



Notes

Aug 13, 2025

SOVREN August BOD Meeting

Minutes

Meeting records  Transcript

5:30 Social time

6:00 Call to order

Board members in attendance; Craig Larsen, Rich Newman, Bill Simer, Tom Masterson, John Allen, James Buskirk, John Rankin, Mike Lawler

Officials and guests in attendance; Sherri Masterson, Charly Mitchell, Linda Grass, Lori and Stephen Newby, Devon Newby, Chase Johnson, Jim Johnson, Corky Russell, Doug Kirk, Mary Zeitner, Phil Edwards

The participants discussed various topics from race conditions and sign-ups to club operations and event planning. Key discussions included the financial review of the Spokane race, the development of an operating procedure manual, and the upcoming Bugatti 2026 event. Major talking points focused on the debate surrounding the chicane at Portland International Raceway, concerns about car inclusivity with the BMW station wagon, and strategies for advertising and member recruitment for future events.

Details

- **Approval of Meeting Minutes** Jamie Buskirk inverted the agenda to start with the approval of minutes, assuming everyone had reviewed and approved the July

minutes ([00:41:14](#)). Mike Lawler provided a minor spelling correction for a driver's last name, which Jamie noted was actually from the transcript which accompanied the minutes ([00:42:09](#)). Rich Newman seconded Mike Lawler's motion to accept the minutes ([00:43:01](#)).

- **Nominating Committee Chair Appointment** Craig Larsen announced that Jim Johnson would chair the nominating committee for next year's board elections, thanking Jim for graciously agreeing to the role. Craig requested an "all in favor" vote for Jim's appointment, and after a formal motion by Craig and a second by Jamie, the motion was unanimously approved ([00:43:57](#)). Craig also mentioned that Jim's role would be highlighted in the upcoming Vintage Drift magazine and that people should contact him to express interest in serving the Club([00:44:54](#)).
- **2025 Historic Debrief and Future Planning** Jamie Buskirk reported that the 2025 historic debrief involved querying all involved in planning and execution for feedback on successes and areas for improvement ([00:45:46](#)). A major deficiency was the car corral organization, which Jamie admitted was a "blind spot" for him, but noted its significant revenue potential. They need a new key person to run the car corral next year since Diana Hodgins is no longer available, and will implement Diana's suggestions for smoother operations ([00:46:50](#)).
- **Technology and Celebrity Outreach for 2025 Historic** Jamie Buskirk mentioned that Chuck Ward, Patrick Krohn, and Brad Shinn are evaluating collaborative software tools to manage the planning timeline for the 2026 Historics
- **Spokane Race Financial Review** Rich Newman reviewed the financial outcomes of the Spokane race, noting a approximately \$4,000 deficit ([01:02:36](#)). He highlighted that the track rental at Spokane is notably inexpensive, which significantly contributes to the feasibility of holding events there ([01:03:30](#)). Additionally, Bill Simer pointed out that the banquet buffet in Spokane largely served the workers, impacting the overall cost of the event ([01:05:28](#)).
- **Spokane Race Costs and Savings** Rich Newman discussed the various costs associated with the Spokane race, noting that King County's ambulance expenses are expected to be higher compared to Spokane ([01:03:30](#)). Bill Simer mentioned that the security for the Spokane event was provided by the casino, eliminating that cost for the organizers. Rich Newman also pointed out that travel reimbursements for Spokane were significantly higher ([01:04:23](#)).
- **Volunteer Reimbursement** Sherri Masterson provided an update on volunteer reimbursements, stating that approximately \$4,600 was disbursed, not including

gasoline or E-truck rentals ([01:06:28](#)). She clarified that this amount covered fewer than 25 individuals, with a maximum reimbursement of \$300 per person. Sherri Masterson also requested an ambulance price estimate from Rich Newman, who indicated he had just received it and would forward it to them ([01:07:27](#)).

- **Operating Procedure Manual Development** Sherri Masterson, with Jamie Buskirk's permission, has been working on an operating procedure manual with Mike Lawler and Tom. This manual outlines basic club operations, election and balloting procedures, job descriptions for board positions, and information on basic committees ([01:08:37](#)). It also includes an onboarding guide and a detailed document outlining officer duties to assist new and prospective board members ([01:10:11](#)).
- **Operating Manual Timeline and Updates** Sherri Masterson explained that the operating manual includes a timeline detailing important dates such as board meetings, tax deadlines, and notification periods for the AGM and voting ([01:11:27](#)). She noted that the manual is designed to be editable, with the timeline updated annually, and will be distributed to all board members within the week for review. Craig Larsen confirmed that he had a thorough review with Jamie Buskirk and made minor adjustments ([01:12:22](#)).
- **Suggestions for Operating Manual Enhancements** John Rankin suggested adding information about which board positions are voting and non-voting, which Sherri Masterson confirmed is already included. He also recommended not exceeding the current staff levels in the manual, considering existing struggles with staffing ([01:13:28](#)). Additionally, John Rankin proposed including a flowchart for incident processing and clarity on record-keeping procedures ([01:14:26](#)).
- **Organizational Chart and Alignment of Procedures** John Rankin suggested incorporating an organizational chart, particularly for race day operations, to clarify roles and responsibilities ([01:16:19](#)). Craig Larsen acknowledged the discrepancy between current practices and existing bylaws/handbooks and suggested that John Rankin, Jeff Kerney and he could work together to align these documents with current operations ([01:17:25](#)). Sherri Masterson noted that the new manual references bylaws and helps highlight areas of misalignment ([01:18:31](#)).
- **Editable Operations Manual** Jamie Buskirk reiterated that the operations manual is editable and encouraged all members, especially those on committees like the

competition committee, to contribute by detailing their roles and creating flowcharts for their procedures ([01:19:18](#)). He mentioned creating a secretary manual based on conversations with the outgoing secretary as an example of individual contribution ([01:20:15](#)).

- **Membership and Event Updates** Sherri Masterson reported that membership has been quiet but that an updated full roster will be sent out soon. She also announced that the "Vintage Drift" will be released in a few weeks and provided current driver and worker counts for upcoming events: 23 drivers and 31 workers for CRC, and one driver and 26 workers for the Fall Finale. An email reminder for the CRC early bird registration will be sent out within 24 hours ([01:21:19](#)).
- **Hotel Group Rates** John Rankin inquired about the availability of SOVREN group rates for hotels, particularly for the CRC event, noting that Spokane did not have a published rate. Sherri Masterson clarified that group rates are very limited and the Muckleshoot casino no longer offers them ([01:22:23](#)). Craig Larsen mentioned a recent offer from a Portland area hotelier for a group rate and plans to follow up, while Sherri Masterson cautioned about the risks of not filling reserved rooms under such agreements ([01:23:13](#)).
- **Columbia River Course Chicane Discussion** Craig Larsen initiated a discussion about running the long track without the chicane at Columbia River, noting that Sherri Masterson had already informed the course setup team ([01:23:50](#)). John Allen, Devin Newby, and Lori Newby expressed support for keeping the chicane due to safety concerns, muscle memory, and its role as a "great equalizer" ([01:24:55](#)). Bill Simer, however, argued that the chicane increases the potential for accidents and that many older cars do not reach speeds that necessitate it for safety ([01:27:04](#)).
- **Decision on Chicane and Event Progress** Despite differing opinions, Craig Larsen concluded that the chicane would remain in place due to a majority vote and a lack of compelling reasons to remove it. Sherri Masterson reported that she is still working on food arrangements and obtaining a confirmation letter from the track, which is holding up other items ([01:31:51](#)). Jamie Buskirk announced that a social event is planned for Saturday evening at the CRC, with Dr. Don Thieman sponsoring drink tickets for drivers. ([01:32:55](#)).
- **ABFM Paddock Tours and Ad Profile** Craig Larsen discussed plans for paddock tours at the ABFM show to attract vintage British car owners to racing ([01:34:35](#)). He proposed having four or five drivers willing to talk to visitors at designated

stops and suggested that interested individuals contact Loren Campbell with their availability ([01:35:36](#)). Craig Larsen also raised the idea of investing in a series of ads for Victory Lane magazine for the 2026 season, suggesting a November start to align with people's calendar planning, a strategy that worked last year despite a late start ([01:36:39](#)).

- **Advertising Strategy and Member Recruitment** Rich Newman supported starting advertising earlier and suggested exploring local advertising beyond the racing community to attract spectators for events like the Bugatti event ([01:38:36](#)). Jamie Buskirk noted that prior attempts to advertise on TV and radio did not show a significant increase in gate numbers, suggesting social media and grassroots outreach are more effective for reaching younger audiences ([01:39:39](#)). Lori Newby emphasized the importance of publishing the schedule early to capture interest before other organizations ([01:40:35](#)).
- **Competition Committee Updates and Driver Conduct** John Rankin reported on driver conduct, noting instances of driver activity that required direct communication rather than immediate penalty points. He mentioned that Shelby Clark followed up on one such incident and that three drivers were put on notice that future infractions could result in points ([01:43:30](#)). John Rankin also raised concerns about a BMW station wagon racing, questioning how it was allowed and its impact on the event's aesthetic and competitiveness ([01:44:40](#)).
- **Discussion on Car Inclusivity and Rules** Devin Newby and Lori Newby defended the inclusion of the BMW station wagon, emphasizing the club's 25-year rule for cars and the importance of inclusiveness for new members ([01:45:26](#)) ([01:47:14](#)). Bill Simer highlighted that the driver, Cody Smith, is a valuable recruit who brings other people to events and that the car meets current rules ([01:46:18](#)). Jamie Buskirk also agreed that while the car might cause confusion for spectators, the driver is very skilled and a clean racer, making him a desirable participant ([01:47:58](#)).
- **Concerns about Spectator Perception and Member Retention** John Rankin reiterated his concern that the BMW station wagon negatively impacted spectator perception and could lead to existing members leaving the club, particularly those with older, less competitive cars. He suggested that focusing on a single driver or car at the expense of others could cost the club members it works hard to recruit and retain ([01:47:58](#)) ([01:53:07](#)). John Allen noted that the car falls within current rules and attracts a wider audience, while Charly Mitchel

questioned if the car had a proper motor installed, which Jamie Buskirk confirmed was an M3 motor ([01:50:06](#)).

- **Future Discussions on Car Classification** Craig Larsen acknowledged John Rankin's concerns as a valid and ongoing debate at the core of vintage racing, emphasizing the need to continuously assess rules and goals. John Rankin proposed a potential solution of creating a separate grid for newer cars (e.g., anything newer than 1985) to address the disparity between older and newer vehicles, which could help retain members with vintage cars ([01:53:59](#)). Craig Larsen concluded that this topic would be revisited in future meetings ([01:55:40](#)).
- **Bugatti 2026 Event Planning** Craig Larsen provided an update on the Bugatti 2026 event, stating that it will be a major, Historic level event with four days of track rental at the Fall Finale 2026 ([01:55:40](#)). The event expects approximately 25 vintage Bugatti race cars, with a potential of 10 additional race cars and 40 Bugatti touring cars. Plans include a special paddock layout for spectators, security for cars left overnight, and a major race on Sunday ([01:56:45](#)). The organizers are considering buying canopies instead of renting expensive tents to house the Bugattis ([01:58:07](#)).
- **Bugatti Event Planning** Craig Larsen shared details about an upcoming Bugatti event, noting its unexpected growth in attractiveness to Bugatti owners and racers, comparing its potential spectator turnout and energy to the SOVREN Historic event ([02:00:19](#)). He emphasized that the event is anticipated to be profitable, with the organizers covering their costs and additional revenue generated from spectators ([02:02:26](#)).
- **Financial Compensation and Overhead** John Allen inquired about compensation for the club's involvement, noting a significant setup cost for a tent. Craig Larsen clarified that the Bugatti organizers are paying for Friday's track rental and that a spreadsheet is being developed to track money flow ([02:01:24](#)). Jamie Buskirk raised concerns about additional overhead, specifically the cost of overnight security for at least three nights and the expense of a large tent ([02:04:29](#)).
- **Sponsorship and Monetization Opportunities** Jim Johnson suggested contacting Jeff Rogers, CEO at Park Place LTD, for a major sponsorship opportunity and proposed inviting Evening Magazine to cover the event to attract more attendees ([02:03:27](#)). Rich Newman reinforced the idea of monetizing the event, suggesting that the Bugatti Club might offer ideas, and Craig Larsen

confirmed that they are open to the club finding sponsors and keeping all generated revenue ([02:07:16](#)).

- **Race Logistics and Technical Requirements** Sherri Masterson asked about race length, which Craig Larsen confirmed to be 20 minutes. Sherri Masterson also inquired about timing and registration, emphasizing the need for an advance list of participants ([02:05:25](#)). Stepheni Newby added that transponders will be required and suggested leveraging Dan Davis and Victory Lane magazine for pre-event publicity ([02:06:19](#)).
- **Insurance and Safety Concerns** John Allen raised questions about how the Bugatti event impacts the club's insurance, particularly given the high value of the cars and the pre-war vehicles without roll bars. Craig Larsen stated that insurers view it as a standard three-day race weekend, comparable to other events featuring high-value historic cars, and were not concerned at the time ([02:08:10](#)). Corky Russell advised that specific training sessions for technical staff would be necessary due to the unique rules and differences of these cars compared to what they typically inspect ([02:10:16](#)).
- **Venue Logistics and Fire Marshal Considerations** Linda Grass suggested checking with Fort Lewis McCord for assistance with tent setup and removal, possibly utilizing soldiers ([02:09:10](#)). Sherri Masterson cautioned that while the historic event is grandfathered in with the fire marshal, the Fall Finale venue is not, necessitating careful adherence to safety regulations for all tents ([02:11:26](#)).
- **Board Positions and Future Plans** John Rankin inquired about Jim Johnson's efforts to find candidates for board positions and asked about Craig Larsen's own intentions. Craig Larsen confirmed that he is running for a board position in 2026, indicating it will be his last year before transitioning to a past president role in 2027 ([02:12:23](#)).
- **Volunteer Staffing and Workload** Chase Johnson confirmed that a 17-year-old turn worker is acceptable if they have racing knowledge, work with a parent, and have a minor waiver signed ([02:13:26](#)). Mike Lawler suggested Jamie Buskirk assemble a team for the Bugatti event, similar to the Historics team, due to the anticipated workload. Jamie Buskirk agreed, noting the need for additional help ([02:14:18](#)).

Suggested next steps

- Jamie Buskirk will talk to Steve Newby regarding Olive Garden discounts for catered meals.
- Jim Johnson will send an email to inquire who wants to continue on next year.
- Craig Larsen will call Jim Johnson offline to share recruiting information.
- Sherri Masterson will send a copy of the operating procedure manual to everyone within the next week.
- Sherri Masterson will send out an email reminding people about the early bird for CRC within the next 24 hours.
- Sherri Masterson will look deeper into the travel reimbursement for Spokane and pull out her actual paperwork.
- Sherri Masterson will send out an updated full roster.
- Craig Larsen will talk to Dan Davis to firm up the ad profile with Victory Lane magazine for the 2026 season.
- Sherri Masterson will get a confirmation letter from the track regarding food.
- John Rankin, John Allen, and Craig Larsen will get on a Zoom call to review documents and clarify the competition committee's current structure.
- Craig Larsen will try to ping the hotelier in the Portland area to see if there's still a chance to pull together a group rate for CRC and send the message about the hotel group rate to Sherri Masterson.
- Jim Johnson will set up a lunch with Jeff Rogers to discuss a major sponsorship for the event.
- Craig Larsen will check with JBLM about getting soldiers to help with putting up and taking down tents.
- Jim Johnson will call existing board members to ask them if they are running for another year for board positions.

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Transcript

Aug 13, 2025

Meeting Aug 13, 2025 at 17:18 PDT - Transcript

00:00:00

Jamie Buskirk: Where'd you go? There you are. How's everything? Are you cooling down a little bit?

Craig Larsen: a little bit today. How about you?

Jamie Buskirk: Yeah, it's still hot. It's Don't know what it is out there. Might be 80. It's pretty warm.

Craig Larsen: Yeah, it's been uh it's been in the 70s and windy. Uh so it's been really uh it's been really nice today. So yeah. Uh yesterday was 90 95 something like that. So yeah.

Jamie Buskirk: Yeah, we were flirting with a hundred here. It was too hot. Yeah.

Craig Larsen: Yeah. That's a little too much for us uh us northwesterners.

Jamie Buskirk: Yeah. No, it's not pleasant. I just cringe looking around at all the green things.

Craig Larsen: Yeah. Do you have to water much down there?

Jamie Buskirk: I've been watering the lawn every day, every night, I should say. I start I've got five zones. I started at 10 p.m.

Craig Larsen: Yeah.

00:06:52

Craig Larsen: Yeah.

Jamie Buskirk: Yeah. Hoping to uh back that off to every other day at some point soon.

Craig Larsen: Yeah. We're uh we have to stay on top of it up here. Well, you know, you invest in the plants, you hate to let them go bad, you know.

Jamie Buskirk: Yeah. No, once you've got them in the ground, you got to take care of them.

Craig Larsen: Yeah. Yeah.

Jamie Buskirk: Yeah.

Craig Larsen: Yeah. So, so I'm getting ready to go to mission.

Jamie Buskirk: Well, that uh should be good. Um, yeah, the weather should be reasonable. You might get some rain, huh?

Craig Larsen: Yeah, exactly. Yeah, it's going to be a whole new experience. I've never been there when it's not 95, you know, or 100. Last year, I told Chris after last year, I said, I don't think I can race here anymore, man.

Jamie Buskirk: Yeah.

Craig Larsen: It is too hot. It's like I was just exhausted. Plus, I was chasing Gail Baird, you know, who her car, you know, her car is dialed in. her Formula V is dialed in for that track admission and she is just unbeatable.

00:07:49

Craig Larsen: I I was working as hard as I possibly could and all I could do is stay within like a hundred yards of her, you know.

Jamie Buskirk: deeper in sight. That was it, huh?

Craig Larsen: Oh man, all I could see was just the back of her car, but it was it exhausted me, you know. But you know how it is, you don't want to give up, right?

Jamie Buskirk: Yeah. Well, you figure it's just 20 minutes or 15 minutes, you know? It's It's like I think I got that much in a tank.

Craig Larsen: Yeah. Yeah, it was it was Yeah, it looked good.

Jamie Buskirk: Yeah. Well, that's the way Portland was last summer. It was uh ungodly hot. And yeah, but the SP weekend was actually pretty pleasant. It was in the 70s. Um pretty darn nice.

Craig Larsen: I was watching your race uh your last race and uh yeah, it looked it looked like it was perfect weather. Perfect weather.

Jamie Buskirk: Yeah. Yeah, it was.

00:08:37

Jamie Buskirk: So cross keep our fingers crossed to hope we get some people signing up for the CRC. It's pretty skimpy so far.

Craig Larsen: Well, you know, a lot of people are waiting. I I When's the uh early bird run out?

Jamie Buskirk: I'm not sure. I don't know.

Craig Larsen: Yeah.

Jamie Buskirk: But yeah. Yeah.

