of 4.22:1.
2. Clutch must be Borg & Beck/AP Type stock clutch.
3. Flywheel must be stock but may be lightened.
4. Transmission must be stock rib case.
 - a. Helical or Straight Cut gears are allowed

8.3.8.4 Suspension

1. Suspension points must remain in stock location.
2. Aftermarket swaybars **allowed**
3. **Stock bushings**
4. **Use of any springs allowed**- Ride height may be lowered by cutting front springs and lowering block at the rear. Springs must be stock but may be re-arched.
5. Shocks may be **rebuilt with competition valves**.
6. Panhard bar **Recommended**.
7. **Can shim shocks**

8.3.8.5 Brakes

1. Brake rotors and calipers must be stock.
2. Competition pads may be substituted.
3. Braided steel flex lines may be used.
4. Late type brake system including Mark I may be retrofitted.

8.3.8.6 Exhaust

1. Headers may be used in place of stock manifold.

8.3.8.8 Wheels/Hubs/Axels

1. Wheels must be 13" diameter by **5 6"** wide.
 2. Aftermarket "Mags" are acceptable.
 3. **Double bearing hubs allowed**
 4. **Aftermarket axels allowed**
 5. **Front axels must be competition axles**
- 9. Tires**
175-60-13 Eco Waterfall Dynamic Tires. Existing tire stock will be grandfathered in for the 2026 season.

8.3.8.10 Fuel System

1. Fuel cell required.
 2. Placement of fuel cell in or under the trunk is allowed.
- a. **Not recommended to put under trunk**
3. Carburetor must be stock HS2, **any HS2 needle type acceptable**
 4. Any air filter may be used. Velocity stacks are acceptable.
- 10. Cooling System**
1. Stock radiator or aftermarket aluminum radiator must be used. Early cars may retrofit to any late model type crossflow system.
 2. Stock fan must be in place.
 3. **Oil coolers are allowed**

8.3.8.12 Charging / Ignition System

1. Distributor **may be either points or electronic ignition**.
2. Engines must have a working alternator or generator.

Rule Change Proposal 7, Ricardo Price's proposal to update CVAR's tire rules.

1. **What specific rule are you asking to change?**

Update and clarify CVAR tire rules.

2. **What is your reason for requesting this change?**

Currently, tire requirements are in several areas of the CVAR rules as follows:

- Section 6.1 items 4, 5 and 6 require that Production Cars use treaded, 60-series or taller tires.
- Section 6.2 items 5, 6 and 7 require that Sedan Cars use treaded, 60-series or taller tires.
- Section 6.3.2 item 1 allows FIA/IMSA cars to use any tire (slick or treaded) that fits authentic rims and flares.
- Section 7.1.5 allows slicks or treaded tires on A-Sports Racers.
- Section 7.5.1 allows Group 3 FV cars to use Hoosier or Dunlop vintage "FV" racing tires.
- Sections 7.6.2 and 7.6.3 require treaded tires on C- and D-Sports Racers.
- Section 7.7 allows slicks or rain tires in the following Group 6 classes: FA/F2, FSV, FF2000 and S2000.
- Section 7.7 allows only treaded tires in the following Group 6 classes: FB, FC, and B-Sports Racers.
- Sections 7.7.5, 7.7.6 and 7.7.7 allows specific Toyo, Avon, Dunlop and Hoosier tires in FF1, FF2 and FF3. **The Toyo, Avon and Dunlop specifications are obsolete.**
- Section 7.8.1 allows 50-series tires on C-Production cars only.
- Section 8.1 item 4 requires that Group 4 Production Cars use treaded, 60-series or taller tires.
- Section 8.2 item 2 requires that Group 4 Modifieds use treaded, 60-series or taller tires.
- Section 10 amplifies the above with an "Approved Tire List." **Nearly all the listed tires are obsolete.**
- Appendix E Section E.3 specifies acceptable treaded tires for Group 2 and 7 1985 classes.

The following changes are proposed:

- a. **Allow 50-series or taller tires in Groups 2, 4 and 7 1972 classes.** These tires must be treaded. Acceptable radial tires include the Hoosier "Speedster" series or any tire of at least 100TW with molded treads (i.e., "slicks" with circumferential grooves not allowed). The reason for this is the lack of high-performance 60-series tires. When CVAR's rules were first adopted, high-performance 60-series tires were

commonplace. That is no longer the case. Most members using radials are running 50-series tires in Groups 2, 4 and 7. This rule change will allow the practice.

b. **To the maximum extent practical, eliminate tire make and model callouts.** Delete the largely obsolete Section 10 “Approved Tire List.” Rather than listing makes and models (which quickly go obsolete and become a rule maintenance headache), specify tires by characteristics (i.e., tread requirements, aspect ratio requirements, TW rating, etc.).

c. **Add tire requirements for 1985 classes adopted by the board in 2025.** 1985 classes must use treaded tires of at least 100TW. 1985 classes may use aspect ratios lower than 50-series so long as the tire is appropriate for the wheel and body/fender configuration specified in the car’s PCS or GTCS.

d. **Consolidate tire rules into a “Tire Rule Table.”**

3. **What is your specific recommended change?**

Delete existing tire rules and replace with “Tire Rule Table.”

