

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 D-sheet 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