



Notes

SOVREN July 2025 BOD Meeting Minutes, by Gemini

Jul 9, 2025

5:30 pm Social time

6:00 pm Meeting begins

Meeting records  Transcript  Recording

Board members in attendance: Craig Larsen, John Allen, Bill Simer, Rich Newman, Brad Shinn, Jamie Buskirk, Jeff Kerney, Tom Masterson, and Mike Lawler.

Officials and guests in attendance: Sherri Masterson, Charly Mitchel, Linda Grass, Chuck Ward, Loren Campbell, Chase Johnson, Mike Evans, Doug Kirk, Mike Nau, Devon Newby, Jacque Riehl, and Martin Rudow.

Summary

The board unanimously approved the June minutes after Jamie Buskirk noted a spelling correction for Darren Glasser's name and committed to Spokane for the 2026 Festival of Speed. Craig Larsen has not yet secured a venue for the summer quarterly meeting to be held July 19th, and Rich Newman and John Allen will be unavailable for that date.. Jamie Buskirk debriefed the Historic event, highlighting successes in advertising, potlucks, and participation from Corvettes and Mustangs, while addressing car corral, volunteer, and gate issues.

Sherri Masterson reported increased revenue from car corrals and spectators for the Historic event, prompting a discussion led by Linda Grass and Craig Larsen about charity donations and financial sustainability, with Rich Newman and Bill Simer providing a detailed financial overview. Rich Newman highlighted areas for savings and improved net income, while Sherri Masterson and Loren (Mr. Boring) provided updates on membership and the successful Yoda program, respectively. Jeff Kerney reported on competition incidents, Charly Mitchel on "Stop and Go" area operations, and Rich Newman on on-track safety concerns.

The board voted to retain Peter Brock's services for the 2026 historic, with Jamie Buskirk, Bill Simer, Brad Shinn, Craig Larsen, Jeff Kerney, and Rich Newman voting yes, and John Allen, Mike Lawler, and Sherri Masterson voting no due to cost and information concerns. Jamie Buskirk confirmed plans to contact Peter Brock for arrangements and logistics for the next event.

Details

- **June Minutes Approval and Correction** Jamie Buskirk initiated the approval of the June minutes, noting a correction for the spelling of Darren Glasser's name.. The board voted unanimously to accept the minutes with the correction ([00:36:54](#)).
- **2026 Spokane Festival of Speed Commitment** Craig Larsen proposed a formal board vote to commit to Spokane for the 2026 Festival of Speed, emphasizing the positive feedback from the tribe and downtown Spokane partnership regarding the recent event ([00:34:02](#)). Bill Simer added that the owners of the track were pleased with how well the event was run, especially compared to previous years ([00:35:10](#)). The board unanimously approved returning to Spokane for the event ([00:38:04](#)).
- **Quarterly Meeting Location Search** Craig Larsen is attempting to schedule the summer quarterly meeting for July 19th but is encountering difficulty in securing a suitable venue. He mentioned that Griots and the LeMay are unavailable due to other events, and while Northwest Vintage and Classic is a possibility, they met there last year ([00:08:16](#)). Loren Campbell (Mr. Boring) offered to bring a TV and stand to any location, resolving a prior concern about displaying information on a screen ([00:09:28](#)).
- **Attendee Availability for Quarterly Meeting** John Allen and Rich Newman will be unavailable for the July 19th quarterly meeting. John Allen stated they would be out of town. Rich Newman announced their marriage on the evening of July 18th, making them unavailable for the meeting ([00:10:21](#)).
- **Historic Event Debrief Approach** Jamie Buskirk suggested focusing the debrief on positive highlights of the Historic event, with a detailed summary to follow in writing, acknowledging the extensive feedback already received. Jamie Buskirk

noted that the car corral management was the only aspect below par, but the planning committee knows how to fix it with more volunteers and better planning ([00:39:04](#)).

- **Historic Event Advertising and Spectator Turnout** Jamie Buskirk explained that the Historic event experimented with reduced advertising spending, focusing on social media and their website. ([00:40:15](#)).
- **Potlucks and Load-in Social Success** Jamie Buskirk reported that the potlucks were well-received, serving over 65 people in the big bore paddock, including workers, with plenty of leftover food. The Thursday night load-in social, though less crowded, was a pleasant and convivial evening for attendees held in the Newby's pit area. ([00:41:23](#)).
- **Volunteer and Gate Issues at Historic Event** John Allen noted they missed the volunteer gathering because it was on the opposite side of the track ([00:41:23](#)). John Allen also brought attention to the gate closure after pre-grid for the last Formula Ford race, which has been a recurring discussion point within the planning committee ([00:42:35](#)).
- **Corvette and Mustang Participation at Historic Event** Jamie Buskirk highlighted the strong turnout of 28 big-bore cars, including two new, very fast Corvettes. ([00:43:21](#)).
- **Praise for Historic Event Committee** Bill Simer commended Jamie Buskirk and the Historics planning committee for an outstanding job organizing the Historic event, acknowledging that while some details could be improved, the overall execution was exceptional, especially given they were forging new ground with spectator and car corral revenue ([00:43:21](#)). Jamie Buskirk attributed the success to the 15-18 hardcore members of the group ([00:44:18](#)).
- **Car Corral and Spectator Revenue Review** Sherri Masterson reported that car corral and spectator gate revenues for the recent event exceeded last year's numbers, with car corral bringing in about \$9,200 and spectators around \$35,000 ([00:50:26](#)). Jamie Buskirk suggested limiting car corral attendees in the future despite the revenue, due to the hectic conditions caused by over 70 un-pre-entered cars ([00:52:43](#)).
- **Charity Donations and Financial Sustainability** Linda Grass inquired about charity contributions, and Craig Larsen clarified that the board would decide on donations after reviewing the year-end books. Sherri Masterson added that \$235

was directly collected at the gate for the "come race with me" multi-care charity ([00:53:37](#)). Bill Simer emphasized making racing a sustainable activity to ensure its continuation and enable future charitable contributions, noting the Spokane event's minimal loss this year due to spectator and car corral revenue ([00:54:36](#)).

- **Ongoing Financial Review and Event Manual Development** Rich Newman cautioned that while revenue numbers are positive, costs are also higher than last year, and a full financial picture is still developing ([00:56:40](#)). Jamie Buskirk confirmed that a review of the event has been ongoing since Monday morning, and the group members are developing a manual and timeline for future events, creating a "how to run this event" guide for each key member's role ([00:46:31](#)).
- **Racer Survey and Committee Involvement** Craig Larsen suggested sending a survey to attending racers to gather feedback and express gratitude ([00:47:26](#)). Michael Evans and Chase Johnson expressed interest in being added to the Historic planning committee list, while Rich Newman also volunteered to provide feedback, particularly on the car corral, without necessarily joining the full committee ([00:48:33](#)).
- **Charitable Contributions and Solvency** Brad Shinn suggested considering a contribution to a charity later in the year, emphasizing the need to build infrastructure to sustain such efforts. Jeff Kerney supported the idea of giving back to the community through charities but also stressed the importance of the club remaining solvent. Jeff Kerney highlighted that Multicare/Come Walk With Me has a pool of around 1,200 volunteers and that securing their volunteers for the first year was challenging due to their prior commitments and reluctance given it was a new charity for them ([00:57:54](#)). They indicated that clarity on the return on investment for the charity's volunteers is crucial for future participation ([00:59:06](#)).
- **Finance Update Priority** Craig Larsen decided to move the finance update ahead in the agenda, acknowledging that the topic had been touched upon multiple times. He requested Rich Newman and Bill Simer to provide the financial overview before returning to discussions about the Historic event. Rich Newman needed a few minutes to log back into QuickBooks and pull up the most current data ([01:00:10](#)).
- **Race Feedback and Appreciation** Sherri Masterson expressed gratitude for the potluck event, noting that drivers who had previously resisted interactions with workers were positive about it. They also highlighted that having a charity

involved provided a significant discount on a BLS ambulance, which was a major benefit ([01:01:13](#)). Mike Lawler thanked Bob Pendegraff for serving as pace car driver and Evergreen Chevrolet for the Corvette pace car, noting it was fantastic ([01:02:10](#)). Mike Lawler also appreciated the break given to the race chairs after two main events ([01:03:04](#)).

- **Sponsor Recognition** Craig Larsen planned to send a thank-you letter to Evergreen Chev, acknowledging Mike Lawler's suggestion, hoping to secure their support for the following year. Craig Larsen also received positive feedback from LeMay Museum (Jake Welk), who appreciated the recognition and respect shown to their organization during the race ([01:03:04](#)).
- **Financial Reporting Overview** Rich Newman presented the balance sheet, profit and loss (P&L) year-to-date, and P&L by class, with Bill Simer providing additional insights ([01:03:58](#)). Rich Newman noted the bank account balance of \$24,000 and suggested considering a change in banking strategy in the fall to potentially earn interest on the club's funds. They mentioned a prepaid track rental for the fall finale as an asset, bringing total assets to \$234,000 ([01:04:46](#)).
- **Outstanding Payments** Bill Simer pointed out a \$446 amount owed to the club from last year's fall event by a golf cart vendor, which they are trying to collect. Sherri Masterson offered to contact the vendor again regarding the outstanding payment ([01:05:39](#)).
- **Income Categorization** Rich Newman explained that Bill Simer reclassified certain items in the P&L to create large groups, allowing for a clearer overview of total income, race income, and their components across the year, from January 1st to July 9th. Categories included car club revenue, meal income, program advertising, race entry fees, sponsorship money, and spectator gate revenue ([01:06:39](#)). Bill Simer clarified that numbers reflected deposited amounts as of July 9th, and cash transactions still being processed would cause some discrepancies with actual figures ([01:07:35](#)).
- **Expense Analysis and Savings Opportunities** Rich Newman discussed the cost of goods, highlighting expenses like insurance (\$15,000) and program printing. They noted that while some costs are higher, income also increased to support events like the Historic. Rich Newman compared track rental fees between the Festival of Speed (\$5,000) and Spring Sprints (\$31,000), and ambulance costs (\$2,700 versus \$8,700 for King County), indicating opportunities for savings based on race locations ([01:08:40](#)) ([01:13:48](#)).

- **Net Income and Event Profitability** Rich Newman reported a positive net income of \$47,000 so far, acknowledging that more costs for the Historic event are still pending. Bill Simer emphasized that the new chart of accounts breaks down revenue and expenses by individual events, showing how each performed ([01:09:42](#)).
- **Race Entry Fees and Car Count Comparison** Rich Newman noted that current Historic race entry revenue (\$85,800) is slightly lower than last year's (\$90,700), but overall car count and run line might still prove favorable ([01:11:47](#)). Loren Campbell suggested that a \$50 reduction in cost per entry this year, with a similar number of entries, could account for approximately \$7,500 of the difference in revenue ([01:12:50](#)). Sherri Masterson added that Spokane was a two-day event and Spring Sprints was a three-day event, making direct comparisons somewhat challenging, and also highlighted that some entries were for one or two days, further skewing direct division of main numbers ([01:18:21](#)).
- **Spring Sprints vs. Spokane Festival of Speed Financial Performance** Rich Newman stated that Spring Sprints lost approximately \$6,000 this year, an improvement from nearly \$14,000 last year, while Spokane Festival of Speed performed well ([01:13:48](#)). Bill Simer noted higher worker costs for Spokane due to fewer workers, as reflected in worker reimbursements, which was not surprising given the circumstances ([01:14:48](#)). Craig Larsen commended Rich Newman and Bill Simer for their tremendous work in providing real financial information, which allows for strategic decisions for 2026 ([01:15:52](#)).
- **Membership Update** Sherri Masterson reported a busy period with membership, with many new and returning drivers joining, including some who had not raced in several years. She mentioned carrying 14 or 15 membership cards to the event for distribution, including one for Mr. Freeman, who last raced 10 years ago and is restoring his Porsche ([01:19:46](#)). Sherri Masterson also noted that quite a few Yoda drivers received a 75% discount, impacting income. The club currently has about 276 members ([01:21:00](#)).
- **Yoda Program Success** Loren Campbell reported on the Yoda (drivers 40 and under) program, showing consistent engagement and growth ([01:22:58](#)). They noted picking up two new Yoda drivers for Spokane, bringing the total to 17 in the organization, with three participating in Spokane, generating approximately \$1,350 in revenue ([01:23:40](#)). For the Historic event, 11 Yoda drivers entered plus one crew member, accounting for 7.3% of entries and generating roughly \$3,900 in revenue ([01:24:50](#)). Year-to-date, 21 Yoda drivers have participated through

three events, matching the average for the previous three years with two events still remaining, trending towards breaking even financially while attracting more younger drivers ([01:25:59](#)).

- **Yoda Program Impact and Incidents** Loren proudly noted only one car-to-car contact incident involving a Yoda driver, which was attributed to the other car, emphasizing the program's success in maintaining the vintage spirit and safe driving ([01:23:40](#)). Loren also highlighted the positive energy and ideas from the younger drivers at a group photo session and acknowledged Shelby Clark's help in managing the group ([01:25:59](#)). Rich Newman praised the program for attracting two women drivers, and Brad Shinn commended Fiona Bianchi for their excellent and competitive driving ([01:27:13](#)).
- **Competition Committee Report on Incidents** Jeff Kerney reported on track activity, noting several instances of passing under yellow flags. He confirmed two car-to-car incidents, both involving Mustangs, which resulted in a two-race suspension for one driver due to an aggressive move. Jeff Kerney emphasized the importance of reporting all on-track incidents, even without contact, to address erratic driving early ([01:31:19](#)). Michael Evans clarified that they had filed a report on the Mustang incident at Turn 10 ([01:32:39](#)).
- **Tech and Impound (Stop and Go) Area Report** Charly Mitchel suggested renaming "Tech and Impound" to "Stop and Go" as it better reflects the operation. They reported on 150 cars with paper entries, including 66 annuals and 84 non-annuals, acknowledging a possible discrepancy with higher entry numbers heard elsewhere due to factors like drivers not racing or switching cars ([01:36:23](#)). Charly Mitchel confirmed that their team is diligent in following up on car issues like oil leaks ([01:37:20](#)).
- **On-Track Issues and Safety Concerns** Rich Newman noted a record number of flat tows, suggesting a potential correlation with racing under yellow flags and repeat offenders with broken cars. Rich Newman also raised concerns about significant disparities in lap times within race groups, especially in group one, which could pose safety risks despite no incidents so far ([01:38:12](#)) ([01:41:31](#)). Sherri Masterson encouraged reviewing Speedhive data, which shows individual lap times beyond just the fastest lap, to get a more complete picture of driver performance ([01:39:16](#)).
- **Post-Incident Vehicle Inspection** Brad Shinn inquired about the procedure for cars returning to the paddock not under their own power. Charly Mitchel

confirmed that they will be examined if the problem is larger than running out of fuel, or similar.

- **2026 Historics.** Secretary Jamie Buskirk said that the Historics Planning Committee is already embarked on planning the 2026 event, and put forth two proposals for the Boards consideration. First, to select the under 2.5 Challenge as the featured marque. This was met with approval in comments. The second proposal was to engage Peter Brock as Guest of Honor for the event. The cost would be significant, in the neighborhood of \$8000 for the weekend. Mr Brock suggested having a dinner, with him as the speaker, as a way to defray his appearance fee. A direct appeal to the membership for contributions is another possibility.
- **Sponsorship and Peter Brock's Services** Jacque Riehl suggested a sponsorship for Peter Brock's fee, believing many automotive companies would support it. Brad Shinn agreed, stating that a sponsorship could cover most, if not all, of Brock's fee, and highlighted the importance of having a featured celebrity for the event ([01:56:54](#)). The board chose to vote on selecting the 2.5 Challenge as featured marque, and to retain Peter Brock's services for the 2026 historics, with Bill Simer making the motion and Brad Shinn seconding it ([01:57:41](#)).
- **Vote on Peter Brock's Services** Jamie Buskirk conducted a roll call vote on the featured marque selection and retaining Peter Brock's services. The motion passed with six 'yes' votes from Jamie Buskirk, Bill Simer, Brad Shinn, Craig Larsen, Jeff Kerney, and Rich Newman, and three 'no' votes from John Allen, Mike Lawler, and Sherri Masterson. John Allen and Mike Lawler voted no due to a lack of information or costs, while Sherri Masterson expressed concern about covering the cost without a guaranteed sponsorship ([01:58:38](#)).
- **Discussion on Event Planning and Themes** Rich Newman highlighted the significant draw of the "510" (Datsun 510) and its target age group, aligning with the event's goals and supporting the need for sponsorship ([01:59:39](#)). Linda Grass informed the group that their chief steward had been the Trans Am steward for two decades, suggesting they would have valuable insights. Charly Mitchel emphasized the strong tie-in between Brock Racing Enterprises (BRE) and 510 racing, further solidifying the theme ([02:03:23](#)).
- **Future Actions and Event Logistics** Jamie Buskirk confirmed that he would contact Peter Brock to discuss business arrangements and contract details ([02:04:09](#)). Craig Larsen mentioned the need to brief Nissan dealers and others

about next year's event ([02:02:29](#)). Jamie Buskirk also indicated plans to print t-shirts and more posters for the next event, addressing past oversights ([02:01:46](#)). Sherri Masterson reported that they set new flat tow records, with 20 on Friday, 20 on Saturday, and about a dozen on Sunday, suggesting an increase in attendees and participation ([02:04:09](#)).