Craig Larsen: Yeah.

Jamie Buskirk: A lot of people weighed. I went ahead and uh I told Sher I felt bad getting the early bird discount. You know, it cost the club a little bit of money. But um she suggested I just put extra money in the workers fund, which is what I did. I put 100 in the workers fund.

Craig Larsen: Oh, that's great. That's great.

Jamie Buskirk: Yeah.

Craig Larsen: Yeah. Yeah.

Jamie Buskirk: Now,

Craig Larsen: Well, after mission, I decided I would wait to see uh if my car was still in one piece after mission. And uh it's a uh that track takes a toll on a on a car because there's uh what is it like 10 or 12 corners in a mile and a half, you know, and it's a you're just whipping on it, you know?

00:09:29

Jamie Buskirk: yeah, I uh I have no interest really. It doesn't sound like a the kind of track I want to drive on.

Craig Larsen: It it's not a track for your car. I mean, people do bring uh Corvettes do race there. Mustangs do race there, you know, but it's like uh it's like Dale Nhard Jr. said about Bristol. It's like racing jets in a gym, you know. I think that's kind of the way you'd feel about it.

Jamie Buskirk: Yeah.

Craig Larsen: You know, it Yeah.

Jamie Buskirk: Yeah.

Craig Larsen: It's good first and second gear track for your car.

Jamie Buskirk: Yeah. And then I you can go through a lot of breaks and yeah, wear and tear, tires and brakes and yeah, I uh I thought Pat was going to invite me up to an event at Area 27, but I

Craig Larsen: Yeah. Yeah, exactly.

Jamie Buskirk: haven't heard anything.

Craig Larsen: Oh, like a like a Corvette event or a big block event or something or Yeah.

Jamie Buskirk: Yeah, he said, "Yeah, just some kind of suitable race at Yeah, he's a member. It's

00:10:23

Jamie Buskirk: like a country club track." So, he's a member. He said they've got a pretty big pretty complete schedule. That's why he uh he didn't come down to the historic was he he had invited a bunch of people to Area 27 on the Fourth of July weekend and looked at the calendar like I guess I got to be there to host them.

Craig Larsen: Yeah. Yeah. Well, so is it like uh is it like houses on the track, right?

Jamie Buskirk: I don't know. I I don't see that in video and uh photography. I I don't see anybody uh any houses, you know, trackside. Um, yeah, it it looks like it's just on the outskirts of Oliver, which is where he lives. He lives in Oliver somewhere. It's kind of a wine country scenario. Wine country with Ponderosa Pines.

Craig Larsen: Oh, wow. Wow.

Jamie Buskirk: Yeah. Yeah. It gets smoking hot up there in that valley. It's like he's Yeah.

00:11:16

Craig Larsen: It's real toasty. Yeah, it's beautiful up there, though.

Jamie Buskirk: He's south of Pendicton. He's not far up the Okonagan Valley from the border. So it is.

Craig Larsen: We uh we honeymooned up there and uh it's it's it's really pretty country. I I mean I can see living there for sure. Um yeah, we are uh our honeymoon.

Jamie Buskirk: Yeah. Yeah. I drove up did about about 15 years ago. I did a loop up through up to Cam Loops and then back down the Fraser Valley. That was pretty pleasant.

Craig Larsen: We uh we worked our way up to a fishing camp run by friends of ours uh on Lake Hyhume. And you basically go to Cash Creek and then turn north and uh go up through the reservation and uh um and then they put you in a pickup truck and you go like 14 miles up the side of a mountain and there's this high lake up there and it's really beautiful. Um so it it's really it's a country that's memorable to us, you know.

00:12:10

Craig Larsen: Uh it's real fun. So yeah.

Jamie Buskirk: Yeah, that's pretty far off the the track.

Craig Larsen: Yeah. It's it's wood stoves and uh blocks of ice, you know. Uh, so yeah, I don't know.

Jamie Buskirk: Yeah. Well, that's that's fun. I wonder if they're still doing it that way. They're doing I mean, you can you can do off-rid now.

Craig Larsen: I don't I think they're kind of retired out of it, but uh Yeah.

Jamie Buskirk: You know, you can have electricity.

Craig Larsen: Right. Right.

Jamie Buskirk: Yeah.

Craig Larsen: Of course, you know, they log uh they log up there uh 24/7 is when when the snow goes away, they're logging, you know, and uh it's the first time I ever saw the uh you know, the hydraulic, grab

Jamie Buskirk: Yeah. I all night long. Yeah.

Craig Larsen: the tree, chop it off, stack it, you know, the the loader deal.

Jamie Buskirk: Um Yeah. Yeah, that's a track.

Craig Larsen: It was unbelievable.

Jamie Buskirk: Yeah, I've got some working right up the road from me here about mile.

00:13:00

Craig Larsen: Um they were just knocking trees down like just like that.

Jamie Buskirk: Yeah, you still got your audio, but um yeah. Okay, Doug, how are you doing?

Devine Speed: I am good. How are you?

Jamie Buskirk: I'm okay. I'm uh yeah, getting Sammy is uh outstanding.

Devine Speed: How is Sammy?

Jamie Buskirk: He's had his dinner and um he's been out for a stroll and now I think he's in nap mode. Yeah. So, he's doing well.

Devine Speed: Well, I'm glad for Sammy.

Jamie Buskirk: Um Yeah. Well, I can count on him to be doing well.

Devine Speed: Has he got a schedule for like the rest of the week or a schedule?

Jamie Buskirk: He's a Has he got what for the rest of the week? Oh, yeah. He's got a pretty strict schedule. So, he gets me he tries starts he wakes me up at 4:30 uh for breakfast and uh yeah, he's got the day mapped out for sure and he starts early. So, I was I was just going to say I took the uh put the Corvette in the race in the trailer and took it to Portland Cars and Coffee on Saturday morning.

00:14:13

Jamie Buskirk: I left here at 4:15 and drove down to Sherwood, Oregon, down the southwest uh corner of Portland.

Craig Larsen: Wow.

Jamie Buskirk: And I think they had uh over 200 Corvettes show up for the for the cars and coffee, plus the other makes and models. So, it was a pretty amazing. Um anyway, Mecca got lots of love. Amy took a picture of me leaning against the car and posted it to their uh uh I think it was a Facebook page and last last count it had overif 53 likes 64 she says the last check 64

Craig Larsen: Wow, there you go.

Jamie Buskirk: comment or likes so some people were saying it was the nicest Corvette there and I made sure and I made sure to note sovereign racer James Buskerk yeah she gave the club a shout out in the Well,

Craig Larsen: I I Yeah. Well, I'm not surprised it was the nicest Corvette there. That's uh Yeah.

Jamie Buskirk: that was one person's opinion.

Craig Larsen: Well, you know that, you know, sounds like a good vote to me. Uh yeah, right.

00:15:16

Jamie Buskirk: It was the loudest.

Craig Larsen: Did you fire it up a few times?

Jamie Buskirk: Of course. Yeah.

Craig Larsen: Of course.

Jamie Buskirk: Yeah. Yeah. Yeah. I'd fire it up and I'd see uh people walking fast with their phones held up at eye level, you know, video mode. got to go see what that is. Um, the uh Cascade Sports Car Club was well represented. They had a nice tent and desk with literature and some nice people there to chat about what they do.

Craig Larsen: Mhm.

Jamie Buskirk: Yeah. Yeah. I just ran into one uh vintage Corvette racer who doesn't race with us at all. He just races with Cascade IRDCC. So, I don't know.

Linda Grass: Hi.

Jamie Buskirk: He uh he said well he said sovereign's expensive and I don't know if they get a deal on the rental at Portland or what. I mean he only races at Portland with with that club and I can't imagine it's that much cheaper than we are because we pay the same amount for the track and we're nonprofits so I don't know.

00:16:18

Craig Larsen: Well, and and uh I wonder how many cars show up for their race.

Jamie Buskirk: I don't think it's all that many. I think pretty small grids at least at least for big bore.

Craig Larsen: Yeah. So the economics you know Yeah,

Jamie Buskirk: I mean they've got everything going you know they got open wheel and they got spec meat as they got it all going. Vintage is just I I think they put all the vintage cars on one grid. Yeah, that'd be that'd be interesting.

Craig Larsen: that would be interesting. Yeah. Yeah. Yeah. You you could lap me like six times in a race.

Jamie Buskirk: Yeah, it Yeah, I wouldn't want to be out there with a bunch of low slung open wheel cars. Oh, thank you.

Craig Larsen: Yeah. Yeah. Yeah. We're hard enough to see in a good day.

Jamie Buskirk: Yeah, whether Yeah, half of them are overtaking at a very high rate of speed, you know.

Sherri Masterson: Yes.

Jamie Buskirk: Yeah, Formula Atlantics and stuff, they're a lot faster.

00:17:14

Craig Larsen: Well, I also watched the uh the uh parts of the Indie Car race uh in Portland on YouTube and uh I was surprised at how empty the stands were.

Jamie Buskirk: Haven't watched it yet.

Craig Larsen: Yeah. I mean it like the main grand stand was like half full.

Sherri Masterson: That's That's normal because they're all wandering in the paddic.

Craig Larsen: Oh, nobody watches the race.

Sherri Masterson: They Yeah, they reported that it was the highest television coverage they've ever had.

Craig Larsen: Really?

Sherri Masterson: Yeah, there was a news an article on I don't know Racer magazine or something.

Jamie Buskirk: I watched a little bit of the NASCAR Watkins Glenn and they looked a pretty they look pretty light on attendance. A lot of empty seats in the bleachers.

Craig Larsen: Hey, Jim. So the uh so the Indie Car race is a TV race, not a spectator race, right?

Jamie Buskirk: Yeah, I went last year. Um, I went with Cooper Dubois. We uh well, we had a good time. We just went Saturday, but uh yeah, it's definitely if you want to watch the race, you're better off sitting in front of a TV.

00:18:35

Craig Larsen: Right. Right.

Jamie Buskirk: Yeah.

Craig Larsen: There was one uh really excellent spin at the uh entrance to the straight. Reminded me of Bob Pausner last year.

Jamie Buskirk: I was coming off with 12. I last year when I was walking onto the into the property, you know, down the access road, uh Will Power

Craig Larsen: A a hard loop into the inside wall. Yeah. Yeah. Out on the straight just uh couldn't keep his foot out of it, you know.

Jamie Buskirk: spun at a very high rate of speed through like 10, 11, you know, he didn't even get to 12 into the grass and hit the tires, but he he sp he traveled quite a ways off the track.

Craig Larsen: Did you get dirt on you?

Jamie Buskirk: Uh no, but it was a nice welcome. It was like, oh, this is good.

Jim Johnson: Several years ago, Wade Carter stuffed a McLaren. I think it was a Mark 8A. Did the same thing. Came out of that last corner and got on it too hard and the backhand came around and he slammed into the wall.

00:19:40

Jim Johnson: So, it's it's happened before. It'll happen again.

Craig Larsen: Mhm.

Jamie Buskirk: Yeah, that first little wall, the tire wall, uh, you know, that kind of protects timing and scoring over there collects a few. Yeah, they don't they fail to navigate 12 and

they end up in the tires right off track. See Let me place

Craig Larsen: Well, you want to make that straight as long as you can, you know. I mean, I've done it.

Jim Johnson: Would you call that a power slide?

Craig Larsen: I've spun there, you know. It's even in my car, you know, which not that easy. So power. Yeah. Small P. I think I'd call it a driver error slide.

Jim Johnson: Oh, okay.

Jamie Buskirk: only place I get wrong repeatedly is turn one chicane there.

Craig Larsen: Oh, the kink.

Jamie Buskirk: Yeah, you you saw that you you saw that little bobble on the YouTube video.

Craig Larsen: Yeah. Gotta use the curb.

Jamie Buskirk: Um I moved offline a little bit for to let Steve Goldman buy.

00:20:41

Craig Larsen: Yeah, I did.

Jamie Buskirk: I got offline just a little bit and I had to abort.

Craig Larsen: Yeah, you you straightened it right out.

Jamie Buskirk: Yeah, if it were just going to go one way, it's I might have stuck with it, but it was it went both ways. So yeah, I decided I better better give up.

Craig Larsen: Yeah, it uh yeah, I don't know. Those bus stop kind of turns, man. They're uh I mean, I understand why it's there, but sort of hokey, you know?

Jamie Buskirk: I hate it. Yeah.

Craig Larsen: Especially in my car. I mean, I you know, it there's like, you know, I I'm going through it in third gear. There's like zero acceleration coming out of that turn. So, I might as well get out and walk, you know. Uh, it's Somebody probably knows why they put it in. I'm sure it wasn't It wasn't there

Jamie Buskirk: Well, it definitely slows you down. I'd much rather just deal with turn three, you know, at speed, you know.

00:21:40

Jamie Buskirk: I think it'd be Yeah. a little more sporting than dealing with that bus stop.

Craig Larsen: forever, that's for sure. But uh there there possibly was some horrific

accident at the end of the straight, you know.

Sherri Masterson: Well, that's part of it. It's the speed is so high at the at turn four. You move everything from one to four, but a higher speed.

Craig Larsen: Right. Yeah. Well, it was fun to see. It was fun to watch the Indie car race just to uh get excited about going down there. So, hey Bill.

Jamie Buskirk: I'm looking forward to it. What?

Sherri Masterson: Okay, Tom Tom knows the history here. The uh the chicane was put in in Portland in the 80s after the second cart race. They're the ones who demanded it to happen because of the speeds it turned for.

Craig Larsen: Makes sense.

Jamie Buskirk: It's like that silly uh thing they did at Soma to accommodate NASCAR. They're the only ones that use it and Yeah.

00:22:57

Craig Larsen: Yeah, that's a very good question.

Linda Grass: We don't have to use it though, do we?

Jamie Buskirk: Yeah. What's that?

Linda Grass: Do we need to use it?

Jamie Buskirk: That's a very good question. I'd much rather not use it. Yeah.

Bill Simer: I won't tell you what George Fulmer said about it. He thought it was uh it was a a wimpy thing to use. He didn't use those terms.

Jim Johnson: I don't know why you couldn't race without it. I mean, conference has done races down there with uh without the festival curves.

Jamie Buskirk: I would support looking into it. See if we could bypass it. Just go straight down the straightaway.

Craig Larsen: Yeah.

Jim Johnson: If it happens, you want to let everybody know because some people would change gears uh if you've got the car geared for the track.

Craig Larsen: Yeah.

Jim Johnson: Now Craig, I understand that with Formula V's it's a limited selection, but uh Fords and anybody with a Huland has got uh you know a wide choice and you'd certainly gear the car differently without that than with

00:24:11

Craig Larsen: Yeah.

Mike Lawler: That could be something that Tom can look at. Maybe we can get the uh have it taken care of by the CRC.

Craig Larsen: Yeah, great idea. Look at there, Linda. Just changing our world just like that.

Linda Grass: All you have to do is ask. All I can say is no.

Craig Larsen: That's right.

Jim Johnson: Bill Simer, is that uh is that a backdrop on your computer or is that just looking out your back porch?

Bill Simer: That's my imaginary back porch.

Jim Johnson: No.

Craig Larsen: Has kind of a tuskin feel to it.

Bill Simer: Yes. I wish I wish it was.

Jamie Buskirk: I see Italian stone pines in the background.

Bill Simer: Right. Yeah. Yeah. Let's just make believe that I'm there.

Jamie Buskirk: Well, I saw your office in the background the first time you spoke and now you got your backdrop up since then.

Bill Simer: Yeah, you know, I think they just I upgraded the operating system on my computer and all of the things I had set up were gone.

00:25:27

Bill Simer: So, I used to this is the background I used to use and uh and it went away. Darn it. So, now it's back, right?

Jamie Buskirk: I like that loft that you use as well. the down, you know, sit this the urban loft on looks like the second floor. That looks like a pleasant place.

Jim Johnson: Well, I kind of like the uh I I kind of like the uh the uh control uh room of the Enterprise that you had

Bill Simer: That's the winter one. Oh, that's fun, too. Yeah. I wonder if that's still out there.

Jim Johnson: somewhere.

Bill Simer: Video enhancement has moved. No kidding. Oh, here we go. Are you ready? Back in the control room.

Jim Johnson: Hey, where did you Oh, is it down here with all the dots?

Bill Simer: Lower Earth orbit.

Linda Grass: Hello there.

Bill Simer: Just like that.

Jim Johnson: All the more option backgrounds and effects.

Bill Simer: I don't know what that one is. It's a little scary.

00:26:30

Jim Johnson: Let's see.

Bill Simer: Um over what where the um turn off camera. There's a little video setting thing there. Ancient ruins.

Jim Johnson: Oh,

Bill Simer: I was at a planning session the other day for an organization and they put all of the shall I say more senior people at one table and um I I didn't it wasn't offensive but it was obvious and so when it came time for us to give a report I said well I have the report from Jurassic Park and all the fossils are sitting here and we know we're fossils.

Craig Larsen: Well, that is amazing.

Bill Simer: Yeah, loads of They did.

Craig Larsen: They weren't shy about it. They just put you all together.

Bill Simer: They thought that we would relate to each other somehow. I'm not sure it's true, but Oh, you are.

Jim Johnson: Hey, Bill. I'm sitting right next to you now.

Mike Lawler: Yeah, you too. Just make sure you get back in time for CRC.

Bill Simer: I'll wave. Wave back.

Mike Lawler: Just make sure just make sure you get back for CRC.

00:27:39

Jim Johnson: Yeah, we'll just have Scotty beam us down.

Bill Simer: Yeah, there you go. Oh, here you are. Oh, this is nice. It's a little warm in Paris right now.

Jim Johnson: You got to eat that French food.

Bill Simer: It's the very best. I'm going back to Italy.

Corky Russell: I hear Parisians are a little anti-American.

Jim Johnson: Yeah.

Bill Simer: No, just anti-ex.

Craig Larsen: Redeem.

Bill Simer: Corky, when do you leave on your trip?

Corky Russell: The 7th, you guys will be down in Portland. I will be boarding an airplane, winging my way to Scotland.

Bill Simer: And are you flying direct from Seattle to So you go to Amsterdam then?

Linda Grass: Cool.

Corky Russell: Oh, no. I get there's very few direct flights between Seattle and Edinburgh. I get No, I get to stop off in Newark and then fly into uh Edinburgh.

Jim Johnson: You going to go over and get some fresh haggus or something like that?

Corky Russell: at least once or twice since we can't get it here in the United States.

00:29:04

Jim Johnson: Yeah.

Bill Simer: There's a good reason for that, Corky.

Craig Larsen: That's right.

Jim Johnson: Yeah.

Corky Russell: No, there isn't. There is not a good reason for it. Have you ever tasted it?

Bill Simer: I can't say I have.

Craig Larsen: I

Bill Simer: I So my last trip there, I was staying at a place called the I was in Manchester staying at a place called the Boats and Horses made the full the full English the full English breakfast and and they

Jim Johnson: I've heard it's like boiled rotail.

Corky Russell: If you if you've never had it, you if you've never had it, you cannot say anything bad about it. Manchester. That's England. That's England.