Group 1	
1. Wheel width and diameter per applicable period specification or allowed CVAR exceptions 2. Tire must be mounted following manufacturer's specification for wheel width 3. Bodywork may not be modified beyond period specifications to accommodate tires 4. Tire may not extend beyond top of fender opening	
1972 Production Cars (Classes AP, AP+, BP and BP+)	Treaded Bias Ply Vintage Racing Tire
1972 Sedan Cars (Classes AS, AS+, TA and TA+)	Treaded Bias Ply Vintage Racing Tire
1985 GT Cars (Class GT1)	Treaded Bias Ply Vintage Racing Tire Treaded Radial DOT Tire 100TW Minimum Slicks or slicks with circumferential grooves not allowed
FIA/IMSA	Any tire (slick or treaded) that fits authentic rims and flares
A Sports Racer (ASR)	Slick or treaded tires
Group 2	
1. Wheel width and diameter per applicable period specification or allowed CVAR exceptions 2. Tire must be mounted following manufacturer's specification for wheel width 3. Bodywork may not be modified beyond period specifications to accommodate tires 4. Tire may not extend beyond top of fender opening	
1972 Production Cars (Classes EP and FP)	Treaded Bias Ply or Radial Vintage Racing Tire Treaded Radial DOT Tire 100TW and 50-Series Minimum Slicks or slicks with circumferential grooves not allowed
1972 Sedan Cars (Class CS)	Treaded Bias Ply or Radial Vintage Racing Tire Treaded Radial DOT Tire 100TW and 50-Series Minimum Slicks or slicks with circumferential grooves not allowed
1985 Production Cars (Classes EP+ and FP+)	Treaded Bias Ply or Radial Vintage Racing Tire Treaded Radial DOT Tire 100TW Minimum Slicks or slicks with circumferential grooves not allowed
1985 GT Cars (Classes GT4 and GT5)	Treaded Bias Ply or Radial Vintage Racing Tire Treaded Radial DOT Tire 100TW Minimum Slicks or slicks with circumferential grooves not allowed
Group 3	
1. Wheel width and diameter per Monoposto rules 2. Tire must be mounted following manufacturer's specification for wheel width	
Formula Vee	Hoosier or Dunlop "FV" Vintage Racing Tires
Group 4	
1. Wheel width and diameter per applicable period specification or allowed CVAR exceptions 2. Tire must be mounted following manufacturer's specification for wheel width 3. Closed wheel bodywork may not be modified beyond period specifications to accommodate tires 4. Closed wheel tire may not extend beyond top of fender opening	
Closed Wheel Cars	Treaded Bias Ply Vintage Racing Tire Treaded Radial DOT Tire 100TW and 50-Series Minimum Slicks or slicks with circumferential grooves not allowed
Open Wheel Cars	Treaded Tires

Group 6	
1. Wheel width and diameter per applicable period specification or allowed CVAR exceptions	
2. Tire must be mounted following manufacturer's specification for wheel width	
Classes FA/F2, FSV, FF2000 and S2000	Slicks or Rain Tires
Classes FB, FC and BSR	Treaded Tires
Classes FF1, FF2 and FF3	Front: Treaded "Formula Ford" Bias Ply Vintage Racing Tire Size 135/545-13 Treaded Radial DOT Tire 100TW or Greater Size 185/60R13 Rear: Treaded "Formula Ford" Bias Ply Vintage Racing Tire Size 165/580-13 Treaded Radial DOT Tire 100TW or Greater Size 205/60R13
Group 7	
1. Wheel width and diameter per applicable period specification or allowed CVAR exceptions	
2. Tire must be mounted following manufacturer's specification for wheel width	
3. Bodywork may not be modified beyond period specifications to accommodate tires	
4. Tire may not extend beyond top of fender opening	
1972 Production Cars (Classes CP and DP)	Treaded Bias Ply or Radial Vintage Racing Tire Treaded Radial DOT Tire 100TW and 50-Series Minimum Slicks or slicks with circumferential grooves not allowed
1972 Sedan Cars (Class BS)	Treaded Bias Ply or Radial Vintage Racing Tire Treaded Radial DOT Tire 100TW and 50-Series Minimum Slicks or slicks with circumferential grooves not allowed
1985 Production Cars (Classes GT2C and GT3D)	Treaded Bias Ply or Radial Vintage Racing Tire Treaded Radial DOT Tire 100TW Minimum Slicks or slicks with circumferential grooves not allowed
1985 GT Cars (Classes GT2 and GT3)	Treaded Bias Ply or Radial Vintage Racing Tire Treaded Radial DOT Tire 100TW Minimum Slicks or slicks with circumferential grooves not allowed

4. **Will this change enhance the performance of the vehicle?**

No.

5. **If this is a performance enhancing part or change, then what do you propose to keep the competition fair with your competitors?**

N/A.

6. **How will this change affect car authenticity?**

N/A

7. **What specific CVAR cars/classes does this impact?**

All.

8. **Does this proposal have the support of the Members in your Run Group?**

Yes. This rule change updates and legalizes the tires that are available and being run at CVAR events.

During the process of garnering support for your proposal, was there opposition?

No.