- The meeting adjourned at approximately 7:35 pm.

Suggested next steps

- Jamie Buskirk will reach out to Pete to get penciled in and determine contract-related details, including how he prefers to conduct business and payment.

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Transcript

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00:00:00

Jamie Buskirk: Uh yeah, we're I I'm I'm working on next year.

Linda Grass: I

Jamie Buskirk: Yeah.

Linda Grass: do have a I have an addition to your minutes though.

Jamie Buskirk: Okay, that's last June's uh minutes.

Linda Grass: Yeah. Uh, in the car with me was Darren Glasser

Jamie Buskirk: Okay.

Linda Grass: and he's

Jamie Buskirk: All right.

Linda Grass: a member. And he was a

Jamie Buskirk: All

Linda Grass: member.

Jamie Buskirk: right, that last name is G L A S E R.

Linda Grass: S S E R.

Jamie Buskirk: Yeah.

Linda Grass: I have to shut my door.

Jamie Buskirk: Okay.

Linda Grass: I think we just had a delivery come and the dogs get very excited.

Jamie Buskirk: Uh yeah, that's exciting stuff.

Linda Grass: I like your octopus back there.

Jamie Buskirk: Yeah, he made the move with us uh from the soggy side of the mountains over here to the drier side. Seems to be doing all right.

Linda Grass: Oh, good.

Jamie Buskirk: We actually bought that at Buart Gardens in the gift shop, but

Linda Grass: Wow.

Jamie Buskirk: yeah. Um, yeah, kind of fell in love with it.

00:01:27

Jamie Buskirk: Good evening, Douglas.

Linda Grass: He

Jamie Buskirk: You have to forgive me. I'm just finishing up cooking dinner. Um, Make some pretty walk. This is for Doug.

Devine Speed: Wow,

Linda Grass: Hi kitty.

Devine Speed: look at that. That is so cool.

Jamie Buskirk: Sam, what do you got to say?

Linda Grass: Meow.

Jamie Buskirk: He says that from time to time. He's he's turned into quite a talker.

Linda Grass: Does he like the new house?

Jamie Buskirk: Yeah, he does. He's a little intimidated by the great outdoors here. It's u it's pretty rural. Um and I'm I'm glad he doesn't stray too far. We've got, you know, mountain lions and and bear and elk wandering around. So, I'm glad he's uh

Devine Speed: Nice.

Jamie Buskirk: he spent more time inside.

Linda Grass: Yeah.

Jamie Buskirk: Yeah. Yeah. We had coyotes, you know, on on Banebridge, and I don't see any coyotes here, which tells me the mountain wives are eating them all.

Devine Speed: All the clarities.

00:03:38

Devine Speed: Yeah, Dave Adlesman has problems with coyotes chasing his dog and cats.

Jamie Buskirk: Yeah, we've lost cats to uh coyotes.

Linda Grass: Just

Jamie Buskirk: Um, it's not fun. I don't like them much and I'm happy to not see them here, but I'm afraid because they're not here, it must mean something's keeping them out. Good evening, Craig.

Craig Larsen: Good evening, Jamie. How are you?

Jamie Buskirk: I'm all right. You know, I almost forgot that these meetings start at 5:30 rather than 6:30. I was in I was in the middle of cooking dinner and

Craig Larsen: Oh,

Jamie Buskirk: uh

Craig Larsen: man.

Jamie Buskirk: I was like, uh oh.

Craig Larsen: So, uh, did you get some nibbles or you got to wait or what are you going to do?

Jamie Buskirk: Um I'm probably going to eat a little bit while we're speaking.

Craig Larsen: All right. All right.

Jamie Buskirk: They're piling in. Here's Rich and Mike Evans.

Rich Newman: Hello.

Jamie Buskirk: Good evening, Mr. Treasurer.

Rich Newman: Hope so.

Craig Larsen: Yeah. Me

Rich Newman: Oh,

00:04:57

Craig Larsen: too.

Rich Newman: did I say that out loud? Craig, sorry.

Craig Larsen: Yeah. Yeah. Yeah. Yeah.

Rich Newman: Just

Craig Larsen: It came through to my brain pretty clearly.

Linda Grass: Mhm.

Jamie Buskirk: How could it not be a good evening, Rich? How could

Rich Newman: be a

Jamie Buskirk: it

Rich Newman: great evening. Bill's Bill's looking through the numbers and um I'll have reports here momentarily and then I'll work on what I'm going to say. I'm last on the agenda, it look like, so that's a good thing tonight.

Craig Larsen: Yeah. Um, I just obviously threw that agenda together. Um, but yeah. Um, uh, yeah, we can we can review it at the end.

Rich Newman: or or whatever works. I'm going to hopefully have some good info though on spring sprints and festival speed and where we're at. We we got as much as we can for historic in as well. So

Craig Larsen: Great.

Rich Newman: depending on what's useful and how much time you have, Craig

00:05:57

Craig Larsen: Well, I I'm hoping to We don't have a big agenda. The um we need to officially commit to Spokane for 2026. And um we need to talk about uh the potential for Pete uh Peter Brock for uh um being kind of our headliner for the historic in 2026. Those are the two big items, but I'm still hoping to get in and out in like an hour or so tonight because um just because

John Allen: Okay. So, I won't talk.

Craig Larsen: dinner. Yeah. Right. Yeah. You can you can text me your questions, John.

Rich Newman: I see Mr. Boring showed up. Hey, Lauren.

Jamie Buskirk: He's uh he's started a sideline uh tunneling company. Wouldn't

Craig Larsen: That should pay off.

Jamie Buskirk: you feel better uh flying in a boring aircraft than a Boeing one right now?

Rich Newman: Gotta be careful, Jamie. There's probably a lot of Boeing folks on here that might be a little hurt by that.

Craig Larsen: Maybe

Jamie Buskirk: I hope they've developed thin thin uh thicker skins over the last decade or so.

00:07:15

Rich Newman: That's true. Yeah, that is true. Thicker skins and bolted doors. You bet.

Craig Larsen: Yeah.

Jamie Buskirk: Yeah.

Craig Larsen: Yeah.

Rich Newman: No, Mr. Boring got that name because I called him Mr. Excitement. He was tired of being exciting, so he decided Mr. Boring was the way to go.

Jamie Buskirk: Yeah,

Rich Newman: You're on mute. You're on mute, Lauren. We didn't hear anything, but I know you had lots to say.

Jamie Buskirk: I want him to be Mr. Laps. Nothing but laps.

Craig Larsen: Yeah, right.

Loren (Mr. Boring): I said uh Friday was a little too exciting. So I

Rich Newman: Yeah,

Loren (Mr. Boring): decid decided to change the nickname that Rich has given me and to something more what I wanted for Saturday and Sunday.

Jamie Buskirk: And

Loren (Mr. Boring): That

Jamie Buskirk: it

Loren (Mr. Boring): worked

Jamie Buskirk: worked.

Loren (Mr. Boring): out great.

Rich Newman: it

Jamie Buskirk: Damn.

Rich Newman: worked.

Loren (Mr. Boring): Yes, it did. Yes, it did. Um, Craig, I do have a Yoda update for Spokane and historic.

00:08:16

Loren (Mr. Boring): If I can get three or four minutes tonight, that'd be

Craig Larsen: Oh

Loren (Mr. Boring): fantastic.

Craig Larsen: yeah, for sure. Yeah, for sure. Well, maybe uh while we're just kind of lurking here, I'm uh I'm trying to schedule the quarterly meeting for I'm hoping uh the summer quarterly meeting for July 19th, Saturday. Um but I'm having trouble finding a spot. Um I was thinking about leaning on Mr. The uh Grios. I tried Grios. They're out because they're full of other events. I tried the museum. They're happy to have us, but they're full of other events. Um, I was thinking about reaching out to Mr. Dennison again, but you know, we were there last year. Um, anybody got any advice or uh bright ideas? Um, Dennison's would be great because he's always got cool stuff and he's got a new machine shop now um that I'm sure he'd love to show off. Um, but uh I also uh uh Lauren and Rich, I I really like that location last time because they had uh at Open Bay because they had the TV, you know, they had the video screen which was super helpful for putting information up.

00:09:28

Craig Larsen: Um so people really we didn't just have to hold a piece of paper and speak from it. People could see stuff on the screen. Um so I don't know. I'm I'm a little bit bereft of ideas at this point.

Loren (Mr. Boring): I I

Devine Speed: J

Loren (Mr. Boring): have

Devine Speed: and

Loren (Mr. Boring): a TV and a and a stand that I can bring pretty much anywhere

Craig Larsen: Oh,

Loren (Mr. Boring): if

Craig Larsen: wow.

Loren (Mr. Boring): needed. So, um don't let that be the, you know,

Craig Larsen: Okay.

Loren (Mr. Boring): major showstopper.

Craig Larsen: Well, that's that's super helpful. Um, what do people think about Dennis? It's nicely located centrally for everybody, but um is there a better idea? I haven't talked to him yet.

Devine Speed: JNL fabrication.

Craig Larsen: JNL, there's a good idea. Yeah.

Jamie Buskirk: It's probably never happened, right? Have we ever had a meeting at JNL?

Devine Speed: Yeah, we have back in the 90s, back in the 2000s. Yeah.

00:10:21

Craig Larsen: Okay. Well, I'll uh um uh thanks for that, Doug. I'll call them uh and

John Allen: You said you're talking about the 19th of this month.

Craig Larsen: Yes, sir. Yeah.

John Allen: Uh, I won't be in town. Sorry. So, you're lucky.

Craig Larsen: I didn't plan it that way.

John Allen: Uh, sure.

Craig Larsen: Uh-huh. Uh-huh.

Jamie Buskirk: Some somebody's going to get your donut, John.

Rich Newman: I I can't be there. I'm getting married on the night of the 18th. So, uh that won't happen

Craig Larsen: Okay.

Rich Newman: for me.

Craig Larsen: So, I can take credit for all your great work then.

Rich Newman: I hope you like what you see tonight because that's probably what you'll be using as I get ready for the wedding in the next week and a half.

Craig Larsen: Right. Right. Yeah. Well, I'm surprised you're even on this call, Rich.

Jamie Buskirk: would it be appropriate to congratulate you right now, Rich?

Rich Newman: Um, sure, sure, sure.

Jamie Buskirk: All right.

00:11:24

Rich Newman: Yeah, I was actually hoping I've got the whole wedding timeline that Susan just sent to me here next. I was hoping to get some feedback from everybody. Um, it's about seven pages long. She's got a version for everybody. She's nothing but organized.

John Allen: Well, the question is, are you going to keep your name?

Rich Newman: Uh yeah, I'm keeping mine this time. Yeah, last time I had to switch my name. So

Jamie Buskirk: We've got a new uh new attendee, new to me anyway, Chase Johnson. U

Linda Grass: Hey.

Craig Larsen: Yeah.

Jamie Buskirk: good evening

Craig Larsen: Welcome face.

Chase Johnson: Hello. Good to be here.

Michael Evans: Just to let you know, that's your new one of your new flag chiefs.

Linda Grass: Mhm.

Craig Larsen: Uh, thank you again.

Chase Johnson: Yeah, of course.

Linda Grass: It'll be nice to have some young thoughts.

Craig Larsen: Well, is everybody's car intact after the uh historic?

Linda Grass: Mhm.

John Allen: I guess more or less. Yeah.

Craig Larsen: Yeah. Yeah.

00:12:52

Craig Larsen: And Jamie, did you send yours up for a paintwork or something or

Jamie Buskirk: No, it's uh just um we got to refabricate an aluminum bracket in the very nose of the car in front of the radiator. Kind of keeps it to the fiberglass um chins lower valance attached to the hood. Um the one that came with the car fell apart. I made a new one out of a new piece of plate and that's falling apart. So, I've given it to uh

Preston Russell to redo basically the same shapes and everything, but just a step another up another 16th of an inch in the aluminum thickness.

Craig Larsen: Mhm.

Jamie Buskirk: Yeah, if you see me going up the straightaway and as I gain speed, the hood starts uh uh pulsating uh regularly, that's a symptom of that bracket bracket getting broken.

Craig Larsen: Yeah. Always a comforting feeling as you think about the hold downs that are hanging on to it for dear life, right?

Jamie Buskirk: Yeah. At 150 miles an hour, you start thinking about what kind of pressure is on the bottom of that hood.

00:14:04

Craig Larsen: Yeah. Yeah.

Linda Grass: Was

Craig Larsen: And what's it going to be like when it opens up?

Jamie Buskirk: Yeah. What will it look like in the rearview mirror? Cartwheeling down the track behind me.

Linda Grass: that your hood that went flying?

Jamie Buskirk: Hey now, I am proactive.

John Allen: Well, Craig, you look pretty good out there while you were racing,

Craig Larsen: I was having fun.

John Allen: right? Yeah.

Craig Larsen: Yeah. I uh I chased a low oil pressure apparent low oil pressure problem all Friday and it turned out to be a uh almost brand new autometer gauge that just crapped out on me and was you know basically bouncing off the peg and uh you know so as I was you know driving with the idiot light um it was a little little difficult to concentrate but a new a new hardline and a new gauge and that everything went back to normal so I could really lean on it on Saturday and Sunday and uh yeah, it was uh car was dialed in and it was a nice warm sticky track and uh yeah, I was having a lot of fun.

00:15:25

Craig Larsen: I was I was beating uh my uh my arch nemesis Dan Fielden with some regularity this weekend. So that that felt good. That guy usually cleans my clock. So uh

it was great.

John Allen: Well, I can tell you a Formula Ford when it's a pound off on tires is a handful. I went the wrong direction.

Craig Larsen: Wait, you go. You went harder.

John Allen: Yeah, I went up a little. My tires were almost gone and I rotated them and didn't think about it and set it a little bit higher. And I at first nobody could pass me because I think I was going sideways more than I was going forward.

Craig Larsen: Nice. Nice

John Allen: And

Craig Larsen: track blockage.

John Allen: yeah, once you go into two and you're locking up all four, it's like, okay, there's something wrong here. dial it back.

Craig Larsen: Yeah.

John Allen: I

Craig Larsen: Yeah.

John Allen: bet

Craig Larsen: We

John Allen: the last Yeah,

Craig Larsen: Go

John Allen: the

Craig Larsen: ahead.

00:16:25

John Allen: last race was good though. Pulled it back down and it was right back on rails again.

Craig Larsen: Well, there was a lot of uh um mechanical uh activity going on in the V pit as usual. Um I think we finally got Nick's surfaces car uh pretty stabilized by the end of the weekend, but but we were working on that. Um multiple people were working on it. Um the front end was bound up for some reason and uh it had had almost no um no compression or rebound on the front end. So, it was just, you know, it's kind of like what you're saying, John. It was just weird. You know, thing,

John Allen: Mhm.

Craig Larsen: you know, no compliance at all. So, uh, but I think we got it figured out. You know, old old Volkswagen parts are, uh, you know, they don't respond sometimes. So

John Allen: Yep.

Craig Larsen: hey

John Allen: So,

Craig Larsen: Mike.

John Allen: have we heard anything good about the uh Fords? I mean, how they since we had a whole bunch of new guys and um I assume Mike now has probably contacted you or chatted about the success or failure.

00:17:42

John Allen: Was all success?

Craig Larsen: Oh, with with me.

John Allen: Yeah. with you.

Craig Larsen: Yeah. Well, no, they're uh you know, the Formula Ford folks were thrilled. Um it uh was a great weekend for them and 25 Formula Fords that is uh Mike now did some impressive uh recruiting of Formula Fords to get out there. Um uh I What was your reaction, John? I I thought it was a great Formula Ford weekend.

John Allen: We need a lot of slower people. That's what we need.

Craig Larsen: speaking from a personal

John Allen: No, we had

Craig Larsen: perspective.

John Allen: we had a we had a huge midpack that was just we were probably eight of us, I think, that were all just running together within a fraction of a second. So, it was pretty fun

Craig Larsen: Yeah. Yeah.

John Allen: trying

Craig Larsen: Yeah.

John Allen: to

Craig Larsen: The

John Allen: get

Craig Larsen: track

John Allen: used to

Craig Larsen: was

John Allen: a

Craig Larsen: great.

John Allen: few people who I've never run with.

00:18:35

John Allen: That's always a challenge, too.

Craig Larsen: Yeah. We had a few V people out from California. It was nice to see Don Pepperdine who uh has been racing his V since 1969 I think or 1970. Um pretty incredible. Um and he of course was blinding fast. So we don't even count him in the standings. He was like ahead of everybody. He's just like he just disappeared into the sunset. Uh and uh but for a leaking fuel cell, he would have been with us on Sunday. But, uh, yeah, that, uh, you want to see a really fun VR race, his, uh, the 1970 SECA Nationals, uh, Don Pepperdine, uh, ended up in the top five and was leading at one point, uh, in that race. It's on YouTube. It's a, it's a great Formula V race video at Road Atlanta.