Bill Simer: had blood they had blood they had blood sausage and I was going to try it and I asked the gal who was taking care of the breakfast you know the blood sausage stuff she goes you either like it

Corky Russell: That's not Scotland.

Bill Simer: or you don't.

Corky Russell: It's true.

Bill Simer: I wouldn't try it. Don't try it.

00:29:54

Corky Russell: It's just coagulated blood. Come on, people. Jeez.

Jamie Buskirk: Does that make you a vampire if you're a big fan of the blood sausage? Is that like go to the pantry?

Corky Russell: No, because it's coagulated. It's not It's not fresh.

Bill Simer: I sure miss their bacon.

Corky Russell: Which kind?

Bill Simer: All the stuff they that thick stuff they have.

Corky Russell: Yeah.

Jamie Buskirk: So, when you're in Newark uh for your layover, Corky, you're going to go up to the tower and take a shift, do a little uh flight control.

Jim Johnson: That's cool.

Corky Russell: I have an hour and a half layover. I don't think I'll be doing much except going from one airplane to the other.

Jamie Buskirk: All right. Well, they need help in the control tower. So,

Corky Russell: I know that. But that's that's one thing I never did was working in a control tower. That's a little bit too much stress for me. I'm I'm not really going to do that.

Linda Grass: That's a lot of stress.

00:30:54

Bill Simer: So, last Saturday I Rene and I heard last Friday, Renee and I had the pleasure of stopping by uh Jake's Pickup Cafe. Boy, is that a that a cool spot.

Corky Russell: Yeah, I saw that. I saw that. Yeah. I keep trying to get him to come over here to the mainland, get off that island, but he he just won't do it.

Linda Grass: Good food.

Bill Simer: Oh, it's worth a trip over there.

Corky Russell: I know. I have friends that live over there, and you know, they always said, "Well, why are you coming over?" Well, let's see. Last time I was over there was seven years ago.

Linda Grass: It's worth going over.

Bill Simer: That morning

Corky Russell: I know.

Linda Grass: Good food.

Corky Russell: Yeah. I just have to make sure he's cooking the right stuff when I go over.

I'll give him a heads up before I go.

Jamie Buskirk: We were over there about a month ago. Went to a fundraiser at Ron Ericson's. Ron and Dia Ericson's and had the pleasure of meeting Miss Jane Fonda.

00:32:00

Jamie Buskirk: That's who was hosting the fundraiser.

Corky Russell: The real Jane Panda.

Bill Simer: seriously.

Linda Grass: Wow.

Jamie Buskirk: The real one. Yeah.

Corky Russell: Wow.

Bill Simer: How does chain look in person?

Jamie Buskirk: And she looks remarkably good for her age.

Corky Russell: I I don't think I don't think I could talk.

Jamie Buskirk: Um Yeah.

Corky Russell: I would be so I'd be so aruck.

Jamie Buskirk: No, Ron wanted me to speak with her because uh her dad and my dad shared a state room in the Navy during World War II and they became good became good friends and uh they uh would do a

Corky Russell: going to be going.

Linda Grass: Wow.

Bill Simer: No way.

Corky Russell: That's cool. That's cool.

Jamie Buskirk: rent a housebo on weekends on the in the PTOAC after the war ended 4647 they were both in DC and uh yeah they would all get together and go for A houseboat weekend on the PTOAC.

Linda Grass: Are you

Bill Simer: with Henry.

Corky Russell: You were talking about Henry, right?

Jamie Buskirk: Yeah. Yeah.

Bill Simer: Wow.

00:32:53

Bill Simer: Isn't that cool?

Jamie Buskirk: Before my time. Yeah. They did all the cool stuff before I came along.

Corky Russell: I'd be willing to say this before everybody.

Bill Simer: Is there a connection there or sure?

Jamie Buskirk: Not anymore. I I asked Jane if she had any recollection uh you know you know because she would have been a little girl at the time and she she uh I don't think she wanted to break character so to speak and try to dredge up the memory. She was in full full meet and greet mode.

Craig Larsen: Right.

Jamie Buskirk: So yeah, it may it may come to her later or maybe it did.

Bill Simer: Sure.

Jamie Buskirk: But yeah, Ron Ron really wanted me to step up and say hi to her.

Bill Simer: How cool.

Jamie Buskirk: Yeah. Well, who all went to Monterey? I've been getting a few reports from the road, but uh I don't not too many of our racers are there.

Craig Larsen: Martin was there.

Jamie Buskirk: Yeah. Rudo. Yeah.

00:33:53

Jamie Buskirk: Yeah.

Craig Larsen: Yep.

Jamie Buskirk: Yeah.

Craig Larsen: He was selling.

Jamie Buskirk: Yeah. Not not Martin Maja. Martin Rudo was on the road.

Craig Larsen: Yeah.

Jamie Buskirk: Yeah. Well, Jake uh Jake went last year. I think Ron did as well and neither of them are attending. Too rich for my blood.

Linda Grass: I was going to say lots of money for that much track time, isn't it?

Craig Larsen: Yeah.

Jamie Buskirk: Yeah, they uh they screen hooligans like me at the door, too.

Sherri Masterson: Yeah, Jake made the comment after last year going down there. It would it was expensive.

Corky Russell: Yeah.

Craig Larsen: I know Ed Gotshock took his alpha down there.

Jamie Buskirk: Nice.

Craig Larsen: He was thrashing around just I talked to him just the day before he left. He was uh in the fifth or sixth 14 hour day I think. So made for a short phone call meeting.

Jamie Buskirk: Then he's got to get in a car and drive for two days. Fun, fun, fun.

00:34:58

Craig Larsen: Yeah. Right. Right.

Corky Russell: Two days.

Jamie Buskirk: Did anybody else get a email from uh Velocity? Um they announced that they're haven't died. They haven't gone away. Um but they uh they are scheduling a tour of Northern California next year rather than a race. And uh I think they're charging \$10,000 per entry.

Jim Johnson: to drive on the public roads.

Jamie Buskirk: Yeah. Yeah. I've driven most of those roads and Yeah.

Corky Russell: So, so, so what is in what is included? Just the just the opportunity to drive with a group of people or do they have other things done?

Jamie Buskirk: Oh, I didn't read it too. There's probably room and boards. You know, there's probably meals meals and lodging, I would imagine, and a map.

Corky Russell: I would hope so at that point.

Mike Lawler: Motel sticks.

Jim Johnson: They give you McDonald's coupons. You go through the drive-thru sleep.

Mike Lawler: And a and a motel

Corky Russell: Well, if I have my McLaren done by then, I don't think I can reach the drive-thru window.

00:36:06

Jim Johnson: Well, but you know, you could sleep in your car. It might be comfortable if you got those seats fixed.

Corky Russell: Yeah, it's pretty reclined when I get in there. I'm almost lay down in the truck position.

Bill Simer: you know, those things have got to be I think that the tours really appeal to the group that goes down to Velocity as they have more birthdays.

Corky Russell: So,

Bill Simer: Um, there's one in Montana that's called the Buckhorn Tour or Elhorn Tour maybe. And I have a former client that when I retired sent me these stuff, said now you got plenty of time. You can do this. Go do this. And it was well over 25,000. And they stay in really nice places and eat really well.

Linda Grass: No.

Bill Simer: But I can drive on those roads for free and probably eat in those same restaurants, right?

Craig Larsen: Pick your own hotel.

Corky Russell: Yeah, but you won't have the prestige of driving those cars.

Craig Larsen: Right. That's worth some money.

Corky Russell: Uh, hope they have a free tow service cuz some of those cars may not last for more than 100 miles on the road.

00:37:10

Jim Johnson: So would they would they kick you out if you you showed up in a ratty old pickup truck or I me.

Jamie Buskirk: Is Yeah.

Corky Russell: Extract different.

Craig Larsen: Or or just tagged along.

Bill Simer: Maybe if you had Jane Ponder with you, Jim.

Corky Russell: We'll be late.

Mike Lawler: That's after they take after they take after they take your money, Jim.

Jim Johnson: I got some I I got somebody right in the kitchen here who's better than Jane Fonda. I'll stick with her.

Jamie Buskirk: Heat.

Bill Simer: There you go.

Corky Russell: You better see that.

Craig Larsen: I got you some points, Jim.

Corky Russell: Maybe that's why I haven't been I never remarried. I had it good while I had it. So, quit looking at your watch, Mike.

Craig Larsen: There may be

Mike Lawler: I'm just making I'm just watching Jamie making sure I That's what I've got.

Corky Russell: I got three minutes.

Jamie Buskirk: 557. Uh, I did not I did not I know we got Patrick paid today for the last two banners, the two big banners on the uh exhibition.

00:38:05

Mike Lawler: You're You're set to go. Oh, you got the email from Patrick because I did. would be Okay. Yeah, he was going to uh be put on the agenda, but he bailed out the last minute. He sent us emails.

Jamie Buskirk: Okay.

Craig Larsen: Okay, Lauren, I think is in Chicago.

Jamie Buskirk: All right. Let's see. Face of Yeah. face of.

Craig Larsen: I'm not sure we're going to get much when we get down to that part of the uh agenda, but we'll see.

Jamie Buskirk: Yeah. Let's see. I don't hasn't sign He hasn't signed in yet.

Craig Larsen: No, no.

Jamie Buskirk: Yeah. So, Craig, I see you put uh agenda item suggestions at the top top of the list.

Craig Larsen: Yeah. And I don't know where that came from. I think I what I did is like usual, I grabbed an old uh agenda and uh redid it and uh I think I was doing that in the beginning the um and then uh did stop doing it.

00:39:16

Jamie Buskirk: Yeah, it's not a not a bad time to do that.

Craig Larsen: I don't know. But yeah, that's it'd be good to do it. So people can Yeah.

Jamie Buskirk: They they do have a way of uh going off on tangents.

Craig Larsen: And we can we can get them loaded up at the beginning and figure out where they go. So we'll Yeah.

Jamie Buskirk: Yeah. So, I keep watching Mike, waiting for me to bend over just a little further. I think that's me behind him. Um, that photograph he's using for a backdrop.

Jim Johnson: Oh gosh.

Linda Grass: That's Craig.

Craig Larsen: No, no, no.

Mike Lawler: That's it. That's a That's historic driver's meeting.

Craig Larsen: Uh, lean, lean to your right, Mike. You can block my picture. There you go. No. Perfect.

Jim Johnson: So, is that is that that's either a driver's meeting or some they lined you up

against a wall.

Mike Lawler: D drivers meeting at driver's meeting at the historic.

Craig Larsen: Driver's meeting.

Jim Johnson: Okay.

00:40:14

Mike Lawler: What we're going to do is put a caption underneath that because you've got uh Bruce Boyd at the front front of that.

Jamie Buskirk: Well, that's

Mike Lawler: We're going to say for our next raffle, we got these five guys here. We're going to raffle off how much or or one is that they're missing their driver suits.

Jim Johnson: I thought it was like a firing squad thing.

Craig Larsen: Yeah, right.

Mike Lawler: Anybody know where they're at?

Linda Grass: Mly crew.

Mike Lawler: Mly crew.

Craig Larsen: Mly cruise.

Mike Lawler: See these guys in shorts and stuff.

Craig Larsen: Right.

Mike Lawler: It's like God.

Linda Grass: Those would be the drivers. The long pants are the workers.

Mike Lawler: Yeah, we're all dressed like we're supposed to be. They look like janitorial staff.

Jim Johnson: Well, that's all they can afford. You put your money in a race car and maybe you got a good driver's suit and that's it.

Craig Larsen: That's it. Well, Jamie, it's six o'clock and um Jim, you'll be happy to note I counted and we're one short of a quorum.

00:41:14

Jim Johnson: Uhoh.

Craig Larsen: Um, but we don't have we'll have that means we're going to have to wait on uh approval of your nomination for nominating committee chair.

Bill Simer: Woohoo!

Jim Johnson: Ah, that's okay.

Craig Larsen: So, we'll we'll float a little bit here. So, we'll skip over that. So, Jamie, I'm just going to turn over to you to kick things off.

Sherri Masterson: Did you count, Tom?

Mike Lawler: Count Well, he's there.

Craig Larsen: Well, Tom's never in the picture. Is he there?

Mike Lawler: So, that that makes it. He's there.

Craig Larsen: We got a quorum.

Mike Lawler: It's your quorum.

Jim Johnson: Very good.

Craig Larsen: Oh, man. Jim, you're in solid.

Jim Johnson: I I will send an email out and see who wants to continue on next year.

Craig Larsen: All right. Yes. Yeah, please.

Jamie Buskirk: Well, I'm going to I'm going to invert your uh first two uh agenda items.

Craig Larsen: Um, yeah.

Jamie Buskirk: Craig, let let me start with the approval of uh minutes. Um I take it everybody's had a chance to to review the July minutes and they loved them and I wouldn't change a thing.

00:42:09

Jamie Buskirk: Um am I right? Can we get any thumbs up or has anybody got any changes they'd like to see made to those minutes?

Mike Lawler: I think I sent you sent you a change today with his car driver. His last name spelled Yeah.

Jamie Buskirk: Yeah, that was actually from the um transcript, Mike. Um that wasn't the Yeah.

Mike Lawler: Okay. Well, just just noted.

Jamie Buskirk: No, I I correct all the spelling in in the uh Yeah.

Mike Lawler: It just shows that somebody reads your stuff.

Jamie Buskirk: Well, you're reading it all. Yeah. I uh yeah, I skim over the transcript, but I definitely have to change a lot of names and spellings and and pronouns as well.

Mike Lawler: Okay.

Corky Russell: He's got nothing else to do.

Mike Lawler: Yeah. Quirky.

Jamie Buskirk: Um, thanks for the uh motion.

Mike Lawler: Yeah. Okay. I'll make a mot. I'll make a motion that we accept the minutes

as approve as presented.

Jamie Buskirk: Anybody uh want to second that?

Rich Newman: I'll second it.

00:43:01

Jamie Buskirk: Thank you, Rich. All right. Um, how do we how do we vote? Is that every all in favor?

Craig Larsen: All in favor?

Jamie Buskirk: All right. Very good.

Corky Russell: You forgot to say all opposed.

Jamie Buskirk: Um, all right.

Craig Larsen: Well, you don't get to vote anyway, so for the future.

Corky Russell: I know I don't, but I got Robert's rules of rules. You know, you got to stay opposed.

Bill Simer: Jamie, I would like to note for the minutes that my pronouns are gone. Hi, buddy and dude. Okay. For the future use. Yeah.

Jamie Buskirk: All right.

Craig Larsen: Yeah, good.

Jamie Buskirk: A little extra hair on that, huh? A little extra curl. Yes. Curly hair on that.

Mike Lawler: The people in Spokane are called funny

Jamie Buskirk: Um, let's uh go back to agenda item one. Any new uh any suggestions for this agenda? Anything to add? Anybody would like to add to the agenda?

Craig Larsen: All right.

00:43:57

Jamie Buskirk: Mighty quiet. There you go, Craig. All yours.

Craig Larsen: Go ahead. All right. Well, um I am hoping we can kind of blow through this. Um there's a couple things down toward the bottom uh that I think might take a little bit of time, but we'll probably get there fairly quickly. Um the first I asked uh Jim Johnson to once again chair the nominating committee for next year's uh board elections and Jim graciously agreed. Thank you Jim very much. Uh I don't even can't even count how many years you've been doing this but I sure appreciate it man.

Jim Johnson: too many. But that's okay. Someday I'll say forget about it.

Craig Larsen: Right. Well, thanks thanks for not saying it this year.

Corky Russell: again.

Craig Larsen: Uh, so uh it's a uh I think it's a board vote to uh put Jim in that role. So, uh can we just have a um all in favors up kind of vote?

Rich Newman: Okay.

Jamie Buskirk: Um, do we do we need to make a motion?

00:44:54

Bill Simer: My thumb was up. Just so you know.

Craig Larsen: Yep. Uh John. Yeah, we probably do. John, go ahead. John Ranken, your speaker's off.

Johnnyboy Rankin: clicked the wrong button. Sorry about that.

Craig Larsen: That's okay.

Johnnyboy Rankin: I was giving a thumbs up wherever it is.

Craig Larsen: Okay. Well, I assume that I was putting a motion on the floor. Do you do if we want to do this formally? Um I'll make the motion.

Jamie Buskirk: I'll second it.

Craig Larsen: Uh okay. And uh so what was our vote? All in favor?

Johnnyboy Rankin: Yeah.

Rich Newman: All right.

Craig Larsen: Yeah.

Bill Simer: Yes. Yes.

Craig Larsen: Thank you. All right. So, let it be shown that we all agreed again. Thank you, Jim. Um u I've been doing a little recruiting. Uh I'll I'll give you a call um Jim offline and tell you who I've been talking to. Um but yeah, and I in the uh president's message in the coming up copy of Vintage Drift, uh Jim, I mentioned you were the chair.

00:45:46

Craig Larsen: Um assuming this was going to be uh approved and that people should call you.

Jim Johnson: Just have Martin spell my name right. Okay.

Craig Larsen: Well, good luck with that. He he gets mine He gets mine half the time, so I can't guarantee. you might be sen, you know, you never know. So, all right.

Jim Johnson: Yeah. All right.

Craig Larsen: So, um, uh, next up, Jamie, I just wanted you to be able to just say a couple words about how the 2025 historic debrief has been going and, uh, any highlights that are coming up out of that.

Jamie Buskirk: Well, we uh we we traded emails back and forth. I I I think I went over this last month. We queried uh everybody who was involved in planning and executing the historic with a couple of questions you know you know what uh what went well and what would you uh think should be changed for next year or improved on. So we got a lot of really constructive and detailed uh feedback and uh we are using that of course going forward.

00:46:50

Jamie Buskirk: Uh I think as everybody knows the major um deficiency uh you know in execution was uh the car corral organization and uh yeah I I was kind of oblivious to it. Uh the car corral thing was a giant uh blind spot for me. I'd never participated. I didn't really have a lot of interest in it. But uh uh turns out it's a pretty good revenue uh source and uh we need to do better by those folks uh next year. So we will um uh we we will need to find a key person uh to to kind of run the car corral. Uh that is so it's a nonracer. It's got to be somebody who's uh can walk and uh talk and chew gum at the same time and check everybody in. Diana uh Hajins, who ran the uh historic or the corral for us this year on behalf of Pacific Raceways, is no longer going to be uh there and able to help us next year. So, we do need to find somebody, but she she gave me some great notes about how to make it go smoother and uh you know, in terms of getting people signed up and in the uh corral and collecting their money, she had a lot of great suggestions and uh we will execute those.

00:48:05

Jamie Buskirk: Um we are in the midst of um trying to select a software tool to uh accommodate our work as on a timeline as a group. So it'll be a collaborative software platform that produces a graphic timeline and that it lay people won't have too much trouble with uh like myself. Um yeah, it's got to be ready for dummies. So Chuck Ward and Patrick Cone and Brad Shin are working on that. They're evaluating all the different options out there and we're trying to come up with a a cheap and good uh software tool.