John Allen: That's a really long track for a V.

Craig Larsen: It's a Yeah, you can get lost, run out of gas, you know.

Rich Newman: you know, talk about watching racing.

00:19:40

Rich Newman: I've kind of got caught into, you know, the great Google YouTube um, you know, algorithms and

Craig Larsen: Thank

Rich Newman: I've been getting a lot of Goodwood historical races of

Craig Larsen: you.

Rich Newman: historical cars at Goodwood at all the different festivals and um, it's amazing. You guys probably watch this stuff more than I do over time, but it's amazing the way they drive those old Ferraris and Mustangs and whatever and how many cars they grid 60 cars and you know just I mean just all out through chicanes sliding every corner. They look like Mr. Boring going through the track. Um it's amazing. um makes me realize just how I don't drive the car the way I should because

John Allen: It It reminds me how little money I have compared to those guys.

Rich Newman: I know and they're smashing up Ferraris, you know, like 60s

Craig Larsen: right?

Rich Newman: Ferraris and stuff, but and there people like Jimmy Johnson from NASCAR racing, you know, teams and stuff and I'm like, you know, they're obviously professional drivers, but yeah, it's something to watch.

00:20:50

Craig Larsen: Yeah, you know, Bill Simer um uh has been back and has some interesting insight into Goodwood. Uh that despite, you know, the very intense driving um it it ends up pretty clean, but there are people who get sent away and told never to return uh because of their driving technique. So, uh, somehow they're at the high end of, uh, their, uh, competitive racing. They're still parsing out people that aren't meeting the standard and, uh, and sending them home. So, there's a there's a lot of experience in in race management, I think, and racecraft, uh, amongst the, uh, the production team back there. There must be.

Rich Newman: I completely agree, Craig. I cannot believe how close they are sliding together chicanes without touching. I

Craig Larsen: I

Rich Newman: mean,

Craig Larsen: know.

Rich Newman: they make they make Formula 1 look like child's play in some ways because they are on top of each other all in concert going together. And I'm like, I don't I don't know how that's possible. It's amazing. Yeah.

00:21:52

Rich Newman: For the most part,

John Allen: Oh,

Rich Newman: they don't actually rub, you

John Allen: well,

Craig Larsen: Right.

Rich Newman: know.

John Allen: watch watch the drive through the estates and then you get really scared or

Rich Newman: What's

Craig Larsen: Oh, the

Rich Newman: that?

Craig Larsen: hill climb.

John Allen: the the wet,

Craig Larsen: The hill climb.

John Allen: I guess you'd call it that through

Craig Larsen: Yeah.

John Allen: the the state with the the rock walls and the trees and

Craig Larsen: right?

John Allen: the people standing next to you.

Craig Larsen: Yeah.

Rich Newman: But they're by themselves in that routing, right? You

John Allen: Yeah,

Rich Newman: know, that's

John Allen: but

Rich Newman: I mean those electric No, I'm with you, John. Those electric

John Allen: it's

Rich Newman: cars,

John Allen: crazy.

Rich Newman: how fast they go and Yeah, it's amazing. Anyway, I think I'll

John Allen: But

Rich Newman: move

John Allen: yeah,

Rich Newman: there.

John Allen: the the wheel to wheel is just insane when they're out

Jamie Buskirk: There

John Allen: there.

Jamie Buskirk: are there are a lot of ringers in that field.

00:22:35

Jamie Buskirk: There's a lot of exhouring car champions and a lot of repeat customers, people who know that track very very well. And uh a lot of the same names every year. They they know each other and they they're comfortable doing what they do. But it is a little bit like synchronized ice skating or something.

Craig Larsen: It is exactly. Hey,

Rich Newman: And I I was watching a a movie um my uh I don't mean to capitalize a time, but um I was watching Racing in the Rain, you know, Kit's Thing and whatever, the art of racing in the Rain. because my sister-in-law today was at his Women's Day, high performance day or whatever, and I sending her information. She's a dog person, blah blah blah. Anyway, I was watching a movie last night while I was working on books, these books, and um the uh you you know, the guy was talking about driving in the rain, and he said you a key to driving in the rain is to force the car to do what you already know it's going to do and have control over that force through the, you know, through the turns.

00:23:36

Rich Newman: In other words, slide the car intentionally before it slides on you. And I thought that's a real I hadn't heard that again, you know, four years in the M, but it kind of makes sense. Not that I know how to do it, but you know, and I was thinking about that in the context of Goodwood and thinking that's exactly what they're doing. They're literally like creating a controlled slide before the car slips out from underneath them to have control, which is a weird thing to think about. Does that make sense to you guys that have been racing for 30 years? I mean,

Craig Larsen: No, it does. Yeah, it uh there's some, you know, if you can track the the friction coefficient with with some kind of, you know, skill. Um it uh you know, for Formula V racing, Walt Carroll is like the master of racing in the rain with Formula V's. that guy is just fearless and

Linda Grass: Yeah.

Craig Larsen: um I I just I just try to follow him and then pretty much instantly give up, you know, but but it's a car it's a car control uh skill that it just takes I mean he's got, you know, 20 more years of racing on me, so part of that's where it comes from, I guess.

00:24:45

John Allen: I think Pausner said it best to me, which is racing in the rain is you get your wallet out with lots of \$1 bills and you stand in the shower and you throw them up in the air and that's Yeah, that's pretty much nothing ever good comes out of the rain in a Formula Ford.

Jamie Buskirk: I I can second that uh that uh emotion for Corvettes

John Allen: Yeah,

Jamie Buskirk: the

John Allen: you

Jamie Buskirk: tires

John Allen: have a little more mass and a little more uh torque.

Jamie Buskirk: The tire will never warm up at the end of the race. It'll

Craig Larsen: Right.

Jamie Buskirk: still still

Craig Larsen: Right.

Jamie Buskirk: be an ice cube.

Craig Larsen: Yeah. Well, but there's there's not much as good as leaning on it on a warm day at Pacific Raceways, though on a dry track. Man,

John Allen: Yep.

Craig Larsen: I tell you, you know, I I still hope that we still have a 5A, B, and six after all the improvements are done there because that that's that's that's that makes that whole track that that complex is so fun.

00:25:50

Craig Larsen: And uh man, when you when you're getting it right lap after lap, it's just, you know, there's a big shiting grin on

Chase Johnson: Thank

Craig Larsen: your

Chase Johnson: you.

Craig Larsen: face.

John Allen: Well, you ran it before they smooth it out, right?

Craig Larsen: Yeah.

John Allen: I

Craig Larsen: Well,

John Allen: liked it better before myself.

Craig Larsen: I like, you know, well, we rotate on the bump on the inside bump at 5A. I mean, that's how you get around that corner is you got to get airborne, you know. So, it it's the best. Plus, it's nice going by the stand because, you know, as soon as you get soon as you get rotated, you just in my car, you know, I just stand on it for a second. So, so the people in the stand get a little in the in the corner worker stand get a little blip as you go by them.

John Allen: Yeah, that's not far from us. But they when they widened 5A, it encouraged people to run too wide there,

Craig Larsen: Yeah, that's no good.

00:26:45

John Allen: which is Yeah, as Gabe

Craig Larsen: Don't like

John Allen: found out.

Craig Larsen: don't like that.

John Allen: So, the racing news for today, Horner's out. Come on. Who's Who hasn't

Craig Larsen: Right.

John Allen: mentioned that?

Craig Larsen: Right.

Rich Newman: That's a great point. So, what's your speculation on all that? Is

John Allen: Uh,

Rich Newman: he gonna go is he going to go to Cadillac or is he going to go to Audi?

John Allen: Burst

Rich Newman: And then

John Allen: Stopen's

Rich Newman: where's

John Allen: dad's a jerk is one thing I take out of it.

Rich Newman: And then where's Vers Stappen going?

Craig Larsen: Well, Her is uh he's a highly desirable team manager. He'll he's going to land somewhere. Um

Rich Newman: My vote is he goes to Cadillac since he

Craig Larsen: me, too.

Rich Newman: kind of built the Red Bull team.

John Allen: Yeah,

Rich Newman: That's

Craig Larsen: Yeah.

Rich Newman: probably

John Allen: but

Rich Newman: the experience they want

Craig Larsen: Yeah. Yeah. I agree,

00:27:35

Rich Newman: and

Craig Larsen: Rich. That's my guess.

Rich Newman: and

John Allen: but

Rich Newman: then I

John Allen: Newi

Rich Newman: think

John Allen: moved. He could move back with Newi.

Rich Newman: and then I think Versappen's going to Aston Martin. It's going to follow Adrien because they got the money. See that or Mercedes? But I think he'll go to Aston Martin.

John Allen: I'll go to Aston Martin and do about as well as Alonzo.

Rich Newman: Nope.

John Allen: Yeah.

Rich Newman: You watch, John. You just keep watching.

John Allen: Okay, I will.

Craig Larsen: So does so does Aston Martin have money from India or where how do they have money? They can't

John Allen: The

Craig Larsen: be selling

John Allen: dad

Craig Larsen: that cars.

Jamie Buskirk: booze.

John Allen: scrolls dad.

Rich Newman: Yeah,

John Allen: He owns Aston Martin.

Rich Newman: they're very well funded.

John Allen: Oh yeah. And he owns the track in Canada. And yeah, he's

Rich Newman: They

John Allen: got

Rich Newman: do

John Allen: they got bucks.

00:28:22

Rich Newman: they do need to get rid of Junior as well, but

John Allen: Well, you think dad's going to do that?

Rich Newman: I don't know. I hope. Well, yes, if they're going to be a competitive team, Versappen will require it, I'm sure.

John Allen: That's true.

Rich Newman: But I don't I don't know. I'm just being controversial. I'm not getting a lot of bites. But okay.

Craig Larsen: He's throwing the meat out there. See if somebody chomped on it. Huh. Hi, Bill.

Rich Newman: Oh no, Bill's back. Bill's on. I need to go back to my reports. I have something intelligent to say.

Craig Larsen: That's right. Get to work there,

John Allen: You

Bill Simer: Well,

Craig Larsen: Rich.

John Allen: got

Bill Simer: this

John Allen: three

Bill Simer: the social

John Allen: minutes.

Bill Simer: part. I was just gonna say hi everybody. I

Craig Larsen: Hey,

Bill Simer: was

Craig Larsen: Bill.

Bill Simer: muted. Not always a bad thing.

00:29:08

John Allen: Hey, there's another V driver.

Bill Simer: You never know. We're hiding everywhere.

Craig Larsen: Yeah, that that that dark blue V was looking pretty uh speedy out there, Bill.

Bill Simer: You know, it was fun. Um, great to be back in it.

Craig Larsen: It It was nice nice to see the side of your car as I went by it in 3A.

Bill Simer: Yeah, right. I was running

Craig Larsen: It was like

Bill Simer: really

Craig Larsen: the old

Bill Simer: well

Craig Larsen: days.

Bill Simer: to that last second, you know. I went I went in a little bit deep and Yeah, it was a nice spin though, wasn't it?

Craig Larsen: It was a nice spin. Didn't get too much gravel out there.

Bill Simer: Yeah.

Jamie Buskirk: Does that mean you saw both sides of his car? Craig

Craig Larsen: No, only one only the only the right side. Um, it was looking nice, you

know, and uh yeah, just like the old days,

Bill Simer: just

Craig Larsen: only

Bill Simer: like

Craig Larsen: it

00:30:07

Bill Simer: the

Craig Larsen: was me

Bill Simer: old

Craig Larsen: standing

Bill Simer: days.

Craig Larsen: in front of you all the time.

Bill Simer: Boy, and I was running really well. I was I was looking, you guys were back there ways and I thought, boy, I this is a perfect lap almost. Almost

Craig Larsen: That's usually when it happens, right?

Bill Simer: right.

Craig Larsen: Everything's great. It's perfect. Oops.

Bill Simer: Yep.

Loren (Mr. Boring): On that note, I've got a uh if I can find it here, a photo that my wife caught on uh Saturday. It was my one my one moment of not being Mr. Boring over the weekend. Um,

Bill Simer: Oh, nice.

Linda Grass: Oops.

Loren (Mr. Boring): anybody uh anybody recognize where that is?

Rich Newman: I

Jamie Buskirk: I

Rich Newman: got a

Jamie Buskirk: recognize

Rich Newman: new name.

Jamie Buskirk: the patches in the asphalt. Yes.

Rich Newman: Got a new name for you. It's Mr. uh Mr. Wrongway.

Loren (Mr. Boring): I I you know I didn't get 3B quite right.

00:31:11

Loren (Mr. Boring): So I thought I'd turn around and try it again immediately.

Craig Larsen: There you go.

Loren (Mr. Boring): See if I see if I could get it right the second time.

Craig Larsen: Practice makes perfect, right?

Bill Simer: Well,

John Allen: So

Bill Simer: Lord,

Craig Larsen: That's

John Allen: you

Craig Larsen: a

Bill Simer: I'm

John Allen: were

Bill Simer: glad

John Allen: the

Craig Larsen: great

Bill Simer: I

John Allen: one

Bill Simer: was

John Allen: person

Bill Simer: young

John Allen: running the track

Bill Simer: rotational

John Allen: backwards.

Bill Simer: mode.

Craig Larsen: that that should be on the shop wall. Lauren blown up nice and big.

Loren (Mr. Boring): your shop wall.

Craig Larsen: No.

Loren (Mr. Boring): It'll go in the trailer.

Jamie Buskirk: Edward.

Craig Larsen: I got I got pictures of Jim Cuts broken engine parts on my shop wall. So, uh Rich Bill will know about that. So,

Bill Simer: Yeah, I would. And

Craig Larsen: Jim

Bill Simer: I know

Craig Larsen: Cuts

Bill Simer: the guy

Craig Larsen: used
Bill Simer: who built

00:31:51

Craig Larsen: to

Bill Simer: the

Craig Larsen: uh

Bill Simer: engines

Craig Larsen: Jim Cuts used to grenade motors with some regularity and all of us were behind him at some point and uh

John Allen: So, who won the battle of the Brits?

Rich Newman: Uh Lauren

John Allen: Know

Rich Newman: did Lauren

Loren (Mr. Boring): Uh

Rich Newman: did

Loren (Mr. Boring): Brian Waters was first, Dennis Reine was second,

John Allen: the minis

Loren (Mr. Boring): and

John Allen: beat you.

Loren (Mr. Boring): I was third with Newbie like.18 seconds behind me at the timing line and closer at start finish.

Jamie Buskirk: My goodness.

Rich Newman: Yeah, I was discounting the minis. I only was thinking of my own clan, but you're right.

John Allen: You got to discount those minis. They're going to be mad at you. They'll come back.

Craig Larsen: Mhm.

Rich Newman: Well,

Craig Larsen: Well,

Rich Newman: they're angry bees for sure.

Craig Larsen: Well, Jamie, we've reached that moment.

Jamie Buskirk: We reached that moment. I um I'm going to start recording this meeting uh for posterity's sake and my own uh use and uh reviewing it and preparing notes.

00:33:00

Jamie Buskirk: Um let's see. I believe the first item on the agenda is to approve the June minutes. Um I had one correction uh which why which I will take care of and that is uh to correct Darren Glass's Glassers Glazer's uh name spelling in the minutes. He was writing with Linda I believe in an RV. Um so Darren Glazer I'll

Rich Newman: You're

Jamie Buskirk: get

Rich Newman: right.

Jamie Buskirk: it right this time. Um, do

Linda Grass: It's

Jamie Buskirk: I have a

Linda Grass: It's Glasser.

Jamie Buskirk: G L A S E R

Linda Grass: G L A S E. Glasser.

Jamie Buskirk: two assets? All right.

Linda Grass: And he wasn't even on the minutes.

Jamie Buskirk: All right. Well, I'll put them in then.

Linda Grass: Cool.

Jamie Buskirk: Your RV piloting buddy. Uh, do I have a motion to accept the minutes with that correction?

Mike Lawler: I'll uh I'll make a motion there, Jamie, to accept the minutes.

Jamie Buskirk: Thanks, Mike.

Brad Shinn: Second.

Craig Larsen: Got

Jamie Buskirk: Thank

Craig Larsen: a

00:34:02

Jamie Buskirk: you,

Craig Larsen: second.

Jamie Buskirk: Brad. Appreciate it. Uh, show of thumbs. All right,

Craig Larsen: We're

Jamie Buskirk: we'll

Craig Larsen: good. Okay.

Jamie Buskirk: we'll accept those. Um, let's see. I'm gonna turn it over to Craig. U, looks

like there's a weighty affair coming right up.

Craig Larsen: Yep. Where do you um on the heels of our uh successful Spokane Festival of Speed and Bill, I'm going to turn this over to you in just a sec here. Um uh the um the tribe uh it was thrilled with the event and has offered us the same rates as uh this year for next year. And um you know we the board has effectively agreed on at least three years of racing there, but we want to have a formal uh vote of the board that we're going to go back to Spokane next year. Bill, would you like to fill in any details about this that are important?

Bill Simer: Yeah, I would say that uh the only thing I I'd like to add is that um the uh certainly the tribe has indicated their uh pleasure with our event, how well it was run.

00:35:10

Bill Simer: Um we went we went a long way to uh to completely uh expunge the memory they had of the year before when conference tried to do a a race there um under the festival of speed. Uh bad experience for everyone and u so the tribe is thrilled with it. The downtown Spokane partnership that assisted us with the downtown event are absolutely thrilled with what happened there and asking us will we be back. So a lot of really positive responses from the community. Not

Craig Larsen: So,

Bill Simer: not to mention

Craig Larsen: um,

Bill Simer: the group that was involved here, the planning group um and and those of you that worked with us that helped put it on. Um everyone is anxious to come back and do it again.

Craig Larsen: great. Thank you, Bill. Um, so, uh, do we have a consensus that we're going back, um, from the board? Do we

Mike Lawler: Just

Craig Larsen: do

Mike Lawler: have

Craig Larsen: we

Mike Lawler: a vote.

Craig Larsen: need to do we need to have a formal vote?

00:36:09

Rich Newman: Yes, they gave us wine.

Craig Larsen: They fine. Yeah. So, uh, let's just let's just for the record, let's just vote this.

Uh, Jamie, can you just, uh, I'm not sure how many board members we actually have here today. One, two, three, four, five, six. Do we

Jamie Buskirk: Yeah,

Craig Larsen: have a

Jamie Buskirk: give me just a second. Let me see who

Craig Larsen: Do

Jamie Buskirk: all

Craig Larsen: we have

Jamie Buskirk: here.

Craig Larsen: a

Jamie Buskirk: I

Craig Larsen: one,

Jamie Buskirk: don't

Craig Larsen: two, three, four, five, six? Yeah, we we have seven. We have seven.

Mike Lawler: Hello.

Craig Larsen: Eight. Yeah, we

Mike Lawler: Yeah.

Craig Larsen: have eight. So, let's let's let's just formally vote it. Oh, damn.

Jamie Buskirk: All right, I'm gonna start with myself. I'm a yay. Um,

Sherri Masterson: What did you do?

Jamie Buskirk: give give me a a a minute. This is going to take a minute. Bill Simer, how do you vote?

00:36:54

Bill Simer: Yes.

Jamie Buskirk: All right. Um, past president Brad Shin

Brad Shinn: Yes.

Sherri Masterson: off.

Jamie Buskirk: and let me scroll down. Mr. President, how do you

Craig Larsen: Yeah.

Jamie Buskirk: vote?

Sherri Masterson: He

Craig Larsen: Yes.

Jamie Buskirk: Okay. Um, Jeff Kernney, how do you vote?

Jeff Kerney: Yes.

Jamie Buskirk: And Mr. Allen, how do you vote?

Sherri Masterson: I don't know who

Jamie Buskirk: John, John, you're still here. Are you muted?

John Allen: I am. Yes.

Jamie Buskirk: Okay, you're a Yes. Okay, thank you. Um, let me keep going. Who else is here?

Craig Larsen: Mike

Jamie Buskirk: Uh,

Sherri Masterson: here.

Rich Newman: Yeah.

Craig Larsen: and Tom.

Jamie Buskirk: Mike Lawler, how do you vote?

Mike Lawler: I'll vote yes. I assume it's the same dates.

Craig Larsen: Yeah.

Sherri Masterson: I'm

Craig Larsen: Same

Mike Lawler: Okay.

Craig Larsen: weekend.

Mike Lawler: Same dates. Yes, I vote yes.

Jamie Buskirk: Very good. Thank you. And Mr. Newman.

Rich Newman: Yes.

Jamie Buskirk: All right.

00:38:04

Craig Larsen: And and Tom uh Tom Mastersonson's here, I think, also, right?

Jamie Buskirk: Are you there? Okay.

Sherri Masterson: Yes.

Jamie Buskirk: Stone there.

Sherri Masterson: Yes.

Jamie Buskirk: I

Sherri Masterson: And

Jamie Buskirk: don't

Sherri Masterson: yes.

Craig Larsen: Thank

Jamie Buskirk: Thank you,

Craig Larsen: you.

Jamie Buskirk: sir. Much appreciated. And that is still unanimous. Um, nine in favor, zero opposed.

Craig Larsen: Right. So, uh, Bill, um, if we, uh, do we need to, uh, what do we need to do formally with the tribe?

Bill Simer: You know what? I'm going to just uh inform u in a minute um Reinhold and the group that the board unanimous unanimously approved the race date for next year and he'll follow through with uh with the tribe with R.J. and um and we will try and get a contract a little sooner than we got this year's contract with them, but but that'll be his next his next charge.

Craig Larsen: Great.

Bill Simer: Okay,

Craig Larsen: Excellent. Uh,

Bill Simer: great.

Craig Larsen: thanks again, Bill, and Festival Speed Committee for a great event that makes it possible to be back.

00:39:04

Bill Simer: Well, thanks to all of you for your support.

Craig Larsen: I'm excited. Can't wait. Um, so, uh, so that's number three. Uh, the debrief. I want to change this a little bit. Uh the first portion Jamie, you had a good suggestion. Uh so many people sent in great detailed comments and lots of information which uh about kind of a what went well, what could we do better uh for the historic. That was a ton of information. And you suggested Jamie today that maybe we just hit some positive highlights of the event. um this to kind of remind ourselves what really went really well and we can do a summary followup um in writing uh so we don't need to dive into the all the details that we you know need to nibble on. Does that make sense?

Jamie Buskirk: Yeah, it certainly does to me. Uh I don't have any uh uh prepared remarks, but um you know, I will say that uh I think the only aspect of the weekend that was below par was uh the car corral management and um we we we know what didn't go well.

00:40:15

Jamie Buskirk: We know how to fix it. We just need more volunteers and we need a better plan going in. We got punched in the face, you know, to paraphrase Mike Tyson, but uh everywhere else um we had pretty positive feedback from racers and spectators. Um was a pretty pleasant weekend, I think, for most everybody. Um I'll be interested to see what the final uh tally is on spectators. Um we may have been a little bit below uh you know, maybe the year before. Um, this is a little bit of an experiment. We elected not to uh spend a large sum of money on advertising, TV and radio advertising, and to focus our efforts on uh social media

Brad Shinn: Okay.

Jamie Buskirk: and our website and using those less expensive forums to to push the event. So, it'll be interesting to see, you know, if there's a big gap and if so, can we, you know, lay the blame, you know, at the lack of advertising's feet. Um, let's see. Um, what was new and different this year?

00:41:23

Jamie Buskirk: I I think uh the potlucks went pretty well. They were pretty well received. You know, our alternate alternative to Saturday night dinner. Um, I think went well. I I will tell you that we had uh over 65 people in our big board paddock um for the pot lock and we had 12 or 15 12 or 15 of those were workers. Um so I I we had a lot of food left over too. We were well prepared. Uh the Thursday night loadin social wasn't uh didn't draw quite quite that kind of a crowd, but um all the same, I think everybody was there enjoying uh some some libations on uh uh courtesy of um Dr. Thean and his wife Gail. Um who did I just let in? Devin, excuse me. Um the Thursday night social was great. Um nice people, nice quiet evening, warm. Uh go ahead, John. What you got?

John Allen: I was just going to say the the comments that I have is I unfortunately missed the the uh volunteers thing because apparently it was on the other side of the track.

00:42:35

John Allen: I wish I would have known that they've moved uh because I always like to go there and thank them. And the only other thing that maybe we want to make sure we

work on is on the last race of the Formula Ford um after we went to pregrid, they closed that gate

Craig Larsen: Mhm.

Jamie Buskirk: Yeah,

John Allen: because

Jamie Buskirk: that's come

John Allen: the

Jamie Buskirk: up. It's come up a number of times

John Allen: Okay.

Jamie Buskirk: and

John Allen: So,

Jamie Buskirk: discuss.

John Allen: you you know about that one. All

Jamie Buskirk: We've

John Allen: right.

Craig Larsen: Yeah.

Jamie Buskirk: had

John Allen: Other

Jamie Buskirk: a

John Allen: than

Jamie Buskirk: lot

John Allen: that,

Jamie Buskirk: of dis discussion this week in a separate email thread, you know, with the planning committee members and that uh that was mentioned a few times.

John Allen: but

Jamie Buskirk: Lauren

John Allen: yeah, all in all, that thing was that was an awesome weekend,

Jamie Buskirk: Yeah.

John Allen: especially the potlucks. I have to admit, all the guys who did all that, the the sprite midgets by far were the hit of the show.

00:43:21

John Allen: So give him a kudos there.

Jamie Buskirk: I will say we had 28 big boy cars. um that

Bill Simer: Wow.

Jamie Buskirk: wasn't the case on Sunday, but we had 28 big board cars with two new

uh very fast Corvettes. Um you know, that doesn't happen every year. Two two very uh very nice uh additions to our uh our big board grid. And uh yeah,

Bill Simer: Yeah.

Jamie Buskirk: it was pretty happy times unless you talk to the Mustang drivers who uh Yeah, I kept saying cars and coffee. You guys got to stop acting like this is a cars and coffee. tangling up with each other. Um, let's see. Bill, go ahead.

Bill Simer: Yeah.

Brad Shinn: Going.

Bill Simer: You know, I'm I'm u my view of life is perfect is the enemy of good and you ran a great event. Your committee just hit it out of the park. I mean, you really worked hard and yeah, there were some details that we didn't even know about and then we and in retrospect were going, "Ah, why didn't we think of that?"

00:44:18

Bill Simer: But but great job Jamie to you and for your leadership and for your committee for a lot of hard work. It was a great event and and in many ways we were forging new ground as Rich and I were just going over the financials. You know spectator revenue was not on our target on our balance sheet la our income statement last year because we didn't have spectator revenue. We didn't do any car corral was not on our you know P&L last year because we didn't do it. So, you know, you're Yes, we can do better with a couple of things and make it an even better event, but it was an outstanding event. So, thank you very very much to everyone involved in that and and Jamie for your leadership. I know that was heavy lifting.

Jamie Buskirk: I appreciate uh the the compliment uh Bill, but uh there there were 15 to 18 hardcore members of our group standing behind me doing most of the work and I was just a ring master so to speak. But thank you, Linda.

00:45:14

Jamie Buskirk: Go ahead.

Linda Grass: I was just curious what party John was alluding to

Jamie Buskirk: Well,

Linda Grass: for

Jamie Buskirk: he

Linda Grass: the

Jamie Buskirk: alluded

Linda Grass: work for the workers because we were on your side of the track.

John Allen: Uh, I think it was um Friday night, wasn't it? Over there at the starter stand over

Linda Grass: I don't

John Allen: at

Linda Grass: think

John Allen: the

Linda Grass: so.

John Allen: tower. Um, well, I went over

Linda Grass: No.

John Allen: there and I didn't see anybody and somebody said, "Oh, yeah, they they were over on the other side of the track."

Linda Grass: Well, we park. We have to park over there behind the tower, but we were over partying with you guys in the paddic.

John Allen: Okay.

Sherri Masterson: We

John Allen: Well,

Sherri Masterson: were all in this hot potlex. Yeah.

John Allen: okay. Okay. Well, then that's must have been where you were. I

Linda Grass: Well,

John Allen: went

Linda Grass: because

John Allen: over

Linda Grass: I

00:45:59

John Allen: to

Linda Grass: didn't

John Allen: the the

Linda Grass: I'm just

John Allen: snack

Linda Grass: We

John Allen: bar

Linda Grass: didn't

John Allen: and
Linda Grass: have
John Allen: I didn't
Linda Grass: We
John Allen: see
Linda Grass: didn't
John Allen: anybody.
Linda Grass: have a party on our side.
Sherri Masterson: Yeah. There only five
John Allen: Okay.
Sherri Masterson: five reg five campers over there. So,
Linda Grass: Yeah.
John Allen: I I thought that one of the the corner workers said, "Oh, yeah. Well, we were over on the other side of the track over near the tower, so
Sherri Masterson: who
John Allen: I
Sherri Masterson: knows?
John Allen: didn't know
Linda Grass: Well,
John Allen: that."
Linda Grass: Hey,
Sherri Masterson: The E crew
Linda Grass: you
Sherri Masterson: is
Linda Grass: got it.
Sherri Masterson: off doing their own thing.
John Allen: Okay, that was what it was.
Sherri Masterson: Or some of them at least.
Jamie Buskirk: They had their own six-pack.
Sherri Masterson: That's right.
John Allen: each. Yeah.
Jamie Buskirk: Rich, go ahead.
Rich Newman: Oh, hey.

00:46:31

Rich Newman: Um, the one thing I wanted to ask is, you know, to your point around the

car corral, one of the outcomes needs to be a review and I, you know, to to improve and think about next year and have it sooner than later.

Sherri Masterson: Why are you doing

Rich Newman: Maybe

Sherri Masterson: that?

Rich Newman: it ties into, you know, after we get some financials tighter. But I just wondered Jamie if you or anybody had some opinions on when we would do that or are you reconvening? Talk through you know how we get better and the areas that there are opportunities and what worked well that kind of thing.

Jamie Buskirk: Um we have been conducting a review uh since Monday morning. Um that's ongoing. If you'd like to be a part of it, uh you're welcome. Um but um yeah, until we get all the information in hand um and that's uh financials uh as close to a spectator count as we can get um we won't really know how it went. But um I think we're going to h have a pretty nice positive cash flow scenario out of this event.

00:47:26

Jamie Buskirk: And uh of course we can yeah we can go back to Spokane, baby. Um we've uh we're we're we're we're working on uh a number of things about uh next year u including um kind of creating a manual how to how to run this event and um how each um uh key member um envisions them doing their job perfectly and um creating a timeline to go with that. Um what what do they need to do and when does it need to happen? Um, so we're working on it. Uh, Rich, again, if you'd like to be part of that, I can include you. Craig, go ahead.

Craig Larsen: Uh, a couple people mentioned to me that it would be great to send out a survey to uh all the racers who attended just not a very elaborate thing, but just basically ask, you know, the same questions we're asking ourselves. um and to get some feedback and both a thank them for coming out and u hope they come back but also uh ask them for uh feedback

00:48:33

Jamie Buskirk: That's uh I think a good Yeah, I think uh successful organizations do that.

Craig Larsen: Right.

Jamie Buskirk: Yeah. Um perhaps I can work with Sherry to uh to get those questions out to the all the registered racers. Um let's see who's next. Mr. Evans.

Michael Evans: Well, I'm just asking, can you clarify for our new flag chief your protocols for um asking questions or contributing to your board meeting?

Jamie Buskirk: Well, this is a board meeting. Um, we have a uh uh historic planning committee. I've got 25 people on that list and uh we have been meeting in the leadup to this race uh once a week. Uh before that it was two weeks every two weeks since the middle of February. Um

Michael Evans: I I think the question might be the fact that um we're we were also at you're discussing specific the historic and we might have input or would like to share information too.

Jamie Buskirk: sounds like I

Michael Evans: Is

Jamie Buskirk: need

Michael Evans: that

Jamie Buskirk: to put you on the list.

00:49:35

Jamie Buskirk: You're going to be going to a lot of meetings, mister.

Chase Johnson: That's fine with me.

Jamie Buskirk: All right, Chase, you're uh interested in being on that list as well?

Chase Johnson: Yep.

Sherri Masterson: Yeah.

Chase Johnson: Yeah.

Sherri Masterson: Yeah.

Chase Johnson: Go ahead.

Rich Newman: Yeah, and Jamie add me. I think I'm on it actually, but um I think maybe a couple of us might just have some thoughts but not have to be part of the committee as much. So I could join a meeting. I have some feedback on car corral because that was one of the things I jumped into and tried to help out on Saturday and you know and it might already be covered by Diana and those that were working it you know the full-time but um but anyway yeah

Jamie Buskirk: Okay. Well, I'll make sure you're on the list as well as Chase and Mike Evans. Uh, Sherry, your hand is up.

Sherri Masterson: Well, since everybody keeps asking, um, I've spent the last two days, uh, going through first car corral stuff and and spectator monies.

00:50:26

Sherri Masterson: Um, and today I worked on registration, but I just looked up last year's numbers uh for the spectator um and gate and I don't see anywhere where car corral is listed separately. So, I'm going to assume that car corral was was part of that spectator money because that's what they are. And it was at 31k. So, our car corral brought in somewhere around 9,200 and our spectators have brought in 35. And those are rough numbers, but I think we've exceeded their last year's numbers. We had they had 152, I think, or somewhere 150 to 155 on Saturday for their car corral, and we were packed. So, um, you know, and that's what caused part of the problems is the number of cars that we figure we had well over 70 cars that weren't pre-entered, which caused a lot of issues. So moneywise, um those two things have done wonders for us and

Jamie Buskirk: Okay,

Sherri Masterson: I think

Jamie Buskirk: just

Sherri Masterson: positive

Jamie Buskirk: just to recap that 35 uh is is just the spectator gate for the three days or

00:51:42

Sherri Masterson: just

Jamie Buskirk: is

Sherri Masterson: the

Jamie Buskirk: that

Sherri Masterson: just the gate for the three days um and some of the and and the pre-sales.

Jamie Buskirk: okay but not including the car coral. car coral.