Um our next meeting will be planning meeting number three and that will be next Monday night the 18th. Um yeah, three meetings. Um that's about it. I've reached out to another celebrity, one we wouldn't have to pay if they choose to uh join us, Adam Corolla, who most of you most of you know who that is. I've uh I got his contact info and um I've reached out to him via email and I haven't heard back yet, but I just got a I got an email address that works just this morning.

00:49:25

Jamie Buskirk: So, so hopefully he decides to bring a race car out a 510 and maybe maybe something for the display tent as well, exhibition tent. He's got a pretty significant collection of racing Datson's. Um, well, he's not caught yet, but uh I made the I made the cast.

Craig Larsen: What an incredible catch. Yeah, but I mean what an idea. That's great.

Jamie Buskirk: Shall I talk about Lauren's idea with an Oompa band and a tent and a beer garden?

Craig Larsen: Go for it. Yeah.

Jamie Buskirk: Um, well, I I had been contemplating a uh maybe a a a dinner in Mr. Brock's honor, you know, where people would buy tickets and uh we would get a catered meal.

Corky Russell: I can leave Austin.

Craig Larsen: You'll like it, Mike.

Jamie Buskirk: So, we'd need to rent a tent, a sizable tent, and uh engage the services of a caterer. And I was I made the comment that I'm having trouble really seeing a business case for it, but uh Warren chimed in and had a few ideas. He said uh use it during the day.

00:50:31

Jamie Buskirk: Um sell VIP passes to the tent uh for daytime use and uh I think you could also sell those people a dinner ticket. But um if you set up a bar um um yeah and had TV screens, maybe uh people could watch something while they're in the tent and having a cool beverage. Uh that might be an idea. So it's uh something we're kicking around. This would be on the grassy strip um where we've traditionally had the Saturday uh night catered dinners. So it's just a thought at this point. Go ahead, Mike.

Mike Lawler: Yeah. Uh, in the same lines, I like like your guys idea, but get a hold of Steve Newbie because we use the Olive Gardens. You get heck of a discounts with them and sell tickets and you find a little sponsor for two or \$3,000. We at least break even, make some money on the deal. But talk to And that's we're using them again.

Jamie Buskirk: Yeah. Yeah. Know I had a pretty good Olive Garden spread at the Invitational a couple years ago.

00:51:29

Mike Lawler: So get a hold of him and see what they can do for us.

Jamie Buskirk: I will do that. Uh Mr. Allen, you are next in line.

John Allen: Well, I I appreciate you go reaching out to Adam. Um, he's got a huge social media thing with videos and online stuff that could really help our organization. So, I would definitely be in for that. Even if it costs us a little bit, I think it's good marketing money.

Corky Russell: Johnny

Jamie Buskirk: Well, I uh I'm hoping he'll just come up and race with us and uh yeah, if he can bring another uh a vehicle, you know, to show that would be fantastic. Uh Mr. Ranken, go ahead.

Johnnyboy Rankin: Yeah. Um I know this is this is just way out there, but um and I don't know about the technology, but would it be possible to have incar video real time transmitted to screen?

Jamie Buskirk: Well, if you'd like to talk about that, I'll put Devin Newbie uh at the microphone. Devin, you want to go ahead?

00:52:34

Devon Newby: So, it is something that Lauren and I have been working on, uh, more the plan that we have in place is actually static cameras. Um, the problem with doing live in car footage live streaming is when you get down into the back side of the track, it breaks connection and you lose the feed. So, Lauren's been toying around with that in his car for quite a while because he live streams all his incar footage um, on both YouTube and I believe Twitch. And the problem that he runs into is just connection.

Johnnyboy Rankin: Yeah. Well, I guess the reason I was thinking about that is sort of in conjunction with the VIP tent where some people could go in and have um you know,

live streaming there and that's something special that you don't

Devon Newby: So it it it is it's doable.

Johnnyboy Rankin: get any place else on the track. So, it's an additional draw, but I don't know how complicated it is or if we can even do it.

Jamie Buskirk: I I think at this point Yeah, we could do static cameras at this point.

00:53:24

Corky Russell: Oh, really?

Jamie Buskirk: We don't don't have the

Devon Newby: It It's doable. It's just building the infrastructure at the track itself because the track unfortunately has a very weak um Wi-Fi network and unfortunately trying to live stream it and that kind of thing would basically clog up all the traffic um at any given time. So if the if it's something that the track's going to get it on, we can do it as a possibility. Um, when we talked about it to John Ramsey, he was all gung-ho for it, but it's just a matter of getting all the required hardware and technology.

Johnnyboy Rankin: and and the money I assume.

Jamie Buskirk: Well, we are talking about 11 months from now. So, maybe they'll maybe they'll uh yeah, find some uh coins in the sofa and uh buy buy a better Wi-Fi system for the track. Um, Rich, go ahead.

Rich Newman: um probably part of the dialogue, but maybe it doesn't have to be live. May maybe it's the prior the prior days races on the backside where hardly anybody sees it anyway.

00:54:24

Rich Newman: Um you know, that kind of you know, use an angle or maybe it's prior, you know, morning race in the afternoon. I don't know what's involved with downloading and uploading and but that would be pretty cool if you could actually see some some stuff on the back side. So

Jamie Buskirk: Well, you could mix it up. You could have more than one screen. You could have one screen showing curated uh video clips, incar clips, and you could have another screen showing, you know, live action from wherever, stationary cameras. Yeah. Yeah. You're not limited to one TV screen. We we can lay our hands on some TVs. Um well, anybody got anything else uh about uh historic planning to date that they would

like to ask me right now? And again, anybody who wants to join our planning groups, welcome to. It's I will warn you, it will eat up a lot of your time between now and next July.

Craig Larsen: So, Rich, is your hand back up, Rich?

Rich Newman: No. Am I okay?

00:55:25

Craig Larsen: Okay.

Jamie Buskirk: That's okay. You're up next, buddy.

Rich Newman: We ready to move on to finance report.

Craig Larsen: Uh, I think John John Rankin, did you have your hand up about this?

Jamie Buskirk: It's

Craig Larsen: Speakers off.

Corky Russell: Your mic is off.

Johnnyboy Rankin: about that. Just um trying to figure the appropriate time to have a conversation about uh about entries and how we screen them for next year. So, okay.

Craig Larsen: Let's uh I've got competition committee on the list at the bottom of the agenda. Let's just hold it till then.

Johnnyboy Rankin: Okay.

Craig Larsen: Perfect. All right. Uh so Rich, yes. Uh finance report at whatever level you're comfortable with, sir. And uh you and Bill

Rich Newman: Yeah. Um I think what I uh I sent out a to everybody that's on the invite list um I sent out some things um about a half an hour ago and um basically is a balance sheet. it was P&L um kind of current and then um what I wanted to talk about today I thought we'd just dig in a little bit and talk about the races um more specifically and some comparisons.

00:56:36

Rich Newman: I talked a little bit about this at the members meeting or the quarterly meeting um and um I thought it might be helpful. I will caveat this to say that one of the benefits of doing QuickBooks is you know and having everything entered like this is I can kind of on the fly create a report. However, I didn't have as much time this time. I got married last I've got a lot going on with moving and marriage and a variety of things last

month. So, um but yeah, they they've been here, Bill, for the last couple hours.

Bill Simer: Rich, where are your priorities? That's all I'm going to say. In the right place. And I will also Rich comment for everyone else to know.

Jamie Buskirk: What?

Bill Simer: I mean, usually Rich and I have a couple hour conference before a meeting to get these statements in the form they are in now. and we did not do that today. So, Rich, great work to to get things it's smoothing out and thanks for your attention to detail on this.

00:57:26

Bill Simer: It looks good.

Rich Newman: Yeah, and what I was going to invite is comments from you or anybody else frankly on this. Um, this is what I'm showing right now is a live version of QuickBooks. So, again, I can click into any of these details, but my my kind of as I got it done and I looked, you know, while we're Anyway, I kind of circled some things that I thought would be interesting

Craig Larsen: Sure.

Rich Newman: for you all to kind of listen to and maybe to get some feedback. So actively um and Craig maybe 10 minutes. Okay, just total. Um one of the things so obviously we're through the Northwest Historics now in the season and um I'm going to just kind of let's get to the punchline real quick at the bottom and then I want to kind of drill into it a little bit. But, you know, right right now from a net income perspective, um, you're sitting at 41k total positive. And again, this is something that can be scrutinized, so don't take it to the bank.

00:58:18

Rich Newman: But, um, it does show that the the historic ended up as a kind of a net income of 57K. There's still some things coming in, which I'll talk about. And then on the uh Spokane race, we lost about \$4,100 and on the sprints uh we lost about \$6,300 compared to 15K last year. So, you know, things are okay. Uh looking looking good. Um and there's obviously some big differences, Jamie, with regard to the historic and how this actually plays out and you know what we're doing um balance of year and how we're kind of thinking about historic and whatnot. But car club revenue was definitely

mentioned earlier and that's pretty relevant number there. That's kind of where we sit right now and I think that's it. Um unless Sher has more that she's thinking will show up, but I'm sure that's it. Um program advertising was another piece that Martin over the last month has really gotten tightened up. So it's a pretty big number there on the income side as well. Um and those are unique things obviously to well not completely unique.

00:59:20

Rich Newman: Spokane also had a car corral. We made, you know, almost \$800 there. Um, sponsorships, um, hilarious, but, you know, our sponsorship dollars were bigger at Spokane. Good job. Um, comp compared to race, uh, for historic, but we also, there were some nuances there obviously with the pace car and a variety of things from Evergreen. So, not slamming that at all. Um, spectator gate, significant differences there, right? So, that's kind of the income side. I don't know if anybody had any comments here or wanted to ask any questions about this that I probably can't answer, but that's sort of the income side for all the races so far this year.

Craig Larsen: Well, Rich, I was just going to second a comment that Jamie made that the significance for me is the scale of the numbers for the car corral. I had no idea that we'd be pushing \$9,000 from the car corral. and uh the spectator gate, you know, equally it shows the power of those two categories to keep our numbers up.

01:00:26

Craig Larsen: I mean, that's more emphasis on it and more of a uh a user uh um appreciation uh would really, you know, that's those are both growth areas, I guess, is the easiest way to say it.

Rich Newman: Yeah, for sure. Yep, for sure. Um, and I, you know, it's interesting when you think about vintage racing and what's happening. It's just a quick aside, but I have two guys that work for me that are in their early 20s and they're into drifting and you know the drifting event last weekend was a national event up at Evergreen and the kind of things they bring in from a spectator perspective and I know it's a different thing, right? But I think about the things that excite them about those races and I think about, you know, what we could potentially do with historic as far as creating other exciting things like virtual reality racing and things to bring people in that are maybe of a

different look. Um, yeah. And then as the track improves and you get to the other side, I just feel like that there's so much potential at Pacific for us to do some things.

01:01:30

Rich Newman: And then real quick and then, um, Bill jump in for sure. I we do have some race entries um coming in right now for CRC and uh fall finale on the income side. They're just start Yeah.

Bill Simer: Rich, I just pulled up last year's report live just to be able to see what the CRC did a year ago and it was uh it was positive 4700 \$4,800 let's just say and um and then the fall

Rich Newman: Yeah.

Bill Simer: finale was positive 5400. So, um, you know, if if those turn out this year the way they did last year, they will add to our result um, interestingly enough, the historic a year ago were \$3,800 positive. Um, are part of it. And, uh, we lost 13 in the spring sprints. If you combine our losses on Festival of Speed and Spring Sprints, we're just a little over \$10,000. So, positive move there of 3,000. It's It's looking good. Um, you bet.

Craig Larsen: Mhm.

Rich Newman: Brilliant. Thanks, Bill. Um, one of the things I wanted to call out is the festival speed.

01:02:36

Rich Newman: Um, again, it was around 4K and loss. And the one unique part of that particular race is that we had a banquet buffet that had a pretty steep I don't know if this is the pizza or what it was but just you know it doesn't require a lot of dialogue now but one of the things that this kind of deal detail tracking and visibility can create is opportunities for us to look at all these things and go huh how's how's it different we know that we spent money bring trying to bring folks over to Spokane and make it a really great event and it was right I mean the driver bags is another example where we kind of leaned in on this stuff, but as we go into next year and we know that we've got about a 4K deficit, you know, do we need to spend as much here? That kind of stuff. People can make good decisions that way.

Bill Simer: Yeah.

Rich Newman: Yep. Um I didn't have anything else on the cost of goods sold for um this

section, but it's there if you have any questions.

01:03:30

Rich Newman: The next thing I wanted to go down, and we've talked about this a little bit, is sorry, right here, guys, the track rental. So clearly Spokane is such a bargain and we've talked about this in terms of the track rental cost.

Craig Larsen: Mhm.

Rich Newman: That's a major part of why we can do the things that we do there and still end up okay. So hopefully that doesn't change. The other thing that's fascinating to me is the cost of an ambulance. So this is where we were basically or where we expect to be. I haven't got the invoice yet, but I did get an update from King County saying that's where they expect the ambulance to be built at. um you know comparatively to Spokane and then if anybody has questions jump in um security let's bring it let's bring it to King County.

Bill Simer: You know, Rich, I don't know if you know this, but that's a veterinary ambulance in Spokane. So, we don't know enough to use it. Just say

Rich Newman: We'll pay a few thousand to do that.

01:04:23

Craig Larsen: Yeah.

Rich Newman: It'll save us five grand. Um anyway um yeah. So anyway, everything's a little bit cheaper over there. Um security I I don't we didn't have security, I guess, in Spokan or I didn't get a bill for it. Um maybe the Yeah, it's awesome.

Bill Simer: No, the casino provided that. So they secured their own facility.

Rich Newman: That's brilliant. Yeah, travel reimbursement much higher for Spokane. So, you know, um maybe that's expected. Um, I also don't have a good travel. Um, Sherry, I think I don't think you've sent me kind of where that landed yet for for historic, but that that will be clearly coming in as well and that will jump up quite a bit there. Yeah. And then worker meals was a little bit of an offset. Um, just categories here in my opinion around workers piece. So, um, the total workers for each of those races, you know, between 6,700 and well, and it'll be higher for the historic when the travel comes in, but yeah, and then we're down to the bottom line, you know, like I said, 5741 and loss and 63 and loss so far.

01:05:28

Rich Newman: So, and yeah,

Bill Simer: Rich, one other point to consider is that um on on our banquet in Spokane at Festival of Speed, significant number of the people who participated in that were the workers. And so we don't have a workers driver's reception party because it's essentially that uh that banquet is um the David's Pizza bill.

Rich Newman: gotcha. Yeah. Okay. Yeah.

Bill Simer: Just additional background.

Rich Newman: So, blend those blend those in a little bit more. or you know even if we add in a couple grand then that brings that banquet down to two grand or whatever.

Bill Simer: Yeah.

Rich Newman: Yeah. Okay. Yeah. Yeah. And that's I mean I don't know what kind of active dialogue this is helpful or not but that was just some of my observations from um what I was doing today.

Craig Larsen: Well, it's super helpful. And uh to to the uh again the spectator gate number when we a little bit later talk about the Bugatti event in 2026. Um it's an equally large uh has equally large spectator potential.

01:06:28

Craig Larsen: Um so it's uh those are serious numbers. So thank thanks Rich uh and Bill.

Corky Russell: That's interesting.

Craig Larsen: Uh any questions from anyone? John, go ahead John Allen.

John Allen: bring back more pizza like that. That was awesome. Um the Bugatti thing, are they going to have the inside of the track, the crossing and stuff taken care of by then? Because that would be that's a way we can drive more spectators is getting them to see more of the inside there and make it more accessible.

Craig Larsen: Yeah, I don't know. But let's hold the Bugatti stuff to the end. Um, so thank you. Um, all right. So, I don't see any more questions. Oh, oh, uh, Sherry, go ahead.

Sherri Masterson: Well, Rich, the volunteer reimbursement was about 4600. Um, that didn't include the um our gasoline and our rental of the of the E trucks and and I'll send it to you.

Rich Newman: Got it. There you go.

Craig Larsen: So and so Sherry, how many uh people does that represent?

01:07:27

Sherri Masterson: and and send me if if you got a a price on ambulance or an estimate, would you send it to me because they didn't tell me.

Rich Newman: Yeah, Tom, I just got it today, buddy. I didn't realize you weren't copied. I'll forward it right now. Thanks, man.

Sherri Masterson: Thank you. um less than 25 because I put I think it's 25 I I put on a page so it's less than 25 uh 4663 the maximum anybody can get is 300

Craig Larsen: Okay. So, uh not to be labor, but it would remind me what the number was is 25 people and it was right.

Mike Lawler: And you're dealing you're dealing with those from Spokane and from Portland.

Sherri Masterson: oh that's Yeah, as far as people who travel over and you know, I'm going to have to look deeper into that um and pull out my actual paperwork because we did we did um have to reimburse some people at historic from Spokane because we didn't have enough cash. So, it may be actually less than that.

01:08:37

Sherri Masterson: Rich

Craig Larsen: cool. Thank you. Um, all right. So, uh, oh, um, is that it? Okay, cool. Uh, so Sherry, we're on to you, uh, madam. And I highlighted uh Sherry, Mike, Tom uh have all been working on uh uh an a operating manual. That's not the only thing uh I'm sure you have to share with us, but I wanted people to have a chance to hear what was going on. So Sher, I'm turning it over to you.

Sherri Masterson: So we um with Jaime's permission cuz he was originally put in charge of it uh put together an operating procedure manual um that basically you know goes through the basics of sovereign um our election and and um balloting and all the voting stuff. Um it has descriptions of people's jobs on board jobs. Um it has some it has some of the basic committees um like Yoda what they do. Um it also has um yeah so general operating policies, elections and balloting procedures. Um the elected officers, appointed committee members um the chief of specialties and with the chief of specialties it's very very general oneliner maybe two lines uh and it references the

manual on that is on our website.

01:10:11

Sherri Masterson: Uh it's if you click on volunteers the center yellow button um and then go down to the bottom you can get the uh the specialty manual um talks about you know kind of what committees would do. Um and then a big thing that will help um that I've heard for several years from board members is um you know what are the I'm interested in having a board position but what do I do? So, we've got an onboarding guide for volunteers and officers um that gives uh basically it's just an a a bulleted list. And then on top of that, we've got another document that actually spells out more directly what the different officers do. So, if someone says, "I want to be treasurer next year, what's that treasure going to entail?" and you've got a piece of paper that you get, you can hand them um kind of to help with those things. Uh the other item included at the end of the ops manual um in the appendix is a timeline. So it'll say um that the board meets on the second Wednesday of every month.

01:11:27

Sherri Masterson: Uh it has when the 990 is due for taxes. It has when we have to have um how many days in advance we have to let people know about the AGM, about voting, about balloting, when you pick the nominating committee, when you pick the teller committee, you know, all of those little idiosyncrasies all the way down. So, it's a it's a one, it's actually a two-page that you look at and say, "Okay, where are we at on the calendar? This is what needs to be done." Um, so it's it kind of helps um keep everybody on track. Um, we're also going to have uh the dates, our event dates um will be there and when we want to publish those dates. Last year we got the dates and we didn't do anything about publishing them until really late in the year or early early in this year. And we need to get those out once we know them. So, you know, it's just little reminders of when the bulletin board needs to be done, when the vintage drifter is coming out.