Sherri Masterson: Our

Jamie Buskirk: So,

Sherri Masterson: crowd was about 9,200. That's not included in that 35.

Jamie Buskirk: all right.

Craig Larsen: And when you say 35, you mean 35,000?

Sherri Masterson: Yes, sir.

Craig Larsen: I'm just not familiar with these large numbers, Sherry. I have I have to like,

Sherri Masterson: We the spectators paid for two days of track pretty much.

Bill Simer: No.

Craig Larsen: right,

Sherri Masterson: I mean, this this this this is far more than I've had to deal with in cash for a very very long time.

Craig Larsen: Oh

Sherri Masterson: That's

Craig Larsen: my goodness.

Sherri Masterson: spectator.

Craig Larsen: Oh my goodness.

Jamie Buskirk: All right. Well, we can run a couple more money losing races now, guys.

Craig Larsen: That's the attitude.

Sherri Masterson: Now, that that does include um the program sales as well because that stuff that's involving the spectators.

00:52:43

Sherri Masterson: So, um I'm curious, you know, I'll be curious to pull out spectator the program stuff and see if we paid for the program that

Bill Simer: All

Sherri Masterson: way by selling. So, I'll be working on that as well.

Jamie Buskirk: Well, there is uh there's pl lots of room for improvement. Not not necessarily in car corral income. That might be a peak. Um

Bill Simer: right.

Jamie Buskirk: I think we really need to to put a limit on the number of car corral attendees and uh stick to it. I appreciate the extra revenue, but uh yeah, it was a little hectic down there, I think. Um,

Sherri Masterson: Well, in previous years, they've always figured 250.

Jamie Buskirk: yeah, I think

Sherri Masterson: you know, they've got lots of experience with parking 250 as well.

Jamie Buskirk: well, we clearly were over that number at \$9,200 gross. So, yeah,

Sherri Masterson: Well,

Jamie Buskirk: at 30

Sherri Masterson: that's two days. So,

Jamie Buskirk: Yeah. 3500 \$35 per car divided into 9,200, it's Yeah.

00:53:37

Jamie Buskirk: Um, Linda, go ahead. Awesome.

Linda Grass: So, how what are we doing with our charity? How much of this money is going to our charity? Just

Craig Larsen: We we've

Linda Grass: out of curiosity.

Craig Larsen: our uh our position uh as a board has been we're going to look at the books at the end of the year and we're going to make a decision on where we should be investing and whether we have uh funds to donate to to a charity. So, that'll be a who and how much will be a decision uh after

Jamie Buskirk: All

Craig Larsen: the season.

Linda Grass: Okay.

Sherri Masterson: Can I add on that note, we did have \$235 that was specifically handed to us through the gate uh through the ticket takers and through registration. And that is that will go directly to the charity.

Craig Larsen: Great.

Jamie Buskirk: right. And that's a multicare race with me or

Sherri Masterson: That's the come race with me.

Jamie Buskirk: Yeah. Okay.

Sherri Masterson: It all goes to multi care in the long run.

00:54:36

Jamie Buskirk: Great. That's That's good to know. I owe him a little bit of money. Laps. A dollar a lap. Bill Syber, go ahead.

Bill Simer: Yeah, you know, as uh as Rich and I were looking at the finances this afternoon and and um as as Sherry will will um attest to, the majority of our activity this year has happened in the last 30 days, 35 days. So, we were Rich and I were madly trying to trying to chase that down and make sure that we had all the beans in the right, you know, in the right pot. Um, we looked at the the I looked at the car call numbers and the spectator

Jamie Buskirk: Awesome.

Bill Simer: revenue numbers and said, can these be right? Because it was a big number. Um, and and yet it goes back to the decision I think we made early this year to say we have to make racing the activity sustainable so we can do something charitable overall.

But if we run races to benefit someone else and we lose along the way and Spokane will be an example of that where

00:55:35

Craig Larsen: Mhm.

Bill Simer: we've typically had losses in the past because we haven't had access to the spectator revenue and and car corral revenue. All of a sudden this year the loss is very small at this point. So uh overall we're trying to make it a sustainable activity that can be around 10 years from now and do good things in the community too. So we just have to tweak our thinking a little bit. Um because if if we want to have this activity continue, we have to look at it a little differently.

Jamie Buskirk: Amen. Amen. We're not a for-profit enterprise. Nobody's taking any uh a paycheck home from this thing. We just need to make sure we can keep on keeping on.

Bill Simer: Right.

Jamie Buskirk: And if we've got a nice chunk of change to to pass along that worth the recipient of the end of the year, I think it's great. Um Rich Newman

Rich Newman: Uh, I just wanted to comment that, you know, not to throw water on this, but you're talking revenue, which has been easier to track and clearly, you know, and I'll go over some numbers for us tonight, but um, and even the numbers Sher is quoting are higher than the numbers I have because I've just seen what's in there.

00:56:40

Rich Newman: You know, Sherry's only had three days to get everything lined up and in there. Um, but you know, our costs and I I'll go over this, but you know, our costs are higher as well. So, um, you know, from from years from last year, right? So, um, I do think it's a good number though based on what I've seen. So, the cheer is is good, but I also just caution you. Let's let's let all the numbers in. So,

Jamie Buskirk: Uh, Brad.

Brad Shinn: Yeah, kind of kind of getting out a little bit ahead. head of the conversation, Craig, that you said you want to have at the end of the year. I think just put a put a flag in part of what is the the keeping on keeping on part is we've taken on the historic and there's some infrastructure that we need to invest in so

Craig Larsen: Mhm.

Brad Shinn: that we can continue to make that the event that I think we all kind of in our heads dream it could be. and and hats off to Jamie and the crew who did an outstanding job, but that Jamie, you and I had a quick conversation in the paddic that probably needs more thought of a of kind of a dedicated team to do that and some infrastructure around it.

00:57:54

Brad Shinn: We don't need to debate that now, but I just want to put a flag in that for later this year that we should we should consider a contribution to a charity, but we also have to make sure that we build the infrastructure we need so we can keep doing that because it will only grow if we do.

Craig Larsen: Right.

Brad Shinn: That was really the only thing I wanted to add in that.

Jamie Buskirk: Jeff

Brad Shinn: Yeah.

Jamie Buskirk: attorney, what you got?

Jeff Kerney: Uh yeah, I just wanted to I sort of build on what what has been said here is that the uh the monies that we give to the charities is actually it's something you know it's going back to the community and I agree we have to remain solvent as a club and so that we can give that money to the charity. But one of the things when I was out trying to drum up volunteers is I found out that Multicare slash come walk with me has a pool of about 1,200 volunteers. And I found that out because the volunteer coordinator at Lame used to do that job at Multicare.

00:59:06

Jeff Kerney: And so that she's the one that turned me on to the person to contact at Multicare. But one, I got to her too late. So they already had their July calendar out there and had their volunteers committed for other things. But then two, I think there was a little bit of reluctance because it was the first year that we were having them as the charity and uh so they didn't know

Craig Larsen: Sure.

Jeff Kerney: what to expect as far as what their I hate to say this, but hate as their return from their investment with their volunteers. So, uh, I've I've broached that subject

with Stephen New and Lori Newman and saying Newbie and saying, "Yeah, we just have to make sure that when when the time comes that we give them a that the whatever it is that we provide to the charity, they know where that that money was coming from, the the historic and from these other events that we're going. So,

Jamie Buskirk: Yep.

Jeff Kerney: it it'll help us. It'll it'll you know it's that t old thing of scratch my back and I'll scratch

01:00:10

Craig Larsen: Sure.

Jeff Kerney: your back. And that's exactly the situation here is they they don't want to commit their volunteers unless they're going to see something that's coming in return. Okay.

Craig Larsen: Um that I I think this is a I'm going to a little bit jump around. I want to uh just go to the finance update since we've dipped our toe in it two or three times, uh Rich and Bill, and then come back to the historic. There's a couple. I want to make sure that our race chairs and uh Sherry uh and uh Lauren get a chance to say a few things about the historic, but let's just for continuity sake, let's just go to finance and then come back. Is that okay, Rich? Your speaker's off or microphone's off?

Rich Newman: I've gotta log back into QuickBooks real well. Let me let me do it this way. Let me um let me do a share. Let me find the right doc here.

Bill Simer: Rich, you might want to pull a a fresh one.

01:01:13

Bill Simer: So, you might want to go ahead and get in QuickBooks.

Rich Newman: Okay, give me a couple minutes and um because I just got kicked out of

Craig Larsen: Okay. Well,

Rich Newman: Yeah.

Craig Larsen: why don't we then uh while you're queuing up uh our our race chairs uh Tom and Mike who are uh online uh do you guys have anything you want to add about the race?

Mike Lawler: Yeah. Um, good. Tom, go ahead.

Craig Larsen: Go ahead, Tom.

Sherri Masterson: Um, first of all, from the workers and all, a big thank you for the potluck and the drivers said, "Put it on. We have tried this in the past and the drivers said, "Go away workers. You're not one of us. We don't want to see you." So, a big thank you for making that work. Um, other than that, ambulance, we did good. Ambulance.

Craig Larsen: We did good.

Sherri Masterson: Oh,

Craig Larsen: Yeah.

Sherri Masterson: ambulance.

Mike Lawler: Yeah.

Sherri Masterson: We did having the charity did give us a discount on that one BLS ambulance.

01:02:10

Sherri Masterson: That's right. A fairly major one.

Mike Lawler: Yeah.

Craig Larsen: Mhm.

Sherri Masterson: So, um, having a charity at least in name gives us something.

Craig Larsen: Yeah.

Sherri Masterson: Um,

Craig Larsen: Yeah, that's a really good really good point, Tom. Thank you. Um, it did make a big difference. Um, uh, anything else, Tom?

Sherri Masterson: No, I mean we had enough workers and actually

Mike Lawler: Yep.

Sherri Masterson: in control for the first time in probably close to 10 years. I had enough workers that we could actually get some breaks in control.

Craig Larsen: Oh, man.

Sherri Masterson: I had a full staff for a change.

Craig Larsen: Incredible. Incredible. Yeah. Well, you deserve it. I'm glad you got it. Uh, Mike, do you anything you want to add? You had a look like you

Mike Lawler: Yeah.

Craig Larsen: had something.

Mike Lawler: Once again, I want to thank like Bud Pentagraph. I do want to thank our Chevrolet dealership for that Corvette. I think that was with was that was fantastic pace car.

01:03:04

Mike Lawler: Um I want to thank everybody for giving at least the race chairs a break for a couple weeks. So we have two two main events. So uh other than that everything just went fantastic.

Craig Larsen: I'm uh putting together a sending a be sending an actual letter thank you letter to Evergreen Chev your uh suggestion Mike um

Mike Lawler: Good. Thank you.

Craig Larsen: should go out uh tomorrow just uh thanking them and hopefully as you suggested hooking them a little bit for uh next year.

Mike Lawler: Yeah, that's that's the whole concept.

Craig Larsen: Yeah, I did also get feedback from uh Lane uh from Jake Welk. Uh they were thrilled with uh just the amount of um just the amount of time we recognized and respected them at the race and they really appreciated have their name on stuff and hearing their name and uh it uh they they got feedback from somewhere. So that was good.

Mike Lawler: Good. I think it would have been nice if they were there, but they

Craig Larsen: They

Mike Lawler: probably

01:03:58

Craig Larsen: had another they had an big event

Mike Lawler: Yeah,

Craig Larsen: that they

Mike Lawler: I

Craig Larsen: had

Mike Lawler: thought

Craig Larsen: to

Mike Lawler: so.

Craig Larsen: cover.

Mike Lawler: Okay. Well,

Craig Larsen: Yeah.

Mike Lawler: thank you. Other than that, thank you everybody.

Craig Larsen: Thank you, Mike. Um, uh, few more minutes, Rich.

Rich Newman: I can share.

Craig Larsen: Okay, let's let's go to finance now.

Rich Newman: Perfect. You guys see my screen with the balance sheet? Nope. Okay, let me go back. Oh, sorry. Need to click the share button. How's that? Now you see your faces. Now you see the balance sheet.

Craig Larsen: Yep.

Chase Johnson: Yep.

Rich Newman: Okay. So, I'm going to go through the balance sheet quickly. I'm going to go through a P&L through year to date. And then I think where we'll spend a little time is just the profit and loss by class. Um and then Bill, please jump in at any point obviously on this too.

01:04:46

Rich Newman: Um kind of throwing this together. Well, it's together and it looks great and I see some updates, Bill, so I appreciate the cue to pull it up again. Um bank account sitting right now at a 204 uh \$24,000. Um I'm going to make a comment here just generally. Um I mentioned that maybe we would consider doing a switch. Not right now, but this fall, I think we should think about where we're banking and how we want to do that. And we've talked in the past about, you know, what to do with, you know, money so that we are making money on our money, that kind of thing. Um, that is sitting um ready for track fees and stuff like that in the fall. But um yeah, I I think it's important conversation to um not have a \$24,000 checking balance.

Craig Larsen: Mhm.

Rich Newman: Um I'm going to go through a couple things. Uh we've moved everything now. We have a prepaid track rental left for fall finale at um show show showing here on our um assets.

01:05:39

Rich Newman: So our total assets uh sitting at 234 right now checking and and those kind of prepayments um liabilities um not a lot going on there. Um and you know overall for li liabil if you consider liabilities and equity we sitting at 234.

Bill Simer: And

Rich Newman: Uh

Bill Simer: Rich, we might just note that that

Rich Newman: yeah.

Bill Simer: little 446 there is

Rich Newman: Yeah.

Bill Simer: an amount that someone owes us from last year's fallen and uh the golf cart vendor. And so we're we're trying to extract that money from them.

Rich Newman: Okay. Yeah. I was just going to click into it, which might have been a big mistake. Okay. Yeah, Tom, that's something you and I have been trying to work on um uh together, and I still don't have a response. So maybe you and I can go offline and figure out how he could just subtract that from what's owed for fall finale.

Sherri Masterson: I I will contact them again.

Rich Newman: Okay, thanks buddy.

Craig Larsen: Thanks.

Rich Newman: Um okay, so just a quick P&L and I think this is an important um overview.

01:06:39

Rich Newman: Okay, what's going on? All right. Um because uh you know, Bill has done a lot of work to reclass certain things. Um, and uh, Bill, you'd probably be quicker at explaining this, but I I'll go through it and please feel free to add some additional comments.

Bill Simer: Okay.

Rich Newman: What we have what we have done is we have created basically group big groups. So, we can look at a P&L like this and go, okay, what was our total income? What was our race income? And what were those incomes consisted of across the entire year, right? So, this is January 1st through July 9th and it's broken out by buckets. And I'm highlighting the car club revenue which we talked about and there's more coming. But um you know this is what's shown so far um for that meal income. We had some we sold some stuff at Spokane where people bought you know dinner and whatnot little you know a little number but program advertising added in here for example um that wasn't in there in the past um because of you know the structure change this year.

01:07:35

Rich Newman: uh race entry fees, you know, in aggregate, like so far this year, what

we've totaled and and is in the books. Um sponsorship money, um which is something that is showing here, which I know is near and dear to Craig's heart and many of ours as we go through. And then, you know, proverbial uh spectator gate, which there are updates coming, you know, Sherry mentioned a number that's bigger than this, but again, it's all on the fly. I think Bill, you must have added a little bit between our conversation a half an hour ago even maybe.

Bill Simer: those are the amounts that have been deposited as of the 9th. So,

Rich Newman: Yeah.

Bill Simer: uh the extent that we're processing cash transactions and processing other transactions, it's not reflected here and that's where the difference really is.

Craig Larsen: Mhm.

Bill Simer: Um but but still strong numbers at this point.

Craig Larsen: Yeah.

Rich Newman: And and you know, Sherry, just as a side note, I know there's extra crew and it's a lot more than \$5, but this is sort of a bucketing thing and my detail knowledge versus, you know, what's in here, but um you know, there there'll be a breakout um in this, but I know that a lot more money than that has been spent on crew, but um it's in here is my point.

01:08:40

Rich Newman: Um uh cost of goods. So, um, again, we'll go through this, but my intent is really just to show or us to see as we go through the year what all these buckets cost. You know, what's insurance cost us so far this year? 15 grand. You know, what's the printing of programs cost? To my point earlier, yeah, we have costs that are going to be higher, too, as well as more income, right, for things that we need to support um the historic blah blah blah. Uh, track rental fees uh in aggregate. Um, I'll speak to that a little bit between the races. It's really interesting looking at I'll give you a highlight looking at Festival of Speed and the cost of that track versus the cost of Pacific. You know, yes, the revenue is lower, but so's the cost of the track. So, you know, net net, you know, you can see yourself to see how we could do, you know, the same with less uh driver count. Um anyway, and then opportunities to save potentially, you know, based on other places that we race and what it costs for an ambulance versus King County, you know, those kinds of things.

01:09:42

Rich Newman: Um yeah, so I I I think this is probably good on the P&L. Um other than, you know, kind of a net net bottom line here, um which it's not showing up very well. uh net income so far all all said and done sitting at a positive 47k. But again, this has a lot more on the revenue side than the true cost at least going through um going through uh uh historic. So there'll be more a lot more costs coming in for historic, but um you know, we're not losing money at least as we go with three days into uh wrapping up the historic.