01:12:22

Sherri Masterson: It's all of these um little idiosyncrasies to help us stay on task and

stay on the correct timeline that we need to do. So, that's what it is. Um as I get I've got a couple more areas to clean up. Um and uh I will send everybody out within the next week, send everybody out a copy so they can see. Um this will be something we work off of. It can be changed. That's the nice thing about it. You write the ops manual. um without specific dates involved and then those dates go into the timeline. So what you hope to do is every year you update your timeline.

Craig Larsen: And uh Jamie and I uh joined a Zoom meeting uh last week. Last week.

Sherri Masterson: Monday.

Craig Larsen: Um Monday.

Sherri Masterson: Monday.

Craig Larsen: Thank you. Uh yeah. And uh and went through a a a thorough review, made a handful of little adjustments. So, as Sher says, it's going out to the board for review uh in a week or so.

01:13:28

Craig Larsen: So, uh uh Mr. Ranken, you have your hand up.

Johnnyboy Rankin: Yeah, I did. Um I have three things. Um obviously it might uh and I don't know if these are covered already or not. So um if they are, no problem. If they're not, we could think about it. And we decide not to do it, we don't do it. it might be helpful to um uh indicate which board positions are voting and which are non- voting.

Jamie Buskirk: Hey,

Sherri Masterson: It does.

Johnnyboy Rankin: And okay, great.

Sherri Masterson: It has that on it.

Johnnyboy Rankin: Um and uh the second thing is it would be nice to not have um a staff level in there that exceeds what we currently have because we're struggling with the staff that we've got now and having enough people to do the stuff. And if I know in the old manual there were four or five other positions in there that we don't currently staff or that one person is doing double duty or triple duty in some cases. So um I'm I I don't know how it's set up but that's something that um that I I would think about.

01:14:26

Johnnyboy Rankin: Then the last thing is from my perspective it would be handy to have

a flowchart or something that shows for instance how an incident gets processed how it goes through the process. It goes you know for instance it comes to the to the to the steward then it comes to the competition committee.

Sherri Masterson: I should open the house.

Johnnyboy Rankin: competition committee talks with the, you know, makes a decision, talks with the people involved, and then it goes to where and who all gets it and when do they get it because it's and and who is the who is the um the curator of the records and how are those records kept? That's all a black box right now to us. And it would be it would be helpful to have um something that is that can be passed on to the next um people in my chair, you know, so that I don't have to say, "Well, I don't know. Jim Johnson gave me this stuff and I don't know what happened to it." And then and and Jeff said, "Do we keep this in hard copy? Do

01:15:28

Johnnyboy Rankin: we do we keep it in digital copy? Where do we where do we keep it on the CRFs?" And the answer is I don't know.

Craig Larsen: Well, I I'm I'm going to let you jump in on this, Sher, but I'll say that's the point whe whether wherever that fits, we need to find a home for it, but that's the point of the operating manual is to define what we actually do today at some level of detail. So, Sherry, if I didn't step all over that, um, please jump in.

Sherri Masterson: Yeah, that's that's exactly um what it is right now. It's it's going to be ra rather general on some of the stuff because well for one it was something we were trying to get done and put together so we had something to work off of because we know that in another week it's going to get really busy for everybody with CRC coming and then a few weeks later we got Finelli.

01:16:19

Sherri Masterson: So um we're getting something out that we could for now. So, but that's definitely one of the areas that um needs needs a lot of that kind of work. It needs the detail information where it's right there and available as a as a what chart?

Johnnyboy Rankin: Is there is there going to be like an org chart as part of this an organizational chart so you can see who reports to who or well I'm you know I'm

thinking about you know my focus of course

Sherri Masterson: Yeah. I mean, as far as within the club, right?

Johnnyboy Rankin: is race day and and that's always a kurfuffle because you know for a variety of reasons I won't go into it would be nice to have an organizational chart as to who handles what and how that drifts down

Sherri Masterson: Yeah.

Johnnyboy Rankin: and and goes back up.

Sherri Masterson: Yep. So, we've got that for um the novice uh the noviceses. We've got that the orientation booklet that was put together has a chart in it how to get your license. Um, so yeah, putting something together within the competition thing is is a good thing to do because yeah, then it's right there and it, you know, it doesn't have to be um long and expansive.

01:17:25

Sherri Masterson: It just has to have the detail enough to know, you know, where to go, what to do.

Craig Larsen: Well, and and I agree. And John, um I'm sure I've done the same thing that you've had. I've gone through the our handbook and our bylaws and written down a chart of how it looks like it's supposed to happen, how competition committee is supposed to work on race day. And then I've compared it to the one that is the one we do and they're and they're different of course. And uh so I think um like a lot of these things I would suggest that um that you and Jeff and I would be happy to join you uh and maybe another person get on a Zoom call and

Johnnyboy Rankin: Yep.

Craig Larsen: just walk through all those documents and try to make some sense of it ourselves to start with. Um and and not being exclusive or I don't I don't even need to be involved in it, but um it's an area that is uh um has the an older structure that envisioned a different sort of world than we're in right now as far as people and procedures.

01:18:31

Craig Larsen: And it would be nice to get what we're doing today and our rules and regulations to align and make and make it the way we want it to be.

Sherri Masterson: Yeah.

Johnnyboy Rankin: Yeah.

Sherri Masterson: The one thing that this MA ops manual does has in the timeline is it has the reference to the bylaws. Um, you know, this is what the bylaws say we need to do. Um, we were kind of laughing at the one it says you have to let the membership know 10 to 50 days I think is what it is about the AGM meeting. Can you imagine giving people notice that the AGM was 10 days away?

Craig Larsen: Yeah.

Sherri Masterson: Um, so yeah, or even 50. Yeah.

Craig Larsen: 450. But this is an area I'll get to you.

Sherri Masterson: It just, you know, there are some really oddities in there that this helps lace it out so we can see it and then go from there to fix

Craig Larsen: I'm sorry, Sherry. Um, this is an area where we have a massive misalignment between what we're doing and what our rules say or what our regulations say, what our bylaws say.

01:19:18

Craig Larsen: So, yeah.

Johnnyboy Rankin: Yeah. And then and I'm happy to do that.

Craig Larsen: We need to do work on this, John.

Johnnyboy Rankin: My point would be that that stuff that happens on race day is that's doesn't have a lot of uh slop in the way of in the mean, you know, in in terms of time. Things have to happen pretty rapidly. So the better the organization is um with the people that are on the ground there, the smoother it's going to go.

Sherri Masterson: Yeah, definitely.

Craig Larsen: Yeah. Uh Jamie, you've been waiting, sir. Go ahead.

Jamie Buskirk: Yeah, I was just gonna reply to John that u these uh the operations manual is editable and um we can all contribute to it. Um you can you can uh describe your job as as you understand it. You know, your your duties as a as a comp committee uh member. Um des you know, put those down on paper and uh you know, your your your own uh create your own flowchart, if you will.

01:20:15

Jamie Buskirk: You know, procedures and uh and uh actions. Um and um yeah, fold it in

to the cake that's been baked. Um I wrote up, you know, I based on my um conversations with the outgoing uh secretary, I wrote down a I created a secretary manual, you know, and I it can obviously be edited and changed, you know, but it was uh my attempt to to uh to get a handle on what what my duties were going to be and how to go about them. So, um, we can all participate, I guess, is all I want to say.

Craig Larsen: So let's um so uh John let's not lose track of this work item and uh let's figure out some way to make progress on it even if it even if we just get a start now with the manual as it is but we this is something that it certainly offse season uh could use some work as well. Um uh Sherry, do you have any more on uh general admin and membership that you want to share?

Sherri Masterson: Um I have uh membership has been very quiet.

01:21:19

Sherri Masterson: Thank you. Thank you. Thank you. Um I do have an updated roster that I keep needing to send out and I um haven't done that yet, but I will do that and it's actually the full roster. it's not just an additional page because of so many people just before historics. Um, so that's good. I also know that there's a vintage drift that will be coming out in a few weeks. It's at press now or almost at press. Um, we currently have 23 drivers for the CRC and 31 workers. And we have one driver for fall finale and 26 workers. So, uh, fall finale is is, you know, a ways off for people still. Um, we have a week and one day left until the early bird for CRC. So, an email will be going out reminding people for that um, in the next hopefully, let's say, 24 hours. Um, and that's about all I have at this point.

Craig Larsen: Well, great. Thank you. Um, uh, uh, Johnny Boy Ranken.

01:22:23

Johnnyboy Rankin: Yeah. Hey, you know, I noticed when I when I tried to sign in for Spokane that they didn't have a a rate, a sovereign rate for the hotels. Do we do that anymore? They used to do that. Um, but well, it' be it would be helpful to publish that in the information.

Craig Larsen: Well,

Sherri Masterson: you're very very limited and it's not the casino. The casino does not give us dates anymore. Um, Bill knows more about all of that, but um Thank you.

Johnnyboy Rankin: So, you know, I didn't see it. Maybe it was there and I just didn't see it. But I'm thinking about the CRC. Do we have a kind any kind of a deal with somebody down there for accommodations or not?

Sherri Masterson: No.

Craig Larsen: Well, interestingly interestingly, we just pulled up uh um an old message that got lost in uh somebody's inbox whereas a hotelier in the Portland area was offering asking whether we wanted to talk about a group rate.

Corky Russell: Don't we have something with Ramada?

01:23:13

Craig Larsen: So um I'll uh um I think Sherry maybe I I'm I'm going to mission like in a day, but uh we'll try to we'll try to ping them. See if there's still a chance to pull something together.

Sherri Masterson: uh send me the message and I'll do that.

Craig Larsen: I'll I'll do it.

Sherri Masterson: You have to be really you have to be really careful when you come when it comes to group rates.

Craig Larsen: Thank you.

Sherri Masterson: Um you you want to make it so the person staying in the room is responsible, not you.

Craig Larsen: Yep.

Sherri Masterson: And if we don't fill all the rooms, we're not charged for them. So you have to be careful on how you reserve them.

Craig Larsen: Right. Right. So, I will I will send that to you uh as soon as I get a second here. Um, cool. Well, thank you, Sher. Um, and that's who that's who talked to us was the a gal who was repping for uh all three of their hotels, Oxford, Fairfield, and Suites or something.

01:23:50

John Allen: my understanding that the Oxford in has like a standing one for I think IRDC, but if you just say you're a racer, I think they give it to you. So,

Craig Larsen: I don't know what. Okay, cool. Um, well, let's jump on to uh Columbia River. Uh Tom um and Mike, you're uh um I think Tom is is the guy on this one. Uh just a quick

update, Tom, on where our uh our doc documents are with them. We've all signed our agreements. Um do you have anything you want to share with us?

Sherri Masterson: We've signed our agreements. Sherry says that you guys were talking in the in in the uh social hour. You want to run the long track without the chicane this year.

Craig Larsen: We talked about it. Uh we talked about it in the uh warm-up.

Sherri Masterson: If that's the case, it's not a problem. But I I just need to let our course setup people know because all it is is a matter of changing cones.

01:24:55

Sherri Masterson: What what's blocked off and what isn't?

Craig Larsen: Well, I think it deserves a little bit of conversation um before we jump on it. And I'm not quite sure how to do that. Um what the board's interest would be. It has uh um I hate the chicane personally, but it's also every that's the way I've raced the track every year I've raced it. So, um I don't know. Let How about just a quick uh people give some quick thoughts on this idea? How about just jump in?

John Allen: Chicane, leave it.

Craig Larsen: So, there we leave it.

John Allen: It It's It's a dangerous There's something that people need to be aware of is that the track narrows like a full um lane and a half from the start of it to the other side of it. And we have people who run down that wall four wide and they find out there's only room for three.

Craig Larsen: Yep.

Sherri Masterson: Yeah.

Craig Larsen: Yep. Uh, Bill, go ahead. Uh, is your microphone on, Bill?

01:25:56

Sherri Masterson: No. I tell all the small B more of a friend.

Craig Larsen: There you go. Go ahead, Bill. Oh, we lost you, Bill. You're in the uh you're in the no uh no no no uh contact zone there, buddy. Hey, Devin, go ahead.

Devon Newby: I'm going to say chicane only because there's a lot of drivers that race with our club that have never run the course without a chicane and muscle memory would get a lot of people turning right when there's a

Craig Larsen: Right.

Devon Newby: bunch of cones in the way.

Craig Larsen: Yep. Steve newbie.

Lori Newby: Okay. I vote for the chicane, too, just because the sprite midget challenge, you know, that that's a that's a that's a great equalizer for the sprite midget challenge.

Craig Larsen: Yeah. Yeah. I'm not getting any votes for no chicane here. Uh any uh uh John Franken, your mic?

Johnnyboy Rankin: Yeah, it's it's a great place to spectate from, too. It's a lot of cool stuff goes on there and it's lot it's probably one of the best places on the track to watch the race.

01:27:04

Craig Larsen: It is. Yep. Yep. All right. Do we have any votes to remove it?

Sherri Masterson: Okay.

Craig Larsen: Yeah. J. Yeah. Thank you, Jamie.

Sherri Masterson: Yeah, you'll be out of engine long before you would hit the uh get get even halfway down the straight on without the chicane.

Craig Larsen: Yeah. Well, it sounds like uh we're Oh, yeah.

Lori Newby: Okay.

Bill Simer: Can you hear me now?

Craig Larsen: We can hear you now, Bill. Go.

Bill Simer: Yeah, great. You know, every incident I have had at Portland involving another car has been in the chicane. And that means I usually get run into in the chicane um every time. Um when it has been taken out because there are cars crashed in it, we tend to get through. Okay. Um I think it it bears some consideration to say does it really add anything to our events. It was meant to improve the safety because of your terminal speed at the end of the straightaway is a lot higher without it.

01:28:03

Bill Simer: Um but that was as cars got quicker. Um, I don't know if other than Jamie and his group, if the rest of our cars go that quick. So, I would offer for a moment that I think there's more potential for accidents with the chicane in than with the chicane out. That's my two cents.

Jamie Buskirk: It is the wrecking yard.

Lori Newby: So maybe Jamie, maybe what you could do is every other lap you could use the chicane.

Jamie Buskirk: I kind of do that anyway.

Lori Newby: Yeah. Okay. All right.

Craig Larsen: Yeah, I watched that video, Jamie.

Lori Newby: Yeah.

Jamie Buskirk: I've been through there backwards, too.

Bill Simer: There'll be a little sign, one or two, that tells you one the chicane's in, two it's out.

Craig Larsen: Right. Right.

Mike Lawler: It ignores stop signs.

Craig Larsen: Yeah, Jim Johnson, you have your hand up.

Jamie Buskirk: You don't want to piss off that guy.

Craig Larsen: Jim Johnson, correct

Jim Johnson: uh you know in in in past years we used to do some goofy stuff at the fall finale.

01:28:59

Jim Johnson: We we ran one year we ran it in reverse and stuff like that. Would it make sense to try one race where we have the chicane closed, sign out and just race one race with the chicane closed off and and and just let people kind of experience that, you know,

Craig Larsen: Uh Devin, go ahead.

Mike Lawler: Oh no.

Devon Newby: I I think that kind of goes back to my previous point. If you try to change the operation within the same day, you're going to get people that are going to be so confused that may uh cause more chaos than anything.

Jim Johnson: Just an idea.

Craig Larsen: Uh uh uh uh Steve newbie and and And I remember Brian West Morland

Lori Newby: Yeah. Okay. Uh, so thinking back a couple of years to Spokane, we ran the short course one day and then the long course the other day. So you could always do it that way. Um, you know, it it's an option.

Bill Simer: And for the good of the order, for the good of the for the good of the order, let's note that that short course is not actually designed as a racing surface.

01:29:59

Craig Larsen: immediately blew the cones on the the day that went back to the short course. There you go.

Bill Simer: It is a drag strip return road and and uh it really should be ignored in my opinion.

Craig Larsen: There you go.

Bill Simer: But uh yeah.

Craig Larsen: Right. Well, uh I'm I'm uh Oh, Rich, go ahead.

Rich Newman: Uh, it's not a big deal. I was curious just who doesn't have the chicane in that's racing there now or is it all because they're such high-speed cars? I was just curious like is it a 50/50 deal or is it like 9010 or do we even know?

Craig Larsen: I think it's always there. I think it's

Sherri Masterson: It's more like 9010. There's there's once a year you may get conference or SECA that will take it out. Um I I know it was that way a few years ago. I don't know if SECA is still doing that. Somebody mentioned earlier that conference will run without the chicane um for a weekend that there you know cascades there for whatever weekend.

01:30:57

Sherri Masterson: Um but it's no it does not happen very often at all and the biggest reason is the speeds at the end of the straightaway and the narrowing of the track and and we have tried before doing like one day with the chicane and one day without and um um we had very confused drivers. Yeah. Yeah. Because remember, you know, the other thing that happens is, you know, we can stand at the a driver's meeting and tell these drivers um we can write it in a driver's sub or a letter um tell them at

Craig Larsen: Right.

Sherri Masterson: registration, but the minute they walk away, they forget. We're working with drivers.

Craig Larsen: Oh, those drivers. They're they're the worst. Oh, man.

Bill Simer: They're trouble.

Sherri Masterson: You can lead them to water, but you can't make them drink that damn letter.

Craig Larsen: Poor poor. four four smallminded drivers. Uh well, if I had to count the score up, it's uh four to keep the chicane in, one to remove it, and one uh pointing out the reality of getting run into there.

01:31:51

Craig Larsen: Thank you, Bill. Um uh a good friend of mine ran into me right at the chicane uh one year. Um so, uh I unless there's a compelling reason to take it out, we're keeping it. I'm just going to just I'm I'm looking for objections. Anybody object to my comment? Okay, Chicane's in. Sorry, Jamie. Um, cool. Anything else? Uh, uh, Tom.

Sherri Masterson: Um, not that I can think of. I'm still working on food. We still do not have a confirmation letter from the track, so I need to get on Ron about that. Um, which holds up a couple of things, but we're making progress.

Mike Lawler: Can you help?

Craig Larsen: Okay. Um uh Yep.

Sherri Masterson: The other thing The other thing on that is um there's there's rumors out there that SV may not return next year to Portland. So, we may be able to get our noise variance back.

Craig Larsen: It's on our list for sure. Yeah. Yeah. Rich, go ahead.

01:32:55

Craig Larsen: Rich Newman.

Rich Newman: Tom. Um, it it seems to me I mean um we got pay build for the track all at once at the end, right? I'm not missing a bill or anything like that on there. To your point, you're still working on the cont.

Sherri Masterson: No, no, it's it all comes at one time.

Rich Newman: Okay.

Craig Larsen: Okay.

Mike Lawler: Okay.

Craig Larsen: All righty. Jimmy

Jamie Buskirk: One more uh note about the CRC. Uh we're planning on having a uh a social um Saturday evening. Um I think everybody's going to find a drink ticket or two. Every driver will find a drink ticket or two in their driver's packet. And I think the workers are going to get comped as well. And um drivers uh should offer their thanks to Dr. Don

Thean as as we did at the historic. He's treating us all to a beer or two. So that's all.

Craig Larsen: All right. Um, uh, do do we need help with that, Jamie?

01:33:50

Craig Larsen: Uh, beyond, uh, his contribution.

Lori Newby: Goodbye.

Jamie Buskirk: Um not at this point. We're gonna kind of see how it settles out.

Craig Larsen: Okay.

Jamie Buskirk: And uh yeah, we'll see. We'll see if he wants to to pay for it all.

Sherri Masterson: Yes, she will.

Jamie Buskirk: If not, I volunteer to cover what he doesn't. So, sure.

Craig Larsen: Well, I don't want you to be the only one.

Mike Lawler: Okay.

Craig Larsen: So, um, will you pass the word to a few of us if you if that's the case, like me?

Jamie Buskirk: Y Sherry's Sherry's got some beautiful drink tickets printed up.

Craig Larsen: Um, all right. All right. Mr. Newbie, go ahead, sir.

Lori Newby: Yeah. Okay. My question is where are we going to hold this? Is it going to be at the race cafe or do we want to move it into, you know, another location?

Mike Lawler: Yes.

Sherri Masterson: It has to be in the cafe because of the ADFM and the tickets say that.

Lori Newby: Okay.

01:34:35

Craig Larsen: Okay. Well, there you go. If the tickets say it, that's it.

Mike Lawler: That's it.

Craig Larsen: Um, okay. Thank you all. Um, so, uh, base of Sovereign Committee, um, Lauren is not with us. Uh, this was just kind of a hold. A couple things there. um that I'd like to bring up. We uh in Tom and my conversation with the ABFM folks, we talked about this before. We uh we want to do some paddic tours of uh for folks who are have their cars at the car show um or just at the ABFM show. So, we need a way to organize that. We don't have to talk about it tonight, but we need to uh spend a little time thinking about it. Obviously, the idea is to lure uh people who've got vintage British cars into

racing with us. So, um my uh uh elementary school concept here is we have four or five drivers who are willing to talk to people during a paddic tour.

01:35:36

Craig Larsen: So, we don't we're not just wandering the paddic. We come in and have like four or five stops where people can stop and chat with folks about their car and what they do and what it was like to go racing with Sovereign. Um, and we can work that around the schedule. I think it'll we'll be trying to launch it out of the ABFM booth uh in the middle of the car show. Um, so what we need to think about um is a schedule for when that would work and a series of stops in the pits. And uh I would be happy to talk to uh a paddic tour group whenever I'm not racing. Um I'm sure others would. So, if you want to be involved in the paddic tour thing, um should you just uh how about just sending your name to uh Lauren? I'm going to dump this. That's what you get for not showing up at a meeting. Um let's uh just uh just say paddock tour and uh if you're willing to spend a few minutes talking to various groups um uh identify that and then we'll develop this as it goes.

01:36:39

Craig Larsen: Um the second thing is I we'll just talk we'll uh the uh face of sovereign committee's meeting next week. We'll talk to them about info for the ABFM booth. Um one thing I wanted to put in is I was talking to Dan Davis and I wanted to get the board thinking about our ad profile or not with Victory Lane magazine for the 2026 season. And um what I had talked to Dan about is if we were going to do it, I think my thought was the board's inclination would be to do it starting in November um for a few months while people are starting to put their 2026 calendar together. That was our strategy last year, but we started late. Um we were I think our first ad was in February last year. Um so uh I don't have prices. I don't um and of course we don't have ad content but for next year we already have a a pretty uh serious uh emerging historic and we have the Bugatti event in the fall and um in addition to great racing at every race.

01:37:41

Craig Larsen: So, um I'd uh I'd encourage us to invest in a series of ads. Not sure, you know, and I'd suggest a November start, but um I don't have any numbers. People want to jump in on that a little bit and what's what's the board's feeling? John's got his thumbs up. I see nobody's hating it. Okay. Okay.

Lori Newby: You're happy.

Craig Larsen: Oh, Jamie, go ahead. Oh, there's somebody wants to talk. Thanks, Jamie.

Jamie Buskirk: I I think November starts a good idea. Uh yeah, it's kind of predicated on having a collateral, I think, is the way Lauren's referring to it. We got to have some material uh to put in the magazine, but uh yeah, we need to start publicizing the special stuff that's going on as well as our regular schedule. So,

Craig Larsen: Yeah. Uh, Rich, go ahead.

Rich Newman: Yeah, I was just going to say I I think we should anniversary what we did last year and and started earlier to your point. I think that makes sense.

01:38:36

Rich Newman: I don't know that we see it necessarily in the driver count, but I don't really know how that how to think about this year versus last year and all the things that are happening. So, it's always difficult to tell those things um with advertising, but um I do know that I look at some of those things and think, "Okay, where am I going to go that's fun this year?" And it sure feels like we have a couple things that are pretty freaking cool um for people to come visit that are away. Um the other thing that I wanted to kind of highlight is I do think there's a great opportunity to figure out advertising that's not just to racing um community but locally um as well because I do feel that both of those events we probably have to have some kind of budget to promote them to get more um spectators and and interest there and and and I know Jaime's working hard on like what to do that's potentially different than even racing but um I'll try to continue Jamie I kind of I can't do the time to to jump in in the committee every week, but I do continue to pick my my young guys brains around like what draws them to certain things because they haven't come to our races.

01:39:39

Rich Newman: Well, one has, the other hasn't. And they're both car guys and I'm just curious what brings brings them what would continue to bring them to the historic which agreed. Noah that was there this year and he's been to a couple races now. He's he thinks it's super cool. And so I I feel like there's got to be a way to get those folks and it's social media. It truly is just social media. Um creating something fun to look at.

Jamie Buskirk: Yeah, we during the planning process for this year's historic, we kind of made the call early on not to spend a ton of money on TV and radio and uh you know, we got a little bit of push back from certain quarters, but um you know, we uh we did it all uh you know, with uh either grassroots outreach and car shows and things like that or on social media and we didn't spend much doing it. And I think if you look at the gate um for 2025 versus preceding years, there's no drop off.

01:40:35

Jamie Buskirk: Um we didn't lose anything apparently by not going radio and TV. So, um I'm all for procilitizing, trying to get the word out, especially those young people.

Craig Larsen: Mhm.

Jamie Buskirk: and um but uh yeah, I'm not sure AM talk radio is the way to reach them. So that's all I got.

Craig Larsen: Um, uh, uh, Steve Newbie.

Lori Newby: Okay. Well, we have the uh the ability to publish our schedule early uh because we we're making our decisions now as far as uh where we're going to be next year. So yeah, I I say jump on this as early as we can. I know there's a lot of organizations out there that honestly, you know, wait until March or April to publish their their schedule and by then the, you know, the folks that are trying to make up their mind where they're going to go have already made up their minds. So yeah, let's get out in front of it.

Craig Larsen: Okay, great. Thank you. Uh, Mr. Ranken.

Johnnyboy Rankin: Yeah, I was just going to circle back to that um having the uh sort of pit tour at the at the CRC.

01:41:35

Johnnyboy Rankin: It might be handy to have just a a a real simple handout, you know, how do you get involved with Sovereign that anybody that takes a tour, they can get that something you even just a card.

Craig Larsen: Mhm. Yeah.

Johnnyboy Rankin: It doesn't have to be a you know, whatever. or something.

Craig Larsen: Yep. Yeah. I uh something for the ABFM booth and something to hand out to people. Yeah. Um Yeah.

Johnnyboy Rankin: Yeah.

Craig Larsen: And we have old versions, so but they always can be updated and freshened up. So, yeah. Okay. So, what I'll do Jamie, were you gonna No. Um, so what I'll do is uh I will talk to Dan and try to firm this up um about Victory Lane. The other thing that they're uh really in that Dan personally is interested in is uh the changes that Sovereign's making and uh a story about uh the organization um and it's uh sort of trying to trying fresh ideas and trying new things um is of great interest to him because he's always a big supporter of vintage racing.

01:42:32

Craig Larsen: is looking for innovation wherever you can get it. So, uh um finding time to write the story is the trick. So, um but I'll talk to him about ads and we'll uh so we're uh let's see November, December, January, February. So, for like four months, something like that. Okay. So, let me let me start there and figure out what we can do. We got we basically got everything at half price last year. So, um you know, buckle up. He we got full page ads for half price. Um, so and if look at the new uh the August issue, the historic is the cover uh story in Victory Lane.

Jamie Buskirk: What?

Craig Larsen: So it's uh beautiful pictures of beautiful racetrack. So it's pretty cool. Um all right, so we're going to jump over Yoda update since Lauren's not here. Uh John, we left something hanging there on competition committee. Uh did we already cover it or is there should we pick it up now?

Johnnyboy Rankin: No, I I I have a couple of things.

01:43:30

Craig Larsen: Yeah, go ahead.

Johnnyboy Rankin: Um um the first is that uh um you know we have a the way I've been trying to handle things is there have been some um let's say driver activity that that doesn't necessarily rate points but but deserves um notice and deserves to that they be put on notice and and um uh Shelby Clark um apparently followed up on one um just this last week and you guys were kind of involved in that and and that is um I'm trying to keep track of that too and that's people I talked to and we had a number of people who who were good enough to come and say you know I'm I'm not sure about this driver and there a couple of drivers that I that I talked to three specifically and and and uh just let them know that the next time we talk there might be points involved and to to pay attention to what they're doing but um Other than that, you know, things things were pretty smooth there, relatively speaking. Um, I I had a question about that BMW station wagon.

01:44:40

Johnnyboy Rankin: How did that get in there? I mean, I I'm all for everybody, you know, if you bring a car, you can race, but I think that was I think that was over the edge.

Mike Lawler: No, still can.

Johnnyboy Rankin: Does anybody know how that happened?

Sherri Masterson: That car raced in that car raced in Spokane when his car he had entered broke down.

Lori Newby: Excellent.

Craig Larsen: signed up.

Sherri Masterson: So he brought out his other race car and raced it because he was enter through the weekend and then he entered it for for historics. Um

Craig Larsen: Yeah.

Johnnyboy Rankin: Yeah, it was pretty it was sad.

Craig Larsen: Yeah. because it was dominating.

Johnnyboy Rankin: It really made us look bad, I thought. I mean, in a very serious way, it it kind of I, you know, my point stands.

John Allen: Well, it is an E46, which I believe is old enough.

Mike Lawler: Amazing.

Craig Larsen: Yeah, Deon, go ahead.

John Allen: And it's a stock car. There's not doesn't have a big motor.

Craig Larsen: That's not a stock car.

01:45:26

Craig Larsen: That is not a stock car.

John Allen: Well, I mean, it doesn't have a V8 or something stuffed in it.

Johnnyboy Rankin: My point stands.

Craig Larsen: That That car is Hang on, John.

Johnnyboy Rankin: I I I just I I thought that was inappropriate.

John Allen: Got a neat

Craig Larsen: Devin's got a comment about this. So, Devin, jump in.

Devon Newby: Well, to John's point, we have an open 25-year rule that allows cars to run with us. I'm not sure what the issue is. If you want new members, you're going to have to allow new cars. It may not fit the vintage aesthetic, but it fits within the rules.

Johnnyboy Rankin: Yeah, I get that. But the issue is that the number of uh grids that we have and there's no place for it to there's not a mixed grid. So, they ended up putting it in with the with the large board, wasn't it? When the exhibition, they were all sort of mashed together. Um, I I just I I'm I agree that it complies with our rules, but I am interested in managing the rules so that it it wouldn't in the future.

01:46:18

Johnnyboy Rankin: I guess that's what I'm saying.

Craig Larsen: Uh, Bill Simer, jump in. Mhm.

Bill Simer: Yeah, Cody Smith is exactly the driver you want to to recruit and and encourage to participate in our events because he brings other people with him. The car meets our rules and and if you go back in our history, you'll find that 914 sixes ran with us. our one of our founding members drove a 9146 and he was quietly shuffled to the sidelines because he was too fast and 9146s weren't allowed for the longest time. So, John, I I appreciate your concerns with having a station wagon past you, but Cody Smith is a damn good driver and the car he is working on now is a 510 wagon that he wants to bring out

Craig Larsen: Mhm.

Bill Simer: that certainly meets our rules. So, he's the guy that will bring younger drivers to us. If he was a if he was a lousy driver and sat at the back and was a rolling chicane,

you wouldn't complain. But he's a darn good driver. I'm just saying.

01:47:14

Craig Larsen: Well, well, well, for the record, this isn't John Rankin's run group anyway.

Mike Lawler: Yep.

Craig Larsen: You're you're an observer.

Johnnyboy Rankin: for the record.

Craig Larsen: Uh, yeah, for the record. Jamie, uh, I'm gonna go through people who Oh, uh, Steve Newbie, go ahead. You're next.

Lori Newby: I just wanted to say that, you know, I support the inclusiveness of Sovereign to let him run. Um, you know, yeah, he's he's working on something else. If I had a situation with one of my cars, I hope somebody would have a bit of a sense of humor to let me run something else because I would be there.

Bill Simer: Right.

Lori Newby: I would be there supporting the club and supporting the event. So, yeah.

Devon Newby: And and you did you also race a pickup truck?

Lori Newby: Yeah, exactly. Yeah. I race a Mars pickup truck for God's sakes, you know.

Johnnyboy Rankin: Yeah, but that that's a different situation. I mean, and I I recognize all of your points, and they all are well taken, and and I I appreciate the point of view that he's the kind of racer that we want to have with us, but we

01:47:58

Mike Lawler: Oh, heat.

Johnnyboy Rankin: also have to um you know, our spectator gate was 33,000 bucks or something like that, and we have to appreciate what the impact of that was on people watching. And I I think that that's what that's what is being left out here. And and I I think that if it was a different run group that had a more smattering of cars, maybe the the you know the plastic fantastic NASCAR cars and stuff like that, I'm okay with it. But to have them to run with with the rest of the the big boy group, I I I just I'm not

Mike Lawler: So, John John, where would you Yeah.

Craig Larsen: Well, there's a lot of people who want to comment on this, John, so buckle up, buddy. Uh Jamie, go ahead.

Jamie Buskirk: Um, whatever it takes to get guys like Cody, uh, you know, to to find a

appropriate car and run with us, I'm willing to I'm willing to, you know, uh, grin and bear it. I over in Spokane, I uh, I told him this was not going to be a fair race until he went down to Walmart and put 200 pounds of groceries in the back of that thing, right?

01:49:06

Jamie Buskirk: He's he's a very clean, very good driver. Um, excellent uh, you know, endurance racer. He's got more seat time than all of us put together. And if he's putting together a vintage Johnson, that's freaking fantastic. In the meantime, I'm willing to to uh to enjoy having him go by me in that BMW.

Mike Lawler: Yeah, Jamie Jamie.

Jamie Buskirk: That that's my that's my take. I I see the inongruity and uh I I think maybe the spectators are a little bit confused, you know. Um but I don't know. I don't think it's worth throwing them out.

Mike Lawler: Jamie.

Craig Larsen: M yeah, Mr. Simer.

Mike Lawler: Jamie, you missed the baby on board sticker he had.

Rich Newman: Yeah.

Jamie Buskirk: Was it upside down?

Mike Lawler: Yep.

Bill Simer: Yeah, I wanted to just speak to the uh the point about spectators. My wife loved Matilda. That's the name of the car. She absolutely loved it. The only only complaint she had is that in Spokane he had little stick figures on the back window with mom and dad and kids and the dogs and those had come off.

01:50:06

Bill Simer: She wanted him to put those back. But John, don't don't for a minute think that all of us have got this spectator thing figured out. They love that car. They just do. And whether it's in the right group or the wrong group, um it was he was very popular. Hard to believe. I know.

Craig Larsen: Uh, Mr. John Allen

John Allen: I just keep going back to the thing. It is falls within our rules. And what class, what category would you put him in? Would you put him in with the the Porsches and have him be two laps ahead of him? I mean, the fact that he beats big bors in big

box is not that's not his fault. And I and also I would say to Bill's point, I think there's more people who identify with that car nowadays than they do with the older cars. So, if we're trying to bring in new spectators and new people, having a newer car in there and beating what people would say, oh, the classic cars, I think that's a good thing.

01:51:08

Craig Larsen: Uh, Mr. Mitchell.

Charly Mitchel: Hi there. Um, so I would like to make a comparison with that car and Larry Sandbags Mini. I don't see much difference between those two cars. You know, the green boxhall Mini. I They're totally modified.

Craig Larsen: Yeah.

Charly Mitchel: Um, so now another thing is I don't think that that BMW wagon has the proper motor in it. My guy in the tech, he knows those BMWs and he's telling me it's got a six-cylinder or something like that in there. That's not the motor that should have been in that car. So, anyway, that's just what I know.

Jamie Buskirk: It's an M3 motor.

Craig Larsen: Thanks, Charlie.

Jamie Buskirk: It's a 3.2 L 330 horse motor.

Craig Larsen: Yeah. Uh, Mr. Newman.

Rich Newman: Uh, I thought the car was fine. I loved watching him in Spokane and I don't think he won everything in Spokane actually. It was fun to see him mix up first and second uh at different times and I yeah I think it's awesome.

01:52:05

Craig Larsen: Yeah. Thank you. Uh Sherry, I'm gonna I'm g catch you at the end, John.

Johnnyboy Rankin: Yep.

Craig Larsen: Go ahead. Go ahead, Shar.

Sherri Masterson: There were um spectators that were giggling and talking about it as they left the track. Um and he did ask to run in big bore.

Craig Larsen: Yeah. Uh, I'm going to give you a last word, Mr. Ranken.

Johnnyboy Rankin: Well, yeah.

Craig Larsen: What did you get a cookie?

Johnnyboy Rankin: I have I'm having my salad here, but pardon me for talking with my

mouth full. My mother would be really upset with me, but I'm going to do it anyway. You know, I have a pristine 1965 fastback Mustang race car that sits in my garage. And the reason it sits in my garage and doesn't come out to the racetrack is because everything got so out of control with the big boy group and it became a legal car that was legal by the old rules is no longer a car that is even remotely competitive.

01:53:07

Johnnyboy Rankin: And so I'm not the only guy that has race cars sitting in his garage that are no longer competitive because let's say the rules have moved past us. Let's just say that. But you should be careful by focusing on one person and one car at the expense of losing a half a dozen people who say, "You know what? I I'm not interested in this anymore. This is not what I signed up for. This is not the the club that I thought I was in. I understand all of your points about him as a driver and the car. I get all of that. But I think you're losing sight of the fact that you are going to be costing yourself members and we spend so much time and effort trying to to get members, let alone keep members that this is one of those things that you might have to say, you know, we'd love to have you race with us, but it's got to be a finish car. So that's that's my point. That's it.