Craig Larsen: Okay,

Rich Newman: Okay. Yes.

Craig Larsen: Bill, want to add anything?

Bill Simer: Well, let's take a look at the report by class really quick, Rich.

Rich Newman: Yeah. And I've got a bunch of notes on this, Bill. And if you want to open, that's fine. And I can fill in or I can start and you can add

Bill Simer: So, as as Rich stated, we've constructed a chart of accounts that will show us in a gross number really what our revenue is, what our expenses are, and then we break it down by event here.

01:10:44

Bill Simer: And so, here we can see, you know, how we did in each individual event. And as Richard

Craig Larsen: What?

Bill Simer: had talked about a moment ago, for example, that the you know the um car club revenue or the um extra crew revenue is it's actually sitting in race entry fees. We take those off of a deposit and if we accept um in the process just accept the deposit from the bank and treat it all as race entry fees. We don't capture that detail. Uh we have to go dig into it further to get further granularity on it. So that's the difference. It's it's in our revenues, just in race entry fees, not in the individual amounts.

Rich Newman: Yep. So, um I I won't go through these details because again, you know, car club revenue is actually closer to 9200, but again, this is what's as of in deposits as of today. Um and and again you see these buckets by race that we just talked about, right? And um and this will be really really interesting to kind of go through more and more.

01:11:47

Rich Newman: One of which, like for example, we we got a great sponsorship for Spokane Festival Speed, \$2,500 versus \$1,000, you know, from Evergreen. Now they had a pace car and there's a lot of inkind things here, but it's great to see some of these differences. Um, I wanted to share kind of like at least revenue. Actually, I want to talk about race entry fees for historics. So, I looked back at last year revenue. And again, Sherry's still putting numbers in here, but last year we finished at at about \$5,000 higher than this. We were at \$90,700 last year. Right now, we're showing \$85,800. could be higher. But um so but as a measure of car car count and Sherry will probably have more comments here, but um you know we we didn't do bad and we might have done better even on that run line by the time we're all done. Um I'll kind of power through this and then Sherry you can jump in or however unless somebody wants to ask questions in in the interim here.

01:12:50

Rich Newman: Um

Bill Simer: Floren has a question. Whenever you're ready for that.

Rich Newman: go ahead Lauren.

Loren (Mr. Boring): Uh

Rich Newman: Okay.

Loren (Mr. Boring): yeah, I just wanted to note on the race entry revenue. I think we cut the cost by 50 bucks this year and we had about the same number of entries. I'm just

Sherri Masterson: I'm just

Loren (Mr. Boring): doing

Sherri Masterson: doing

Loren (Mr. Boring): rough math. 50 times 150 is about 7,500 bucks. So that that might be part of that difference there, Rich. That's all I wanted to note.

Rich Newman: Yeah, it's great. Okay. Um and then uh let's see other highlights. Um, spring sprints, let's see, where am I? Okay, I actually I go back up to revenue. So, spring sprints showed a total income of 53K. Spokane Festival of Speed showed total income of 33K. Okay, 20 grand difference. However, when you look at the I'm going to roll all the way down to the bottom and make you guys dizzy.

01:13:48

Rich Newman: Right now, spring sprints overall lost about six grand. Last year, as a reference for spring sprints, we lost about 13 almost 14 grand. So, that's a much better number than last year. And then you compare it to Spokane Festival of Speed and there may be some more things coming in for Festival of Speed yet. I don't know. But it's it's not bad. Tom may be able to comment or I'm sorry, somebody else may be able to comment on that from Spokane, but Festival of Speed didn't do bad. And the reason that Festival of Speed looked pretty good and I want to just kind of compare these two real quick just for reference. When you go to the expense side, like I alluded to.

Bill Simer: down to facility expense. So down a little lower.

Rich Newman: Yeah, I Yes, I'm with you. Um Oops, wrong file here. Yeah, you're absolutely right. That's where I was going, which is track rental. So, if you look at the track rental for festival speed, \$5,000, unless

01:14:48

Craig Larsen: Mhm.

Rich Newman: I get another bill somewhere, um, compared to \$31,000 for spring sprints. And the other thing that's interesting is ambulance. So, right now we're at 2,700 versus 8,700

Craig Larsen: Mhm.

Rich Newman: for King County. So, this is where it gets interesting, right? Towing, same thing. it's cheaper to get a tow truck or we did some deals or something um in Spokane. And again, it's hard maybe it's apples and oranges a little bit, right? But this is the kind of detail that Bill was admit, you know, adamant about seeing the detail between these different things and looking for opportunities um and where we're actually spending money and what drives the revenue can be lower as long as our costs are lower at the end of the day. And that's all I really want that and that pretty much is where we're at. Then Bill, I'm happy to roll around if you had any other highlights you want

Bill Simer: Well,

Rich Newman: to

Bill Simer: yeah.

Rich Newman: show.

Bill Simer: The things that stood stood out for me is that and as we knew without a lot of workers in Spokane, we were going to have higher worker costs and we're seeing that in the worker reimbursements if you go down rich

01:15:52

Rich Newman: Yeah.

Bill Simer: a little bit. I mean that that's um is a pretty noticeable

Rich Newman: Where is

Bill Simer: uh

Rich Newman: it?

Bill Simer: is going to be up a little ways and

Rich Newman: Yeah.

Bill Simer: um worker reimbursements and we expect that um it'd

Craig Larsen: Right.

Bill Simer: be great to find a way to strategically address that by having more workers here but that's one that's not surprising and you look at that big shift between the two.

Rich Newman: Yeah, it's really not too bad though. 300 bucks. I mean, so far anyway.

Bill Simer: Yeah.

Craig Larsen: Well, the uh you know this has evolved so far from where we were a year ago uh or two years ago. It gives us the ability to ask these questions with some foundation of real information. Uh you guys have done a tremendous job and I think

Bill Simer: Heat.

Craig Larsen: uh Rich you're pointing out you pointing out the difference between the sprints and the festival of speed is fascinating and you know it uh I think our target was you know five or six or seven more racers at Festival of Speed Bill our original planning numbers I if we would have had if we would have met our planning numbers with a five or 10 more racers we'd be way ahead you I mean, we're we're so close

01:17:09

Craig Larsen: to the threshold and you know, and the the tribe graciously holding the fee, as I understand, for the race next year, it's a it's a tremendous opportunity. But just setting that aside, just the amount of information we have here allows us to make strategic decisions as we go into 2026 that will benefit the club. It's fantastic work. Uh,

Bill Simer: All

Craig Larsen: any other comments for Rich or questions? You have them spellbound, uh, Rich and

Bill Simer: right.

Craig Larsen: Bill. Um, uh, well, that that's wonderful stuff and I'm sure we'll be getting updates uh, as things settle in a little bit more. We're only a few days out of the event. Um, uh, Sherry, I wanted to go back

Sherri Masterson: back.

Craig Larsen: now. Oh, sorry. Go ahead, Sony.

Sherri Masterson: Sorry.

Craig Larsen: I don't know if somebody asked a question. Um Sherry, I'd like to go back uh to pick up go back to number four on the agenda. Anything in addition for admin and membership and uh Sherry Masterson and world that you'd like to share with us at this point?

01:18:21

Sherri Masterson: Well, uh, Rich's numbers, just keep in mind, too, that um, Spokane was a two-day event and spring was a three, except that the, you know, our our Friday was a bit different. So, it's it is a little bit apple orange type thing, but because it wasn't a full race weekend, 3-day race weekend like this one was, it is easy to compare the two. um numbers last year. Um 147 drivers and 155 cars at \$700 an entry early bird versus 145 uh drivers and 151 cars uh this year um at 650. The other thing that you guys don't normally see um is that some entries are a one day um some day some entries are two days. Um so that kind of that kind of skews the numbers as far as being able to take the main number and divide it by um doesn't really work. Um I have heard nothing but positive comments um from everybody. Um, I think those who were uh on the V the Vehive had an email that went out today. Um, I think Craig or Jeff started it.

01:19:46

Sherri Masterson: Um, and other other drivers chimed in and it's all the same thing. Great event. Had a

Bill Simer: Yeah,

Sherri Masterson: great time.

Bill Simer: Slim started that.

Sherri Masterson: Yeah. Um it was so it's very positive all the way through um with everything other than you know what we've already talked about and you know um we

start from scratch we create something and we improve it every time and that's what counts. Um we have had a very busy time um with membership and trying to get ready for historic and all these drivers are joining which is good and some of them new and some of them are returning that haven't been here for several years. Um some of them had their their had to get their medicals updated. I think I had I carried 14 or 15 membership cards with me to the event to hand out to people who were there, including the most recent one that came in was from Mr. Freeman. His first name eludes me. He raced uh 10 years ago and he's in the process of restoring his Porsche and he was hoping to be racing with us later in the year.

01:21:00

Sherri Masterson: And I mean, he hasn't been around for a long time. So, it's it's been interesting seeing the membership come back. Um, including those that raced with us this weekend. Um, we've had some people that haven't raced with us for many years that have come back. Of course, we were missing some of our regulars like Chuck. Um, you know, with broken cars, but um, overall, I think we had a a really good turnout. I think it's very, um, shows good for the future. Uh the other thing with the numbers that we're working on is that we had uh quite a few Yoda drivers that were that got their 75% off for this event. So instead of paying their 650, they were paying only 25% of that. Um which keeps the numbers, you know, our income down a little bit. So, um, we do have move the cat. 20 about 276 members right now. And, um, I think that pretty much takes care of everything I have. You're in the way.

01:22:04

Craig Larsen: Uh thank you Sherry. And uh a number of people sent in detailed comments uh to Jamie. Uh but Sherry, I I want to thank you especially for yours. Uh you really uh laid out all the all the things that had gone on and not only were they very supportive comments, they're very helpful. So thank you. And I I don't mean to just single you out. Many people did the same thing. But uh the thank you to you goes to everybody who did it. Um since and since you mentioned Oh, uh Charlie, go ahead.

Charly Mitchel: So, first like to apologize for coming to the meeting late. My alarm was set for the historic meeting which was an hour later. So, anyway, um I realized that I uh didn't have

Craig Larsen: Actually,

Charly Mitchel: anything before I wasn't here. So, is there anything that you guys would like me to report on from the historic from the tech area?

Craig Larsen: I was gonna I was going to get to you in just a minute.

01:22:58

Craig Larsen: Uh, so

Charly Mitchel: Okay.

Craig Larsen: just

Charly Mitchel: I didn't know I didn't know

Craig Larsen: No,

Charly Mitchel: if you

Craig Larsen: no,

Charly Mitchel: got to

Craig Larsen: no

Charly Mitchel: that already.

Craig Larsen: worries.

Charly Mitchel: Okay. Sorry.

Craig Larsen: No,

Charly Mitchel: I I

Craig Larsen: just

Charly Mitchel: I'll

Craig Larsen: don't

Charly Mitchel: wait.

Craig Larsen: No, you're good. Just hang on a second. I wanted to just uh since Sherry brought up Yoda, I wanted to just uh switch over to Lauren uh to talk a little bit about uh Yoda. You had uh mentioned you had a few things you want to share.

Loren (Mr. Boring): Uh, yep. Just a sec. Let me get the slide. Most of you are familiar with this slide. At this point, I've got numbers from uh Spokane and Historics. Let me get to the point where I can control this thing. There's Craig. Uh, you're going to see this on every single report.

01:23:40

Loren (Mr. Boring): This is just uh so we can keep in reference a reference to where we were the last three years. Um we averaged 4.7 drivers 40 and under per event. Average revenue per year from those drivers was \$13,500 and uh they accounted for about 4%.6% of our entries. Uh this is again in Spokane. Uh we picked up uh two new Yoda drivers who registered after April 16th, which was two weeks before the event. At that point, we had 17 total in the organization. Three entered in Spokane. It was um approximately 5 a.5% of our entries. So even though it was only three, it's still better than our average over the last three years. uh we picked up about \$1,350 in revenue from them. Uh and that \$1350 put us over our \$6,000 uh guardrail for this year. Um after just two events of five uh through Spokane, we were uh still sitting at zero cartocar contact incidents with those uh younger drivers.

01:24:50

Loren (Mr. Boring): I'm going to keep bringing that up because um the the vintage spirit is near and dear to me as somebody who can't afford to fix their car and I don't want to be smashed into by anybody um 40 and under or 40 and over. Uh historic. There's Craig again. Just went over that. Uh up to about 18 in the org. Uh 11 entered in historic plus **Craig Larsen:** Help.

Loren (Mr. Boring): one crew. Um, I just want to point out if we had that kind of percentage entered from the 41 and above crowd, uh, we would be having fights over who got to come to the races. Uh, we had seven discounted second entries at historic. And I want to remind folks, it's not in this above number. The previous three years we averaged four repeat entries total from 14 and under drivers and we had seven at historic 7.3% of the entries. It's based on 11 out of 150. Uh roughly \$3,900 in revenue.

01:25:59

Loren (Mr. Boring): Uh year-to- date entries by 400 drivers 21 through three events. The previous three years, we averaged 21 per year total, and we've got two events to go. Year-to- date revenue, about \$10,600. Uh, it's trending toward, you know, basically breaking even on money and bringing in a lot more younger drivers. Um, I did, uh, have them say that there was one car to car contact incident. Um, this was Saturday at

lunchtime, so don't have any information after that. It sounded like there was a Porsche that spun and came backwards on the track into one of them. Um, at least according to them, it was 0% the younger driver's responsibility, but I don't have any additional info about that. Uh, and thanks to Miss Shelby Clark who has stepped up to help me manage wrangle herd this group. We got nine of them, nine of the 11 together in one place at roughly the same time and got a photo and I coraled my friend Steve who I have known since I was young enough to be a Yoda driver to do a quick caricature of the

01:27:13

Craig Larsen: That's

Loren (Mr. Boring): nine

Craig Larsen: right.

Loren (Mr. Boring): of them that we got together. Um this is the first time they these nine folks had all been together, had all met each other and um man that energy is just fantastic. Uh they all had ideas, things that they liked. Um Chandler Brisco in particular pulled me aside and had some great ideas. So we're uh we're doing well. I'm super stoked. Um I'm also extremely glad to have uh Shelby agreeing to help me out a little bit. I'm spread a little thin. Um, but uh, yeah, I I think we're rocking and rolling here. Having a good time. Looking forward to bolting some more stuff onto this. Any questions, comments, observations? Anybody have interactions with these folks through the weekend?

Craig Larsen: Yeah, absolutely. Yeah. Go ahead, Rich.

Rich Newman: Uh, I think it's super cool. There's two two women drivers, two two female drivers in that mix.

01:28:06

Rich Newman: That's pretty awesome as a stat, too.

Loren (Mr. Boring): I agree. And you know, in in the bigger than racing picture, um there's just an enormous difference in uh Miss Fiona Bianke between spring sprints and now. Um she was timid and shy and extremely nervous and uh was a whole different human being at this event. She was cracking jokes and run around the paddic trying to get input for her uh novice booklet and hung out and watched some awards and foolish people dumping water on each other. It was just a whole different human being and that's you

know that's a big part of this for me

Craig Larsen: Yeah.

Loren (Mr. Boring): is developing good human beings. Yeah,

Craig Larsen: Yeah.

Brad Shinn: And she was great on the track.

Loren (Mr. Boring): excellent point Brad. I got a chance to watch her a little bit. Um it she jumped out um as one not giving up spots, but also I saw her multiple times going through turn 10 uh competitively and leaving Racing Room.

01:29:10

Loren (Mr. Boring): Just

Brad Shinn: I

Loren (Mr. Boring): fabulous

Brad Shinn: I saw her

Loren (Mr. Boring): racing.

Brad Shinn: in every single corner. I raced with her heart all weekend and she I'd race her with her again in a heartbeat. Uh Jack as well uh in the Marcus is

Loren (Mr. Boring): For those who don't know, uh Fiona and Jack are 18 and 19 years old.

Craig Larsen: Fantastic program.

Mike Lawler: Yeah.

Craig Larsen: Really excellent.

Loren (Mr. Boring): Excellent.

Craig Larsen: Thanks Lauren. Thanks for the summary.

Loren (Mr. Boring): Yep.

Craig Larsen: Um really uh extraordinary result. Um yeah, amazing amazing organization. Um so uh let's jump back to um competition. I have two more things on uh that I want to do about uh before we get to 2026 uh for the historics. Uh one is a quick Jeff uh comp committee report and then Charlie will go to you. Uh Jeff, any um I know we had a couple of Mustangs into each other and uh maybe something else. Do you want to give us just a quick summary of how the weekend went?

01:30:14

Jeff Kerney: Well, that actually, you know, there there was quite a bit of activity of passing under yellows and and some

Craig Larsen: Oh,

Jeff Kerney: things

Craig Larsen: great.

Jeff Kerney: like that, but uh I was kind of surprised to hear I think Lauren mentioned about a Porsche and and another car coming together. I I don't think we got an incident report on that or at least I didn't see it. Uh the only car to car we saw was between two Mustangs and uh it was unfortunate because the the driver that was found in the wrong they were they were doing a very aggressive move going through turn one and it didn't work. And so both cars uh Craig can attest to this or of is that we were following in the next race and that's what put the whole thing a half hour in the rears because we

Craig Larsen: Mhm.