01:53:59

Craig Larsen: Well, and it's a fair one. This is a debate that I hope that Sovereign always keeps fresh because it it's at the core of vintage racing. And I have talked to dozens of members of Sovereign about this exact issue. What you know, I think John Allen said it best. right now, you know, it fits within our rules and so they're welcome to race with us, but you know, what do we allow within our rules and what's what's our overall goal? I think is a healthy conversation to keep fresh. So So John, thanks for bringing it up. Honestly, I I think it's a good conversation and it's something we need to confront um as we go forward all the time because because next year there'll be something new, you know, maybe

Johnnyboy Rankin: Well, and maybe the maybe the solution is to maybe the solution is to set aside a separate grid that isn't, you know, because you have cars that that are um you know, 30 35 years apart running on the

Sherri Masterson: What are you going for?

01:54:49

Johnnyboy Rankin: same grid, right? that it it's just and and the people that are running the older cars like running in Jaime's grid, those are expensive cars to run. They cost a lot of dough and at a certain point in time, you know, and I have two or three friends that have just walked away from it in the past year, just said I've had enough, you know. Um so I think we need to pay attention to that and and if we're going to have a a 25-y year rule, you know, anything let's say newer than 1985 goes into a separate grid. I mean, one of the things at the historic is we had so many specialized grids that there wasn't we didn't feel like there was room for another grid that was just newer cars.

Bill Simer: Okay.

Johnnyboy Rankin: And I think that's a perfectly reasonable thing to do.

Sherri Masterson: We go back to 15-minute races then and not five races.

Johnnyboy Rankin: I don't care.

Sherri Masterson: Other people do.

Craig Larsen: I do.

Johnnyboy Rankin: I don't think they do.

Craig Larsen: I like that.

01:55:40

Craig Larsen: Five minutes. All right, let's uh again, John, thanks for bringing it up. And uh this is not a conversation that this isn't the last time we're going to be talking about this. So, um thank you. Thank you all for contributing. Um, I wanted to close with a uh really interesting conversation that Will Painter and I and Ed Gotshock and uh Oh, shoot. My brain's lost. Anyway, the American Bugatti Club folks um had a week or so ago about the Bugatti 2026 event. And it is uh the headline for me is it's we're going to have two historic uh level events in 2026 and we're going to need to be uh organized and be able to confront this Bugatti event just like we did Jamie at the historic and it's it's going to be a huge event. Um the broad outline now is we're going to be renting the track for four days again at the fall finale 2026 a Thursday loadin. Uh so um you know the the whatever this year was 4,500 bucks or something.

01:56:45

Craig Larsen: It's all Bugatti uh um Friday with the possibility of uh um uh other uh era appropriate cars in certain specific races. Um, Saturday and Sunday, a uh warm-up for Bugatti race cars and a Bugatti and Era appropriate race cars, one legit race on Saturday. And on Sunday, the Bugattis will be contesting the Bugatti Grand Prix at 2:00 in the afternoon, Sherry. They said, because they're off to their award dinner. Um, but uh right now they've got 25 vintage Bugatti race cars signed up. And they have uh they have a estimated I'm going to get you at the end, John.

Bill Simer: Wow.

Craig Larsen: Uh they're estimated at 40 Bugatti Touring Cars and they feel like based on the calls they've been getting there are 10 additional Bugatti race cars that'll be here. So up to a potential 35 Bugatti vintage race cars plus 40. So um let's jump to the paddic.

Bill Simer: He

Craig Larsen: We're looking at a paddic layout. uh just like the historic with like Bugatti street. So the same Bugattis backed up, fronted up so spectators can circulate around the track.

01:58:07

Craig Larsen: Special area for Bugatti touring cars. Um we're looking at given uh the cost of a tent. Um the Bugatti race cars at a minimum have to be in a tent uh at the track and are going to be left at the track for the four days. So, there'll be security associated with it, but the the bid we got on a tent was over \$50,000. So, yeah, I know. Um, so what we're looking at now is, uh, and Neil Dealtmont, who's Ed's partner in crime here, is, uh, we're looking at just buying canopies and, uh, putting a Bugatti logo on them, maybe getting a sponsor like Grio to help us out, um, and, uh, just putting up a whole bunch of individual uh, canopies. We can buy them for less than half the price of renting them and resell them on to to sovereign members or um whomever who might like to purchase one. I will personally purchase one afterwards. Um nice Bugatti logo, nice all that kind of stuff. Um they're uh uh they're going to be staying at the casino um nearby.

01:59:20

Craig Larsen: So, they're uh they're going to be a short distance away from the track and

they will be the touring cars will be finishing up a uh tour that starts in Oregon and they're doing a tour of volcanoes and a whole bunch of cool stuff. Neil has really pulled together a great event for them. Um there's a potential that uh since Monterey and the fall finale, was it Mon what is it? Is it Laguna or Monterey? Which one is the one that's in the fall?

Jamie Buskirk: It's in August. It's now

Craig Larsen: And there's a there's a month in between uh our fall finale 2026 and Monterey. Is that sound right?

John Allen: probably.

Craig Larsen: Sonoma. That's it. Where the Bugattis are going to be. And so there's a potential that a whole bunch of them could come up and be on display at the LA um during that period if that can all get worked out. So um at the Lame board level and the Bugatti uh ownership level they're talking about that.

02:00:19

Craig Larsen: So there could be that Lame related tie-in associated with it. So it um let's see I think that's the bones of it. Uh what's happening is uh it's getting to be a lot more attractive to uh Bugatti owners and racers than um originally anticipated. So, the event is growing and I have to give Neil and Ed the credit for really pulling together a great event, but we're going to be on the receiving end of it at the fall finale. Um, and you know, I talked to Dan Davis about the historic this year. Uh, he asked how many spectators, and his reaction was, you should have had 2500 or 3,000 spectators uh at the historic that that the event was that good. This event is like that. So the potential the potential gate the potential energy around it um is is equal to the historic. So I'm just going to uh take people's comments or questions now and then I can fill in any details. Uh John Allen, you were first.

John Allen: So, fill me in a little bit on this.

02:01:24

John Allen: Are they Are we being compensated for this? I mean, at first we started talking about having them show up and it was a big thing to draw people to us. Now, we've got a day set up a \$50,000 up to \$50,000.

Craig Larsen: We're not buying We're not We're not renting a \$50,000 tent.

John Allen: Hannah, please. I know, but Okay.

Craig Larsen: And yeah, no, they're No, they're paying for all of Friday.

John Allen: But but are are we getting any compensation from them to come to our event or are we basically opening our doors for them to come in for free?

Craig Larsen: So, they're they're paying right now. The the plug number is 11,000 for Friday. Um and uh they're paying uh and that that's an estimate of the number of entries that they will be paying to get in. So they're um Sure.

John Allen: Is it possible to get a breakdown or something? An early one at least so that we can see what it is.

Craig Larsen: We Yeah. And uh Will Will is work has got a spreadsheet that he's working on that shows kind of how the money flows into this.

02:02:26

Craig Larsen: Um, I think what's going to happen is we're going to be close to them paying their way and we're going to be making it up on spectators, at least a piece of it. We should make a healthy profit on the event is my estimation. But let's look at the numbers when we have them. I'm not mortgaging our future on this event, nor am I stareyed about it, but I am excited.

John Allen: Well, if we had 40 cars, even if they gave us a thousand bucks, you know, it's a lot of money.

Craig Larsen: Um, what? Well, to them, uh, that that was where we left it was, you know, you're we're really looking at for you guys a \$1,000 entry fee. So, you know, \$1,000 entry fee, 25 cars, that's \$25,000 against a \$10,000 bill for Friday and a \$4,000 bill for Thursday that we might not normally have needed. So, um, so Jamie, go ahead.

Jamie Buskirk: Uh I think Jim was ahead of me, but uh yeah, you're quiet.

Craig Larsen: Oh. Oh, no. Um, oh, Jim, go ahead.

02:03:27

Craig Larsen: I'm sorry. Jim Johnson, got to find that button.

Jim Johnson: Okay, two things. One, um, you know, Jeff, I don't know if Jeff Rogers is still a member of the club, but he's CEO at ParkPlace. Now, you know, it might be worthwhile seeing if he wants to have a major sponsorship part of this. Uh, the second thing is, uh, and Craig, I think I may have mentioned this to you, but years past, we uh,

had Evening Magazine come out and do a little thing for the historic. I think this this would be something like that. We might have to find somebody in the club or somebody locally that's got a Bugatti to do it early enough, but uh I think that would tend to bring people out to look at these things. So, just two things to think about. And uh if you want to have lunch with Jeff, I can give him a call and and maybe we can set something up if you want to talk to him about it.

Craig Larsen: Yeah. Go ahead.

02:04:29

Craig Larsen: Let's Let's do it. Yeah. U set it up, Jim.

Jim Johnson: Okay.

Craig Larsen: That'd be great. That'd be great.

Jim Johnson: All right.

Craig Larsen: Um so, uh thank you, uh J. Uh Jamie

Jamie Buskirk: Yeah, I was actually just going to echo John Allen's concerns about the extra overhead that uh you know we potentially are going to incur. So um how about how about the cost of security? Um we know that's overnight security is expensive and we're looking at at least three nights of it. So is uh have we talked about how that cost is going to be allocated?

Craig Larsen: We're uh we've got an estimate, but um no, we you know, we're in the uh painting with broad strokes phase at this point.

Jamie Buskirk: Okay. All right. Well, the uh if they're going to cover the u the extra day, uh you know, in terms of track rental, that's great. And u yeah, security would be something I'd be concerned about. Um and then yeah, the the whole uh tent tent stuff.

02:05:25

Jamie Buskirk: I I know I know what a smaller tent costs. So, yeah, one that accommodate that many cars is uh a lot of money. So, it's it's very seasonal.

Craig Larsen: Yeah, we should have all been in the tent business or at least one of us should have been. Um, yeah, I'm out here.

Jamie Buskirk: All right, that's all I've got. Let's uh just

Craig Larsen: It's a good business. Sherry, go ahead.

Sherri Masterson: Well, I also had the same question about compensation. My other

question though is what kind of race length do they want length?

Craig Larsen: What kind of race?

Sherri Masterson: How long is their race?

Craig Larsen: Oh, 20 minutes.

Sherri Masterson: So, my final question is um I'm looking at Linda and looking at at me with with all the checking in and the timing. I assume they're going to want their races timed. So, we are going to need a list ahead of time.

Craig Larsen: Yep.

Sherri Masterson: Um, we're not filling in as we go.

Craig Larsen: No. Well, uh yeah.

02:06:19

Craig Larsen: Um Yeah. and they're uh and to Charlie uh they're uh you know we're teching them you know we're going to get it we're going to get help from Bugatti Club folks but uh you know they're going through our system they're they're racing at a sovereign race it happens to be all Bugatti race but it's a sovereign race that's the idea right now register through MSR just with a special price.

Sherri Masterson: So, are they still going to register online then or you know? Okay.

Craig Larsen: Um, uh, Steve newbie.

Lori Newby: Okay. Yeah. Two things. They'll obviously they'll need to have transponders. Um so we got to make sure that they're on our frequency.

Johnnyboy Rankin: Exactly.

Craig Larsen: Yep. Mhm.

Lori Newby: And um secondly, you know, this is where your conversation about uh Dan Davis and Victory Lane comes into it. He can do a big splash ahead of time. you know, guess what's coming to Sovereign in the fall, you know, and start to build some momentum with that.

Craig Larsen: Right.

02:07:16

Craig Larsen: Yeah. Absolutely. Yeah. Yeah. The the historic and the and the fall finale are the are the events of 2026 for for advertising for sure. Um uh Rich

Rich Newman: Um it was just to reinforce on what I remember hearing um a little while

back and and I'm sure the Bugatti Club because this is a tour stop on their um they they have given or maybe we should ask if we haven't um you know ideas on how to monetize something like this but I remember when you first started talking about it. There were some thoughts and conversations around monetizing it and um and and if we don't, shame on us. I mean, I understand we we do need to be critical about the costs for sure and what these things are going to be incremental to what our normal races are, but boy, we should be able to close the gap hopefully on on on what that is with some proper promotion and revenue generating. So, we're just working on all that. I know that's part of the mix, right, Craig?

02:08:10

Rich Newman: at the end of the day.

Craig Larsen: It it is and they're um they're happy for us to find any sponsors we want and keep all the money. They, you know, they're they're just excited about an event. So, yeah, it's wide open for us to to build uh support for wherever we can get it. All right, so that's the short Bugatti update, but um we'll be talking about this every month um as it gets clearer. So, um John Allen, go ahead.

John Allen: One last thing. Uh, how does this event factor into our insurance? One of those cars cost a

Craig Larsen: I've talked to them. Yeah, I've talked to them and uh they're uh um it's it's just a race to our insurers. It's a three-day race, but it's just a race weekend. Um my point to them was, you know, we had a historic Formula 1 car at the historic. We have we have millions of dollars of race cars frequently at events. This is just another grid. Um and they agreed.

02:09:10

Craig Larsen: So, right.

John Allen: But okay, but pre-war without roll bars and things like that, um, there whole grids of that would be dangerous.

Craig Larsen: No, that's that's right. Yeah. But but all these people, they do this every year, you know, they they go someplace in the world every year and have this race and these people all care about these cars as much as we do. So, it's uh it's racing quote unquote, but um I think at a little bit different scaleers wasn't the insurer wasn't

concerned at this point. So, oh, uh, Linda, go ahead.

Linda Grass: One of the things is that with these large tents comes usually when you rent them comes people to put them up and take them down and cart the crap away. Um, this might be something to check with uh Fort Lewis McCord and see if we can get soldiers. They may have tents.

Corky Russell: Megan.

Craig Larsen: Thank you. Yes, I'll uh I made made a note. Uh Corky, beyond the haha, did you have a comment?

Corky Russell: Yeah, I'm sorry for that.

02:10:16

Corky Russell: I forgot I had my mic on. Um, yeah, as far as tech is concerned, uh, since I'm kind of familiar with that, these cars are nothing like the cars we tech other than the fact they have four wheels and an engine. Uh, totally different rules. Uh, so we may want to have maybe a little training session with our texts so they understand what they're getting ready to tech before they tech them.

Craig Larsen: Yeah, we've we've asked for a a Bugatti expert. Uh, you know, they have a they have a chase vehicle that follows the tour as you can imagine with Bugatti mechanics in it. um we've asked them to have uh you know a Bugatti expert who can join Charlie uh and you at all and uh and have earlier conversations about what we're going to do. Um but yeah, well then you'll be ready maybe.

Corky Russell: Well, I I once came very close to owning an H 2900 Alper Romero, so I'm very familiar with that series of cars. Yep.

Craig Larsen: Yeah. Uh Mr. for ranking.

02:11:26

Johnnyboy Rankin: Um, you know, the talk about big tents brings us back to the fire marshall, right?

Craig Larsen: Yeah. Well, we've talked about all that as you can imagine. Um, yeah, if it's a big tent, it's got to be fireproof. If it's a bunch of individual ones, there's got to be gaps. But, you know, the historic worked out great. I mean, we're using the historic paddic layout as the model, which I think would be a stunning spectator opportunity. Sherry

Sherri Masterson: Keep in mind that the our biggest issue with the fire marshall is at

historic we've been using them from day one. So we've kind of been grandfathered into they know we're there and they come out and and do their thing and and all that. And at Fal finale they don't. So yeah, we we need to make sure that all the tents are safe and and all those things, but won't have the fire marshall should not have the fire marshal inspectors and all that stuff going on.

Craig Larsen: That's my hope. Yeah, that's my hope.

02:12:23

Craig Larsen: All right, folks. Well, that's it for me. Anything else for the good of the order?

Sherri Masterson: Yeah.

Craig Larsen: All right.

Sherri Masterson: One more thing. Um Tom Cratch's celebration of life um is on Saturday um the 30th and it's in Snowquami at the train um the train museum and it's 5 to 8 and Tina would like RSVPs

Craig Larsen: Cool.

Sherri Masterson: if you're going to attend just so she knows how much food to get.

Craig Larsen: Okay. Thank you. Uh uh John Ranken.

Johnnyboy Rankin: Yeah. Um, so Jim Johnson's going to be fishing around trying to find people to run for board positions, right?

Craig Larsen: Yes, sir.

Johnnyboy Rankin: So he's probably going to call existing board members and ask them if they're going to go for another year, right? So, um, hopefully he'll call you first and you will give him an answer so that when he talks to me, I can say, "What did Craig say?"

Craig Larsen: Yes, sir. Well, I'll just say now I'm running for 2026. Yeah.

Johnnyboy Rankin: Okay, fair enough.

02:13:26

Johnnyboy Rankin: Okay.

Craig Larsen: Thanks for asking. Yeah.

Johnnyboy Rankin: Yeah. Yeah, that was a roundabout way of doing that.

Craig Larsen: Yeah. It'll it'll be my uh it'll be my last year as I I'll be uh taking a page from Brad Shin's book uh for 2027. I'll be running for past president.

Johnnyboy Rankin: Yeah, you'll be pass better no matter what.

Craig Larsen: Yeah, exactly. All right. Uh, Chase. Hi.

Chase Johnson: Yeah. Hi. Yeah. Just a quick question, Sherry, while you're here. Um, did you get my email? Are we okay to have a 17-year-old turn worker?

Sherri Masterson: Yes. Um but they they have to uh be a they have to know about racing.

Chase Johnson: Okay, perfect.

Sherri Masterson: You don't want somebody totally agreeing to the experience coming out there. Um better if they work with a parent and they will have to have a minor waiver signed.

Chase Johnson: Okay, perfect. That's it.

Craig Larsen: All right. Uh oh, we're good.

02:14:18

Craig Larsen: I I think that's it. Uh Mike Lawler.

Mike Lawler: Hello. Uh, you might want to at the bottom of that list for the Bugatti is trying to convince Jamie to start putting his team together for that. Probably the historic team. Look at him. Look at him. Hi, Jamie. Guess what? But yeah. Yeah, I'm volunteering. Jamie had to pick that one up, too. So, he's just get the team from historic to move over and do the next show.

Craig Larsen: Yeah, I think I'm gonna have to buy Jamie dinner or something. I don't know.

Mike Lawler: Get get me one of the concession burgers.

Craig Larsen: Yeah, right. Right. There you go. That'll do it. That'll put him right over the top. All right, folks.

Jamie Buskirk: Yeah, I think we need to find another jack of all trades to help out.

Craig Larsen: We do. We do.

Jamie Buskirk: Yeah. Or or Jill of all trades.

02:15:06

Craig Larsen: Yeah.

Jamie Buskirk: Yeah.

Craig Larsen: All right, folks.

Bill Simer: I I may would you repeat that please? I Yes.

Johnnyboy Rankin: bells out of speaker. So move.

Bill Simer: Yes, I would. Thank you.

Johnnyboy Rankin: Okay.

Jamie Buskirk: Good night everybody.

Phil: Hey Jamie, what's going on?

Jamie Buskirk: Hey, not much. Not much. Who's Who's left here? I just see Bill. Oh.

Phil: Hey man, it's Phil Edwards.

Jamie Buskirk: Oh, Phil. There you are. All right. I don't see you on the thumbnails. You You don't have a tile. How How are you, Phil?

Phil: I'm all right. How about yourself?

Jamie Buskirk: I'm doing okay. I actually had a good visit with a radiologist today in Portland. Uh yeah, good report.

Phil: Oh, excellent.

Jamie Buskirk: Um so, yeah.

Phil: Are are you done uh driving there every day?

Jamie Buskirk: Um I'm No. Yeah. No, I stop the radiation ended uh in the middle of May. So, I've been been able to get a lot of landscaping done around the place here since then.

02:16:14

Phil: Excellent.

Jamie Buskirk: Yeah. Yeah. Back to my real life, my regular life. Yeah. Yeah. Now, you were you uh going to be retiring at the end of the year? What uh you had had something?

Phil: Well, Yeah, I'd love I'd love to. There's only only one thing stopping me, and that's I don't have any money.

Jamie Buskirk: Yeah. Paycheck. Yeah.

Phil: So, yeah. Um, so I'm going to be drawing Social Security.

Jamie Buskirk: Mhm.

Phil: Um, according to them, they're going to send me a check on the 27th. So, that'll be my first Social Security check.

Jamie Buskirk: Okay.

Phil: So, I went to to work for Charlie Mitchell of all things.

Jamie Buskirk: Really?

Phil: Yeah. So, what I've been doing, what I was doing is uh I've got three weeks of

unemployment, which they haven't paid me a dime. And I keep sending messages and I don't know what's going on. They sent me a message. They're going to they're going to pay me. They haven't. But anyway, so I go in and say, "Hey, Jamie, here's the deal. I'm

02:17:06

Phil: unemployed. You know, you got a business, right? Um I want this to be an interview. You don't want you to hire me because I want to screw up for the summer, right?" So, I walk up to to Charlie and I say, "I'm an employee." He says, "You're hired." Oh, no. Now, wait a minute. Now, wait just a minute here. Um Um Yeah.

Jamie Buskirk: That sounds like you got to show up and do stuff.

Phil: It's like it's like I'm going to I was going to screw off. And he said, "Well, that's all right. We can do that." And he says, "Or I can hire you." And I said, "Well, you don't want to work eight hours a day." And he says, "I don't like having eight hours a day work for you." He says, "What do you got in mind?" I says, "Well, as you know, I got to take days off." He says, "Tay days off are not a problem." Go, "Okay." I says, "Ideally, I work 7 to 12." He said, "All right. When

02:17:46

Phil: do you want to start?

Jamie Buskirk: Oh, that sounds that sounds great. That's really Yeah.

Phil: I go to work at 7:00 in the morning and uh you know get off at noon and and uh it's kind of you know I'm just doing shop stuff forers you know he's a plumber right so so I'm just go out there in the shop and just mess around and do stuff and go home. It's kind of like kind of like work screwing on my shop except to get paid for it.

Jamie Buskirk: Yeah. Yeah. You're not in somebody's spiderfested crawl space trying to figure out what somebody did 50 years ago.

Phil: Well that's right too. Yeah.

Jamie Buskirk: Yeah. Yeah.

Phil: So yeah, it's uh he seems to be pleased with what I what I've been doing and uh as I said, it's kind of like just screwing around my uh you know, in my in my shop except I'm getting paid.

Jamie Buskirk: Well, congratulations are in order.

Phil: Yeah, I think so.

Jamie Buskirk: Yeah. Yeah. Phasing into it.

02:18:31

Phil: So, you know, when when I when I quit my job, I'm going everyone know my job folded up.

Jamie Buskirk: So yeah.

Phil: I didn't don't have any place to go to work for, right? And it got sold out. So, um so I'm going where the hell am I going to get a job at? you know, that's going to, you know, I could see myself working at Home Depot or something. They're going to go, "Well, you're working Saturday cuz it's their busiest day." I'm going, "No, no, I'm not. I'm not working I'm not working Saturday. You're you're absolutely wrong." You know, Oh, yeah.

Jamie Buskirk: Well, you you've got quite you know you you've got a big skill set, you know. I mean Yeah.

Phil: I do for a fact. You're absolutely correct.

Jamie Buskirk: Yeah. No, I you know, having you on a hardware store would be kind of a waste. You know, you should be making twice that much per hour or more.

Phil: Oh, yeah. Well, Charlie's not paying me anything either, but you know, I don't I don't need much.

02:19:16

Phil: I just need to supplement my uh social security. I don't have enough money. I was hoping to give reverse mortgage on this place, but really uh well, it just Oh, yeah.

Jamie Buskirk: Yeah. Not yet. Hang hang on as long as you can before you go down that road. Yeah. Yeah. You don't know how long you're going to live, so you just Yeah. That's

Phil: But you know, yeah. Well, the thing is I live I live in a mobile, which is fine. I don't care. But, uh it's been moved. So, it wasn't built and put here. It was built and put into apparently a home and then moved here. And since it's been moved, they won't uh you know, I can't get any kind of a loan or anything else on it. I can't refinance. I can't do anything because it's been moved. Okay. Well, who who cares? It's a mobile. Well, they care. If I had a VA loan, it wouldn't matter. But a conventional one, it does.

02:20:02

Phil: It's like, okay.

Jamie Buskirk: So all you could do is Yeah.

Phil: So, now I have to work for a living, you know?

Jamie Buskirk: All you could do is sell it then to raise Yeah. to get any equity out of it.

Phil: Oh, yeah. I could, you know, I mean, I could certainly uh if I was logical, I'd sell this place, Gaboo, Oklahoma, cash out a nice house, you know, and and retire.

Jamie Buskirk: Yeah. Yeah. Well, you got to live somewhere. That's the problem. It's you did.

Phil: Well, that's it, you know. And I I I like the weather up here, believe it or not. Um I don't like summer and usually have a couple of weeks.

Jamie Buskirk: Yeah.

Phil: I don't like winter. We usually have a couple of weeks. So, to me, it's 48 weeks of nice weather. I don't care about the rain. You know, it doesn't bother me a bit.

Jamie Buskirk: Yeah. It's mild. It's Yeah.

Phil: Yeah, ex smiled. Yeah, exactly. You know, you go to Pennsylvania, it's 110 and you drive around and say this snow evacuation route and I'm going, no, I don't think so.

02:20:48

Jamie Buskirk: tornadoes and hurricanes and all that crap.

Phil: It's like, no, I like it here. You know, of course, I got all my friends here and my race and everything else going on, you know, so they don't really want to move out at this point.

Jamie Buskirk: Yeah. Well, we're we're enjoying uh life out here in the woods. Uh yeah, we're happy happy with the way this is is going so far. But yeah, a lot of landscaping.

Phil: Yeah. How much how much how much area are you landscaping?

Jamie Buskirk: Um I'm starting to write around the house and working out, but I'm I'm removing fuel. You know, we just got two and a half acres, but I've been working over on the neighbor's side of the property line, too. Just taking all the deadwood out and cutting down small trees, you know, just uh trying to trying to clean things up.

Phil: It keeps going.

Jamie Buskirk: Yeah, Manuel Labore, I am a Yeah.

Phil: Yeah. Well, being that you're retired, you know, get get you get a reason to get up and, you know, do something.

02:21:40

Jamie Buskirk: Well, I don't like going to the gyms. It gives me something to do. It's something strenuous.

Phil: Yeah. Oh, there you go.

Jamie Buskirk: Dra dragging trees uphill.

Phil: You know. Yeah. It's either that or you sit sit sit on the couch and eat bon balls and have a heart attack. So, you know, take your pick, you know.

Jamie Buskirk: Yeah. Yeah. Well, we uh we engaged a landscaper to come down. We I I had uh some beds, some planted beds that went all the way around the house that were mulched with chips. And uh I was worried about the fire uh fire danger, you know, with the the wood uh next to the house near the house. So I took it all out, used my tractor and shovels and stuff. I moved it all into a pile, you know, a couple hundred feet away from the house and uh put in drain rock and put some Yeah. So yeah, I hired a landscaper. My next door neighbor dropped off 12 yards of drain rock and I had a landscaper to spread it out.

02:22:40

Phil: Oh, well, there you go.

Jamie Buskirk: Yeah. Yeah. It's been hot here the last few days. This guys, those kids were earning their money.

Phil: Yeah, it's been hot here, too.

Jamie Buskirk: Yeah.

Phil: um reasonably was today was was was not it was 83 but you know it's been in the 90s mid 90s here for the last few days

Jamie Buskirk: Yeah. Yeah. We almost got to 100 the other day. We're at 98. Yeah. I'm ready for that to be over. I think it is. I think we're Yeah. Hopefully we don't have any more real spikes like that.

Phil: 85 today supposed to cool down and Oh yeah.

Jamie Buskirk: Well, what's what's coming up on your agenda? You got uh Alpha Club track night on the 20th, I think.

Phil: Yeah, I'll be out there.

Jamie Buskirk: Yeah. Well, I should I should go. You know, it' be the only Yeah.

Phil: You should. Why not?

Jamie Buskirk: Yeah. Say hey to everybody.

02:23:31

Phil: Yeah. Gives you something to do.

Jamie Buskirk: Yeah. I don't I'm uh waiting on uh some parts on the Zagato. It's not going anywhere, but uh I've got a Toyota I could drive up.

Phil: That's what I'll be driving. I'm sure it won't let me on track with my spider.

Jamie Buskirk: Yeah.

Phil: You know, there you go.

Jamie Buskirk: Well, Mary was at tonight's meeting for a while, then she checked I think she checked out a little early. I'm not sure. She's always so quiet. She doesn't say much.

Phil: Oh, well.

Jamie Buskirk: Yeah. Yeah. Wait, have you talked to her? Is she uh did she How'd she feel about doing a uh guide driver services?

Phil: I don't know if she's doing it. I don't know if she likes it or not.

Jamie Buskirk: Yeah.

Phil: I haven't asked her.

Jamie Buskirk: Well, I certainly appreciated her volunteering. Yeah.

Phil: Yeah, I got I got, you know, I had an entertaining entertaining uh story, that's for sure. I I'm cruising by, you know, I've been involved in the car corral for years.

02:24:25

Jamie Buskirk: Yeah.

Phil: Um just getting the cars on and off and you know, dealing with dealing with the uh um parade laps, right?

Jamie Buskirk: Yeah. Mhm.

Phil: So, I go over there in the morning and Diana's God, she's just it's just f*****.

Jamie Buskirk: Yeah.

Phil: And she's in the past, you know, they they people would pre-register and they'd walk in, they'd you know, they cruise in, they'd have a thing, you know, you're in group three, you know, and you park the car and you you leave, you know, and I walk on over there and she's the cars are backed up to like the street, you know, and holy crap.

Jamie Buskirk: Yeah. Yeah.

Phil: So Rich Newman, she says, "Holy crap." And he goes in there, he's just haven't signed a release, you know, and given R&B. So they uh come over and, you know, ask him to do pray. I have them sign another release for the prelabs and I tell them park the car. So I don't know if they're paid. I don't know about anything, you know, but just we're just getting them out of out of the road, you know.

02:25:21

Phil: It's like God, they're so backed up. So that was a zoo. I mean, it was total zoo.

Jamie Buskirk: It was a zoo. She said, uh, don't, you know, she said if they're not pre-registered, you know, for next year, just don't even accept them, you know, just you make make it clear that they've paid in advance and they pick up their

Phil: Yeah. I have no idea they're pulling in or driving in or what the hell, but they just Yeah, she she had a list, you know, do the do the list and she was just so backlogged on doing that and

Jamie Buskirk: little little slip paper to put on the dash. Yeah.

Phil: it's like, you know, so I just went over there made another line and it just, you know, people are pulling in and we're just he's just he just, you know, give giving armbands, you know, that come in. So

Jamie Buskirk: Yeah.

Phil: nobody knows who's paid about what or anything. So it was it was a zoo.

Jamie Buskirk: Yeah.

Phil: But, you know, but you got in apparently made a lot of money.

02:26:04

Phil: So that was good.

Jamie Buskirk: Well, it certainly helped.

Phil: So hopefully hopefully most of them painted.

Jamie Buskirk: I My initial I thought it was \$9,500, but that's shrunk down to \$8,700, but still better than a poke in the eye.

Phil: It's still it's still a chunk.

Jamie Buskirk: Yeah.

Phil: Yeah.

Jamie Buskirk: Yeah. Yeah. No, we've got to make it better for for all the people who want to participate in the car corral.

Phil: So we got we got our our three sessions out on Saturday and then Sunday is always slow, you know. So we we did one, you know, and Penrass out there driving the pace car, you know.

Jamie Buskirk: Yeah.

Phil: I tell the guys, you know, and I I I give them a spill, you know, I say, "Hey, you know, you guys follow each other and, you know, do drive right, you know, you get three laps, otherwise I'll pull you off, you know, I don't care. I got a radio, you know." So on Sunday, you know, I said, "You guys hold it high and tight like you're in the freeway, you know, and uh you know, you get your three laps in."

02:26:53

Phil: So they get their three laps in. I go, "Bob, they're looking good. Step it up a little bit." So lap four, I go, "Hey, they're looking good, Bob. Let's give another lap. They're looking great. He's stepping a little bit. Let's give them another lap. Okay, they're spreading out. Let's pull it in. So he pulls in the in the through the hot pits and um so he's got them all behind him. I says I said, "Bring them on by me. You'll get them off." And I say, "All right, Bob, take off and go to lunch." So he's he's got that vet. He just pushes on the floor. He says it took him two minutes to get from there to where he's down in the into the lunch line.

Jamie Buskirk: Yeah, I Craig Bennett tried to get me to take it for a little drive. Um, I declined. It's like a I don't even want to know.

Phil: Oh yeah, I drove a not a not a ZR1 or whatever that that thing was.

Jamie Buskirk: Yeah.

02:27:41

Phil: Z Z Z Z Z Z Z Z Z Z Z Z Z Z Z Z Z Z Z I guess ZR1 Z06.

Jamie Buskirk: Z06. That was a Yeah.

Phil: Okay, 1000 something horsepower. I drove a I drove a regular one one day. I did not like it. It just did not do anything for me.

Jamie Buskirk: I uh Yeah.

Phil: You know, I'm much rather have a C7 than a C8. Plus, of course, you get a stick, you

know, which is always a bonus.

Jamie Buskirk: Amen. Amen. Yeah. Yeah. Know I wish I had my C7 Grand Sport back. That was a nice car.

Phil: Oh, yeah. Yeah.

Jamie Buskirk: Yeah.

Phil: That's actually about the ultimate track car for doing track days with.

Jamie Buskirk: Yeah. Yeah. Dad had the Z07 package, you know, and I got a set of a second set of wheels that I could put slicks on.

Phil: Yeah, it's perfect.

Jamie Buskirk: Take takeoffs.

Phil: Well, perfect.

Jamie Buskirk: I was pretty fast.

02:28:21

Jamie Buskirk: Yeah. 1318 at Pacific stock drivetrain.

Phil: That's pretty quick. just moving just moving along.

Jamie Buskirk: Yeah. Yeah. Yeah. It's all braking and cornering. That's is Yeah.

Phil: Oh yeah.

Jamie Buskirk: Yeah. I uh I went to the uh Portland Cars and Coffee.

Phil: And the thing about it is that that car will do that all day long without without even noticing.

Jamie Buskirk: Oh. Oh, yeah. You can't hurt can't hurt it. Went to Cars and Coffee in Portland uh last Saturday. Amy and I went towed the brought the race car down, but there were over 200 Corvettes. Cars and coffee and uh just an amazing amazing variety of cars.

Phil: Oh wow.

Jamie Buskirk: There were a lot of C8 Z06s of course and but there was a uh yeah for example a 58 uh coupe C1 coupe with a a blower out of a B29 two Carter AFBs and uh it was built by Keith Black for you know personal car back in the back in the day back in the 70s I think.

02:29:21

Jamie Buskirk: Yeah. purple with a white interior.

Phil: Oh, lovely.

Jamie Buskirk: Yeah. Well, there there were all kinds of things like that.

Phil: I I guess I guess it's pretty quick.

Jamie Buskirk: Yeah. Well, it was just it was like white sidewalls. I mean, it was just, you know, wouldn't be my thing, but it was just such a cool thing.

Phil: Oh yeah. Yeah.

Jamie Buskirk: Yeah. Yeah. It was it was a lot of fun. I was surprised that Portland could uh spit out that many nice Corvettes.

Phil: Yeah.

Jamie Buskirk: Yeah.

Phil: So, did you bring Did you bring yours there?

Jamie Buskirk: Yeah. Yeah. Yeah. Yeah. I brought the race car down and uh people loved it.

Phil: Oh, yeah. Yeah. Excellent. Excellent.

Jamie Buskirk: Uh I got a lot of love on uh social media.

Phil: Excellent.

Jamie Buskirk: Yeah. Yeah. Yeah. That was a good time. It was a good time. Well, I am going to uh cook dinner.

02:30:04

Jamie Buskirk: Amy's trying to get started here. We didn't eat before the meeting. So, yeah.

Phil: Oh, there you go. All right. Well, nice to catch up on you. Yeah.

Jamie Buskirk: Yeah.

Phil: Show show up next Wednesday.

Jamie Buskirk: Yeah. Hopefully. Uh yeah. Well, yeah. I I really should just come up and do the alpha club thing and bite the bullet. Three and a half hours each way, you know. It's kind of a slog particularly.

Phil: Yeah.

Jamie Buskirk: Yeah.

Phil: Now, what do you do?

Jamie Buskirk: Yeah. Yeah. Yeah. It's a great club, great events.

Phil: Yep.

Jamie Buskirk: All right, man.

Phil: All right. Take care, Tammy. Talk to you later.

Jamie Buskirk: You too. Well, congrats on uh your your your uh your your your second

career there with Charlie.

Phil: Yeah. Yeah.

Jamie Buskirk: Yeah, that's awful.

Phil: Yeah. The weird thing about it is he's got a shop across town that used to be his race shop, but he's got some, you know, a bunch of cars parked there and stuff, you know, an MG and a couple

02:30:54

Jamie Buskirk: Yeah.

Phil: JS and a Austin uh a Austin Healey 3000 and a TR6 of course, you know, and a couple of TR6s and a couple of Land Rovers, of course, because he's Charlie, you know.

Jamie Buskirk: Yeah.

Phil: So, anyway, on top of that, he's got four apartments. So, apparently I get to be a handyman on Fridays. So, four days, four days in the shop and uh one day, you know, doing whatever I'm doing.

Jamie Buskirk: He's gonna keep going to keep it busy.

Phil: So, well, that's the hope, you know. So, Fridays are like 8 to 12, you know, 7 to 12 on a regular day and 8 to 12 on a on a Friday. I'm okay with that.

Jamie Buskirk: Yeah. So it's it's down in Tacoma.

Phil: So, yeah. Yeah. Yeah. Well, that's the beauty of it.

Jamie Buskirk: Yeah.

Phil: So, you know, 15-minute drive to to work instead of an hour.

Jamie Buskirk: Yeah. Well, sweet. Yeah. I'm not close to anything. Yeah. Yeah. We've got open roads. All right.

Transcription ended after 02:32:30

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