Jeff Kerney: went out there and we man saw these skid marks going from the apex of turn one all the way out to the dirt at turn two. So those guys were moving pretty quick and they had a lot of inertia behind them.

01:31:19

Jeff Kerney: Uh but anyway, so the one driver uh had also been involved with another incident on Saturday or Yeah. Sat Saturday with another Mustang, but he w but they didn't report it. And so that kind of set John and Rankin and I a little hesitant about what was going on with with this particular driver. And it ended up that he ended up with a two- race suspension. enough points and and two race suspension. Um, but I think that in the long run it'll come out okay. But there was also some discussion about the driver that was found not at fault and some driving instances that had happened in Spokane that had again never been reported.

Craig Larsen: Mhm.

Jeff Kerney: So, it's important that uh somehow or another and John Rankin has a lot more experience at this and I'm glad that he's doing the little uh driver talk before we go out there at the driver's meeting. uh is that if there is something on track, anything that even if it's not on if if there's not contact and you and someone's driving erratically, we need to have an incident report so that we can nip it in the bud before

01:32:39

Michael Evans: Excuse

Jeff Kerney: it gets to the point of having contact.

Craig Larsen: Mhm.

Jeff Kerney: So, um

Michael Evans: me.

Jeff Kerney: I'm new to this and it was it was sort of an eyeopener for me to see all of this and uh you know cuz in the background when we're out there with the bees we very seldom have incidents between each other and so when we see this and then it uh kind of makes me glad that I don't have fenders because we

Craig Larsen: Well, and

Jeff Kerney: tended

Craig Larsen: uh

Jeff Kerney: not to run into each other.

Craig Larsen: right and u uh Mike, I'm glad you raised your hand because I was going to go to you. Uh go ahead, Mike

Michael Evans: Okay.

Craig Larsen: Evans.

Michael Evans: Uh, first of all, there was a report on the contact between the two Mustangs just prior to turn 10, and I know there's a report written because I wrote it.

Jeff Kerney: Oh, no. There was

Michael Evans: What

Jeff Kerney: a

Michael Evans: happened

Jeff Kerney: report on

Michael Evans: here?

01:33:27

Jeff Kerney: the the two Mustangs. Yeah, that was that was the report that ended up with the uh Or are you talking about the previous day on Saturday there was an incident?

Michael Evans: right at turn

Jeff Kerney: Oh, no.

Michael Evans: 10.

Jeff Kerney: I'm sorry. Friday, there was an incident. They Yeah, the incident we talked with them about was on Saturday and

Michael Evans: Right.

Jeff Kerney: and then on Friday, there had been a previous incident between two other Mustangs or two the the one Mustang that was involved on Saturday as well as a different Mustang.

Michael Evans: The white one and the blue one.

Jeff Kerney: Okay. Yep. So, and actually the the incident that happened on Friday, we had both of those drivers come over and we talked to them.

Craig Larsen: Okay. Thanks, Jeff.

Jeff Kerney: Thanks.

Craig Larsen: Um, and we'll be uh those points will all get set to uh national. Um Charlie, have your hand up, sir. And why don't you just Charlie, why don't you just go ahead and do uh uh your impression from Tekk and Impound while you're while you're

01:34:35

Charly Mitchel: Okay. So, I the first thing I'd like to say about uh Jeff's report, there is more contact than what you guys are hearing or the competition committee is hearing about and we are seeing it. We're seeing the cars come in with rubber marks on them or something and there was contact between a Spec 911 and a BMW 2002 and uh we just saw the marks the tire marks and a scrape on a wheel. Um I don't know if I should be making a report on that. I did not witness anything except for the marring of the two cars. Should I be making a report on that? And in this

Craig Larsen: If

Charly Mitchel: report,

Craig Larsen: you I would say yes. If you think it's fresh damage, uh you should send a report to uh to uh Jeff and uh and uh John. Do people agree? I see head

Rich Newman: Well,

Craig Larsen: shaking.

Rich Newman: well,

Craig Larsen: Yeah.

Rich Newman: what I understand too

Craig Larsen: Yeah.

Rich Newman: is that

01:35:34

Craig Larsen: I

Rich Newman: it'll

Craig Larsen: mean,

Rich Newman: just

Craig Larsen: it's

Rich Newman: be a

Craig Larsen: just

Rich Newman: conversation, right, Craig? It'll be a conversation to

Craig Larsen: Yeah.

Rich Newman: identify whether it was a race incident or whether it was Yeah.

Craig Larsen: Yeah. Yeah. It's It's supportive information just like

Brad Shinn: Come

Craig Larsen: any reports we get from corner workers about stuff. Yeah. It all gets piled up and is helpful.

Charly Mitchel: Okay. Well, then we will start doing that. I didn't see it. One of my guys saw the dust.

Brad Shinn: on.

Charly Mitchel: It would happened right at turn eight

Brad Shinn: Wait.

Charly Mitchel: and um I went and and looked at the cars and saw where the contact was and I just didn't think it was my since I didn't witness it that it was mine. But I will I will from now on. I will make sure we do that. Um,

Craig Larsen: Thank you.

Charly Mitchel: okay. So, so, um, the on the, uh, agenda it says, uh, tech and impound area.

01:36:23

Charly Mitchel: Uh, can we change that to stop and go? I like

Craig Larsen: Yeah,

Charly Mitchel: the stop and go more than the impound because that's what it really is. And, and

Craig Larsen: sure.

Charly Mitchel: we did very well with it. I think it was

Brad Shinn: Thank

Charly Mitchel: very

Brad Shinn: you

Charly Mitchel: wellreceived

Brad Shinn: very

Charly Mitchel: this this

Craig Larsen: Mhm.

Charly Mitchel: weekend, this last weekend. Um, we tried to keep everybody moving and I I think we did fairly well. I think everybody's happy. Um now, so what I've got also is uh I did I have paper on 150 cars um entries. Now I don't know if I think I heard somebody say we had 155 entries, but I have paper on 150. I had 66 annuals and 84 non-annuals that came through. Um so that comes to 150 cars. Uh there could be I could have missed something or something or somewhere not not placed on the right file. Um I think that's all I really have.

01:37:20

Charly Mitchel: Uh my guys did really good. They're really observant and um we're kind of following up. When we see uh something going on with a car, oil leak or something, uh we're following it up. We want to make sure these things get done. Um I think we did really well. I don't know. Anybody have any questions for me? Any comments?

Craig Larsen: Uh Sherry, go ahead. Do you have your hand up?

Sherri Masterson: Um, just because drivers take their tech sheet out of registration doesn't mean they've, you know, they may unload their car and decide they're not going to do anything. So, you may be missing a few um text

Charly Mitchel: Okay.

Sherri Masterson: sheets.

Charly Mitchel: Okay. And and

Craig Larsen: Yeah,

Charly Mitchel: there were a couple a couple drivers that switched cars also. Um

Craig Larsen: sure.

Charly Mitchel: so yeah, and I don't know how that figures into all the numbers there, but but I have a text sheet for all the cars that that we saw.

01:38:12

Charly Mitchel: So Okay, great. Great.

Craig Larsen: Thanks. Thanks, Charlie. Uh, Rich, go ahead.

Rich Newman: Uh Craig, I know you were looking at an hour's time, so I'm just going to table two things that could be happening in August instead uh for our meeting maybe. But um I did also hear and I think this is the right time. I did hear that we set a record for flats. Um and and I and I think you know that that's kind of funny, but it's not because there was a lot of yellow there's a lot of yellow underracing under yellow flags that hopefully could be avoided somehow. Repeat offenders with broken cars coming out and having issues and we all know those things happen. But I just thought that was interesting and maybe something to look at. The other thing I wanted to comment on, this is maybe more for me is that some of the groups there was really some disparities in the times uh lap times. my group, group one, um, you know, if somebody's running a 135 and the mean average is 150, um, or 147 or something, I I don't know how we address that with big groups, um, and dividing them up and and I don't intend to talk about it now, but I do think it's something that's helpful to discuss.

01:39:16

Rich Newman: Um, I was more of a back marker in group one, but man, I had some cars come by me and they they were safe and I was out of the way, but just the speed difference is phenomenal on some of that stuff. So, it there there wasn't any racing incidents, but it sure feels like if we don't figure out a way to have them be a little closer associated with each other, um, that there could be. That was all.

Craig Larsen: Uh, Sherry, go ahead.

Sherri Masterson: just I want to encourage everybody to look at speedhive and if you click on uh when you go into speedhive one of the options you have is is um seeing time cards and basically seeing what the lapse of everybody's doing cuz remember the only thing the result shows is the fastest lap. And some of those drivers have their fastest lap once by like 5 seconds or more and then the rest of the time they're back, you know, where

Brad Shinn: Oops.

Sherri Masterson: they normally are. Um so, you know, just make sure you look at those things when you when you look at times.

01:40:15

Sherri Masterson: Um kind of look at everything. And that's the advantage of Speedhive. Um if anybody has a problem finding the link, um I have it and I can send it to you. Um, the other thing I want to throw in while I have the microphone is we had agreed that 25 cars, if if the Formula 4 group, group nine, got 25 cars, they could give one entry away. They had 25 cars. The entry winner was Chris Shop. So, he has been um refunded his entry.

Jamie Buskirk: I think we call that a chicken dinner.

Sherri Masterson: Did we lose Craig?

Jamie Buskirk: Craig just left the M. Here he is. He's back.

Sherri Masterson: There he is. He's back.

Jamie Buskirk: Brad, go ahead. While Craig's getting his thoughts organized.

Brad Shinn: Um, oh, I remember that question was Charlie. Um, when a car comes in not under its own power, do does anybody from tech stop by and see what what repairs are in order and affected and do you sign off on that?

01:41:31

Charly Mitchel: So that's a very good question and that record that was on Friday was 12 flate two roll backs more than any other weekend. Now, so to answer Brad's question, I have asked the EC crews to bring me all cars coming off the track. Um, now sometimes it's a little difficult, but they've brought them when they're coming in on that back exit and they'll bring them down to me. And I have told them if it's something like running out of gas or the ignition just cut out, I don't need to see them. But if it's any contact off the track with another car, uh, leakage, anything like that, I want to see them. and I they bring them right to me at my tech area and I look at them and I we note every car like that we note what's going on and then we follow up. I got some really good tech guys that they are really really want to go after that and follow up and make sure that we see what's going on and it's corrected. So I think that answers your question.

01:42:30

Brad Shinn: Does it does I just want to make sure that that I don't want to say it's been a problem in the past, but it's not something we've addressed directly in the past. And I

think that makes sure that somebody puts eyes on a car that comes back and if there's repairs affected

Charly Mitchel: So so so

Brad Shinn: in the in the paddic that it's somebody's said okay.

Charly Mitchel: that's why that's why we had that stop. Now I we brought in a car, stopped it and I said, "What's up?" He was coming off track early. He says, "My clutch is slipping a little bit." And he went to his paddic. When he left, we saw the large pool of oil. We chased him down and we said, "You're leaking oil." He says, "No, I'm not. My clutch is just a little funny." And so, put it in neutral and we'll roll it back. We roll it back and there was a big puddle of oil under his car. So, yeah, we are we are going after all that stuff.

01:43:20

Charly Mitchel: Um, yeah. And then

Craig Larsen: Okay.

Charly Mitchel: one other comment. Well, I'm I'm all over the paddic talking to a lot of people up and down all the alleys, all the roads. I've heard a couple people say that they want to change race groups because the cars are too fast in the group they're in. Just to back up what somebody else has said there also. So anyway, I think that answers everything.

Craig Larsen: Great. Uh, John, you have your hand up. John Allen

John Allen: I was just curious if you notice any mechanical damage, does it ever get noted in their log books? Because that is a what used to happen with tech. If there was a damage, crash damage or whatever, then it would be noted and made sure it was corrected by the next race.

Charly Mitchel: Uh, so yes, on the two Mustangs, one of them had an annual and there was some suspension damage and I believe that we took their annual away. They have to have the car reinspected.

01:44:17

Charly Mitchel: Um, they are both noted on the log book page for that event that there was damage to right front, left, rear, whatever it was, and that needs to be fixed before the next race.

Craig Larsen: Sure.

Charly Mitchel: When it's an oil leak or something like that, no, I do not note that. It's only if there's damage to the vehicle, not if there's a fluid leak.

Craig Larsen: Sure. Excellent. Charlie, thank you. Thank you for uh running a smooth operation. Um you know, all the kurfuffle at the spring sprints has all dissipated largely because you're running a smooth shop there. So, thank you. Thank you, friend.

Charly Mitchel: Yep. Yep.

Craig Larsen: Um,

Charly Mitchel: And just one more comment. That whole that whole lane thing there in that

Craig Larsen: yeah,

Charly Mitchel: worked out so good. You just would I was so surprised how well it worked. Anyway, that's my that's my final comment.

Craig Larsen: that was great. No, it worked out great. Um, I want to take us to our last issue for this evening.

01:45:16

Craig Larsen: Um, there a great And Jamie, I'm going to lean on you. Uh, we talked about uh um identifying a uh I don't even know what to call it. Identify uh a uh racing person and or classic cars to promote for the 2026 historic. And

Jamie Buskirk: Very

Craig Larsen: some good ideas popped up and I'm going to hand it off to you Jamie to explain what we're thinking about.

Jamie Buskirk: good. Um, I'm going to uh let you all in on a little secret. Um, I talked to Tony Gar about this stuff. He genally

Craig Larsen: A lot of people do.

Jamie Buskirk: he generally gives pretty good advice and um I uh I am strongly in favor of um featuring the under 2.5 Trans Am series. That's the two under 2.5 challenge. So that's 510s, Alpha GTVs, um and BMW 2002s. Those were the cars in the series. Uh along with those three specific uh models, we're we're going to feature all the B sedans. And probably we've got hands going up and I'm still yapping.

01:46:33

Jamie Buskirk: Um

Craig Larsen: Keep up.

Jamie Buskirk: um

Craig Larsen: Keep going.

Jamie Buskirk: the uh the the the B sedan class is really taking off. It's popular with uh dare I say it, younger drivers, guys in their 30s and 40s. um really love Japanese cars. Uh so Dodson/Nissan um is is very popular right now in vintage racing all over the country. Um all over the world. You should see what 510s are going for. Um so that's what we're thinking about. Um I'm I'm pretty sure that's the direction we want to go. We uh, by the way, we've got Porsche queued up for 2027 and uh, we're going to see if we can partner with Run Sport or something to uh, to make the 2027 historic a higher profile event. Um, so uh, concurrent with the under 2.5 challenge, um, there's been some discussion. Uh, there was a suggestion that we, uh, that we hire a guest of honor. Um, this is standard operating practice in a lot of the racing world.

01:47:39

Jamie Buskirk: Um, uh, the the gentleman in in question is Peter Brock. Most of you have heard of him. That's Pete Brock. He worked at Shelby American back in the day. Um, went on to um, run BR, Brock Racing Enterprises. Um, 510s. Um, everybody knows who he is. Um his his price is stiff by our standards. Um he said figure seven to \$8,000 for a three-day event. We pay we would pay his uh airfare, his lodging, his meals, and uh a day rate of \$2,000 for a working day and \$1,000 for travel days. So he said it's probably going to come out at about \$8,000. I had a very nice conversation with him. Really nice guy. you know, he's I'd say he's good with people. Um, he had a couple of suggestions for helping to defray his cost. Um, one of which would be to um organize a dinner um perhaps in a banquet room um and sell tickets um at a cost hopefully for more than the food cost.

01:48:52

Jamie Buskirk: Hello, AGM. So that we raise a few thousand dollars to help defray that uh cost. Uh, another uh, alternative is um, just to reach out to our membership and uh, see if anybody wants to throw a little money in the Pete Brock kitty to get him here. Um, both the things we can talk about, but um, obviously um, we can't talk. Yeah. Yeah. Yeah, exactly. Hish. Yeah, he's got a big transporter. Um but um as far as Pete Pete Brock

goes, um I I uh nor anybody on the historic uh planning committee is uh authorized to write \$8,000 checks. So this is going to have to be a board decision. Do you think it's worth it? Is cost benefit there? I I think you can make a case for it. Um, if we draw, you know, another 10 racers and another, uh, 100 spectators, uh, you know, you can you can do the math. Um, there it is right there. Um, yeah, that's 8,000 bucks.

01:50:01

Jamie Buskirk: Um, what else can I say about Pete Brock? Nice guy. So, I I don't know that we should vote on it at this meeting. I don't know. I'll put that to you, Craig. But let me answer a few questions here. Go ahead, Chase. You're muted. Oh, he just uh

Chase Johnson: Okay.

Jamie Buskirk: can't There he is.

Chase Johnson: Okay. Yeah. I I just wanted to have some sort of discussion. Um so the Emerald Cup race, uh after the race ended, they were going to go to the start finish line for pictures. Uh workers were then released to lunch. We had one car continue around the track um and came within a few inches of hitting a worker car. Um, and I was just if hoping we can get some sort of um, procedure for clearing a track when we're

Sherri Masterson: One more.

Chase Johnson: going to send a race car out when workers are not on turns to clear them

Jamie Buskirk: Um,

01:50:58

Chase Johnson: because Yeah.

Jamie Buskirk: Chase, this is a kind of a competition committee uh thing.

Sherri Masterson: No,

Jamie Buskirk: Jeff no. Sherry

Sherri Masterson: no,

Jamie Buskirk: says no.

Sherri Masterson: Tom. Tom, it it we've already discussed this in the uh in control right after that.

Michael Evans: Thank

Sherri Masterson: Um

Michael Evans: you.

Sherri Masterson: and I put my proposal for how to fix it in my comments, but basically I think we shift the photos to a paylap, take the photos, then continue a pace lap, then do the race. Um, also a procedure for workers coming off course during historic is make sure all workers go course direction, which does help some of that because some of them do go countercourse. Um, but basically that was the proposal. Just let's do it with a pace lap, line them up, take the photo, then do the pay slap in the race. That way everyone that's in the race is in the photo, even if they fall out later.

Craig Larsen: Um yeah, I want to uh thanks Chase and with all due respect, I want to get us back to the issue that we were talking about and um the uh that

01:52:06

Michael Evans: What?

Craig Larsen: level of detail we I think has been covered pretty well um in people's comments and also followup that's gone on. There's a there was a number of glitches related to parade, you know, photo ops, different things that I think people are tackling. Um, but I want to jump back to um and we can come back if we need to, but I want to I want to settle get get us at least a step down the road on 2026. Um, the the in initiative behind this is it's the 60th anniversary of uh Trans Am next year.

Jamie Buskirk: I'm not sure about that. I I

Craig Larsen: I thought

Jamie Buskirk: there

Craig Larsen: that's

Jamie Buskirk: was

Craig Larsen: what

Jamie Buskirk: a

Craig Larsen: Tony

Jamie Buskirk: suggestion.

Craig Larsen: said. That

Jamie Buskirk: There

Craig Larsen: was the

Jamie Buskirk: was

Craig Larsen: hook.

Jamie Buskirk: a suggest

Craig Larsen: But anyway,

Martin Rudow: It

Jamie Buskirk: there was

Martin Rudow: is.

Craig Larsen: um

Jamie Buskirk: a

Martin Rudow: It is.

Craig Larsen: yeah, it is. Um but uh so let's just take the questions in order uh or comments in order and then we'll let's decide what we're going to do tonight.

01:52:58

Craig Larsen: Um Bill, go ahead.

Bill Simer: Historically, we've always had a celebrity driver and it's been one of the things that's been real highlight of the uh Pacific Northwest historic races and uh admittedly this year we're getting our feet on the ground and want to get a sense for where things land, but I think it's good to start planning to go back to what made this event great. And secondly, Jamie, you didn't mention that didn't Peter Brock have a small role in the Corvette Stingray? Maybe just a little.

Jamie Buskirk: Maybe just a little. He's got a long and illustrious uh resume. Um,

Bill Simer: Yeah. And

Jamie Buskirk: he's

Bill Simer: he has been our celebrity guest before and I

Jamie Buskirk: Yeah.

Bill Simer: will tell you he was tremendously engaging. He walked around the paddic. I know a couple I was with um Paul Jerco and he was looking over Paul's car and uh offering he said hey you're doing some of the things we did in the day. Um he was he worked the crowd at lunch.

01:53:51

Bill Simer: Um he was a very positive influence. So I think it's a great direction.

Jamie Buskirk: Appreciate

Craig Larsen: Thank you, Bill.

Jamie Buskirk: your support, Bill.

Craig Larsen: Uh Jackie, related to 2026, you're muted.

Jamie Buskirk: By the way, volunteer of the weekend, Jackie Real.

Craig Larsen: Yeah, right. Jackie, did you have a comment? You're still muted. Okay, I'm going to jump on to uh Charlie. Go ahead.

Charly Mitchel: Um, so on the Pete Brock thing, um, Pete Brock is very instrumental in building the TR250K, which is also in our neighborhood. So

Jamie Buskirk: Yeah.

Charly Mitchel: there is a good tie in there with that.

Craig Larsen: It's been out. It's been out before.

Charly Mitchel: And and then back to that that Formula Ford thing, it would be nice to had person at the turn eight exit guiding those Formula cars onto the track. A lot of them came off the track and wanted to go back in. So

Jamie Buskirk: All

Charly Mitchel: anyway, just

Craig Larsen: Yeah.

Charly Mitchel: a comment about that.

01:54:57

Craig Larsen: I don't want to I don't want to go back there. I understand your comment and agree. Uh but I don't want I'm trying to keep us on track here um to uh wrap this. Uh so uh Oh, Martin, go ahead. Sorry, Martin.

Martin Rudow: Yeah. Is there going to be a decision tonight whether to bring spend \$8,000 to being bring Pete Brock here? Are we going to make that? Are you tonight?

Craig Larsen: It all depends on the will of the board. I

Jamie Buskirk: right.

Craig Larsen: I'm

Martin Rudow: Well,

Craig Larsen: Go ahead. Go

Martin Rudow: I

Craig Larsen: ahead, Martin.

Martin Rudow: really I really want to say I think we should look we should have the final figures from this year's historic and think what we want to do next year. Like people mentioned for instance we didn't have any radio or TV advertising for instance or we needed some small posters. I

Craig Larsen: Right.

Martin Rudow: mean, you know, this \$8,000 could be spent a lot different way to have more direct influence on attendance to have Pete

01:55:52

Craig Larsen: Well,

Martin Rudow: Brock

Craig Larsen: what

Martin Rudow: here because I just want to point this out. This

Craig Larsen: Yeah.

Martin Rudow: would be a hell of a bite out of a budget expenses.

Craig Larsen: Well, and I think that's kind of the mood of the board if I had to guess. Um, is that uh good conversation to get us started? But just Jamie, um, can we uh keep uh Pete and other ideas like that on the hook for uh to our next board meeting?

Jamie Buskirk: Yeah, I suppose so. He's liable to get booked. Uh right now he's available and willing. Um we may not get the same uh story in a month's time, but uh it's a risk we can take. Um yeah, I I will say that um you know, we spent a lot of money on radio and TV last year and we had exactly the same car count.

Craig Larsen: Right.

Jamie Buskirk: You know, that was wasted money. Um,

Craig Larsen: Well, I would suggest we tell Pete to pencil it in and uh the board's going to give this some deeper thought over the next few weeks and we're uh we hope to come to some sense of where we're going at our next board meeting.

01:56:54

Jamie Buskirk: okay. Jackie,

Craig Larsen: But

Jamie Buskirk: are you you here?

Craig Larsen: yeah,

Jamie Buskirk: Jackie

Craig Larsen: Jackie, go ahead.

Jacque Riehl: I'm I'm on now. Sorry about that, guys.

Craig Larsen: That's

Jacque Riehl: Um

Craig Larsen: okay.

Jacque Riehl: I have a strong suggestion that this is a great place to interject a

sponsorship.

Brad Shinn: Yeah.

Jacque Riehl: Um

Brad Shinn: Yeah. Just gonna

Jacque Riehl: I

Brad Shinn: say that

Jacque Riehl: I think that uh this is something that uh a lot of companies especially automotive related companies would jump all over to support. So

Craig Larsen: Yeah.

Jacque Riehl: I think that that's something that we need to talk about.

Craig Larsen: Yeah.

Jacque Riehl: That's it.

Craig Larsen: Agree. Agree. Uh Brad, go

Brad Shinn: I

Craig Larsen: ahead.

Brad Shinn: I I was going to point that same thing out. I I think we could cover most if not all of Brock's sp Brock's fee with a sponsorship. Um if you got the right one, I I'd be willing to make a motion right now to to

01:57:41

Mike Lawler: Yeah.

Brad Shinn: move it. I I think it's that important to have. We haven't, as Bill said, we haven't had a um a featured uh celebrity in a few years. Um that's a key

Mike Lawler: Heat.

Brad Shinn: part of of bringing the event back to the way we have a vision for it. So, I I would I would be sick to my stomach if in August Jamie came back and said, "Well, guess what? He's not July 4th is just a popular weekend for him."

Jacque Riehl: I I

Brad Shinn: So,

Jacque Riehl: agree, Brad. I think I think we should jump on this and I think that we can cover it in the long run. I really 100% believe that.

Craig Larsen: So, uh, the will of the board, do you want to, uh, do you want to bring this? Does somebody want to make a motion? Does the board want to deal with this tonight? Our voting members.

Bill Simer: I would make a motion that we uh retain Peter Brock services for the uh 2026 historic.

01:58:38

Craig Larsen: Is there

Brad Shinn: I'll

Craig Larsen: a

Brad Shinn: second

Craig Larsen: second?

Brad Shinn: that.

Craig Larsen: Brad will second it. Jamie, let's

Brad Shinn: Okay.

Craig Larsen: uh do a roll call.

Jamie Buskirk: All right. Um I am going to vote yes. Um busker is a yes. And uh Mr. Simer, how do you vote?

Bill Simer: Yes.

Jamie Buskirk: All right. Please forgive me. I'm writing and and and talking and that's like chewing gum and walking. Um Mr. Shin,

Brad Shinn: Yes.

Jamie Buskirk: Mr. Larson,

Craig Larsen: Yes.

Jamie Buskirk: Mr. Kernney, how do you vote?

Jeff Kerney: Yes. I think a comment there is we need to get going on the next year's historic now.

Sherri Masterson: That's already

Craig Larsen: Yeah,

Jeff Kerney: Okay.

Jamie Buskirk: That's

Craig Larsen: consensus.

Jamie Buskirk: Those are my marching orders. Get her done. Um, John Allen, how do you vote?

John Allen: I'm actually going to say no because I don't have enough information or costs on it.

Jamie Buskirk: Okay. Uh, Mr. Lawler, how do you vote?

01:59:39

Mike Lawler: No.

Jamie Buskirk: All right.

Mike Lawler: Same as John Allen.

Jamie Buskirk: And Rich Newman, how do you vote?

Rich Newman: I I vote yes. Um two comments. One, um the 510 draw would be huge. A month ago at Corkscrew, we sat across from the 510 paddock and it was phenomenal.

Martin Rudow: There's

Rich Newman: And there were so it was exactly what was just described, the age group that we want and they were all from California. Let's get them up here. And then um the sponsorship piece and the funding of that and having the advance run on that um is exactly where we need to go. Self- sustaining

Jamie Buskirk: Good comments. Thank you. Um Tom Masterson, what's your vote?

Sherri Masterson: No, I we without knowing we've got the sponsorship that we could wind up eating eight grand. And we're saying, well, it'll be easy to get a sponsorship, but that's not as easy as it used to be.

Jamie Buskirk: All right, I'm telling votes and we have six yeses and three nos.

02:00:51

Sherri Masterson: Yeah.

Craig Larsen: Let me say that uh Martin to your issue um this doesn't preclude us from investing in many of the things you and I have talked about uh for next year in general

Sherri Masterson: Heat.

Craig Larsen: uh but also for the historic and I think um part of the reason to be cautious with if we end with fund balance at the end of the year or be cautious about what we're doing with it because I think there's many places for that money to go. Um uh uh so um so we're committed.

Brad Shinn: are do we also uh need anything on the uh transam as our feature?

Craig Larsen: Well, I think I think that's uh um uh part of it has to be part of it. Um otherwise there's no hook,

Jamie Buskirk: Yeah.

Craig Larsen: right?

Jamie Buskirk: Did Did we vote on small block Chevy last year? I thought it was just kind of a fade accomplish.

Craig Larsen: We just winged it last year.

Jamie Buskirk: Yeah.

Craig Larsen: I think I declared it last year.

Jamie Buskirk: There

02:01:46

Bill Simer: I

Jamie Buskirk: you go.

Bill Simer: think I included that in my motion, Jamie, that it

Jamie Buskirk: You

Bill Simer: was

Jamie Buskirk: did.

Bill Simer: it was that group and Peter Brock who's part of the motion.

Jamie Buskirk: Yeah,

Craig Larsen: Yeah.

Jamie Buskirk: I've got a great uh I've got a great uh feeling about this guys and and you know, we don't want to grow this to the point where we don't get any track time and it's uh it's uncomfortably large, but I think my I think you'd like me to grow it some. Um so that's that's what I'm working on. Uh by the way, we're going to print t-shirts next year when we've got a design on a poster. We're going to print t-shirts, everybody. Major oversight not having t-shirts this year. And uh we needed a few more posters as it turned out. We uh

Craig Larsen: Yeah.

Jamie Buskirk: ran posters. Um so

Craig Larsen: Let

Jamie Buskirk: that's lost

Craig Larsen: let

Jamie Buskirk: sales

Craig Larsen: me uh

Jamie Buskirk: right there.

02:02:29

Craig Larsen: sorry, Jamie, I didn't mean to jump on you. Um let me uh there's three people who want to comment and I'm just going to take them now and then uh Jackie,

go ahead.

Jacque Riehl: Oh, I was I don't think you uncommented me. I don't have anything else to say.

Craig Larsen: Okay. Uh but I think uh as a couple people have been sending messages around, we need to like start briefing up the Nissan dealers and others uh now about next

Jacque Riehl: Agreed.

Craig Larsen: year. Um

Jacque Riehl: Agreed.

Craig Larsen: let's let's uh find a way to talk about that. Rich, go ahead.

Rich Newman: Um, we're the dates are good for next year, right? For 4th July. That's why we can make this lean in.

Craig Larsen: Uh that would be a Tom Mastersonson uh comment question I think. Um dates for next year. Tom, are you still there?

Sherri Masterson: Tom, he's coming. I'm coming.

Craig Larsen: Tom.

Sherri Masterson: He went back to his office. Speak again.

02:03:23

Sherri Masterson: Dates for next year for dates for next year. I don't know, but probably three, four, five.

Craig Larsen: Okay, that would make sense. Yeah.

Sherri Masterson: Yeah, there's

Craig Larsen: Okay.

Sherri Masterson: not there's not a reason we wouldn't, but we can clarify.

Craig Larsen: Okay.

Rich Newman: It's the same weekend though. Yeah. Okay,

Craig Larsen: Yeah.

Rich Newman: great.

Sherri Masterson: Yeah.

Craig Larsen: Yeah.

Rich Newman: Yeah,

Craig Larsen: Thanks,

Rich Newman: that's what I remembered. Okay.

Craig Larsen: Mom. Uh, Linda Grass, you're up next, madam.

Linda Grass: Just as an FYI, your chief steward was the Trans Am steward for 20 years

or so.

Sherri Masterson: He might

Craig Larsen: Thank

Sherri Masterson: have

Craig Larsen: you.

Linda Grass: You might

Craig Larsen: Thank you,

Linda Grass: you

Craig Larsen: Linda.

Linda Grass: might have a few stories.

Craig Larsen: Might Yeah, might have some advice. Yeah. Uh, uh, Charlie, go ahead.

Charly Mitchel: Uh, one other quick comment. Uh, Brock Racing Enterprises BRE was also very instrumental in 510 racing. So, there's a big tie in there.

02:04:09

Craig Larsen: Yeah, absolutely.

Charly Mitchel: Real big.

Craig Larsen: Absolutely. Yeah. So, uh so we've set a theme and uh Jamie, uh since you've already contacted, uh Pete, can you reach out to him and uh just at least get us penciled in and figure out what sort of contract related things we needed to think about?

Jamie Buskirk: Yeah, I'll do that. I'd like to I'll ask him how he likes to do do business and payment and all that sort of thing. Contract payment, etc.

Craig Larsen: All right.

Jamie Buskirk: All right.

Craig Larsen: Um, so that takes us to the end of the agenda. I think I covered the things that people s asked me to. Uh, anything else for the good of the order?

Sherri Masterson: Oh, sure. Put a hand up. Tom's hands up.

Craig Larsen: Tom, Tom,

Sherri Masterson: Ju

Craig Larsen: go

Sherri Masterson: just just

Craig Larsen: ahead.

Sherri Masterson: for people's information. When they said we

Martin Rudow: Help.

Sherri Masterson: had lot we set flat toe records this weekend. We had 20 on Friday, 20 on Saturday, and somewhere around a dozen on Sunday. Um, you guys got to quit

working because, you know, that really slows down your racing.

Craig Larsen: Yeah. Yeah.

Brad Shinn: Yeah.

Craig Larsen: Well, it's as Sher was saying, it's some of those uh drivers we haven't seen dragging those old race cars out,

Sherri Masterson: Yeah, some of them were newer race cars.

Craig Larsen: man.

Sherri Masterson: Yeah, I think a lot of it was I mean we have a lot of visitors so that tends to play into it. Yeah.

Craig Larsen: Yeah. All right. Well, uh, thank you all. Uh, do we have a motion to adjurnn?

Jamie Buskirk: I will make that motion.

Craig Larsen: Got a second.

Sherri Masterson: Second

Craig Larsen: All right. Thank you. Thank you, Tom. All in favor?

Brad Shinn: All right.

Craig Larsen: Thank you all. Um, and uh uh yeah.

Jamie Buskirk: Good night, Mike.

Transcription ended after 02:06:22

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