



Notes

Sep 10, 2025

September 2025 SOVREN BOD

Meeting minutes

5:30 pm Social time

6:00 pm Call to order

Board members in attendance: Craig Larsen, Bill Simer, John Allen, Rich Newman, Jamie Buskirk, John Rankin, Mike Lawler, Tom Masterson, Bruce Boyd, Jeff Kerney

Officials and guests in attendance: Sherri Masterson, Charly Mitchel, Linda, Bob, Quinn and Bandit Grass, Mary Zeitner, Chase Johnson, Mike Evans, Jacque Riehl, Mike Nau, Martin Rudow, Loren Campbell, Brin Hamilton, Stephen and Lori Newby, Phil Edwards, Bobbie Kalben, Craig Hillis

Summary

Jamie Buskirk and Bobbi Kalben addressed onboarding new members and resources. Charly Mitchel, Linda Grass, Craig Larsen, Bill Simer discussed various issues, including lap times without transponders, sound and timing loop problems at CRC, and efforts to regain the 110-decibel noise variance for the track.

Linda Grass, Jamie Buskirk, and Charly Mitchel discussed the complexities of multiple sound meter locations. Craig Larsen, Sherri Masterson, John Allen, and John Rankin provided general impressions of the CRC weekend, addressing issues like mosquitoes, qualifying session length, and timing problems. Rich Newman, John Rankin, Loren, and Bill Simer raised concerns about the large size and speed disparity in race group 1-4, particularly regarding safety in gridding diverse cars.

Jamie Buskirk, Loren, Bill Simer, and John Allen debated the safety and necessity of the chicane at Portland, while Loren and John Allen suggested improving the paddock layout and connection with the All British Field

Meet. Jacque Riehl, Craig Larsen, and Sherri discussed the infrequent nature of test and tune days before races, citing availability and cost as limiting factors. Stephen Newby praised the respectful conduct of drivers in groups 1-4, and Sherri Masterson and Jamie Buskirk highlighted issues with the PA system across the track.

Mike Lawler expressed satisfaction with worker turnout but raised concerns about spectators in the grid area. Tom Masterson, Linda Grass, and Craig Larsen discussed potential changes for next year's contract with the city, including separating the SOVREN and ABFM into two events and moving the ABFM autocross to the infield paddock, and emphasized better organization of non-race aspects for future events. John Rankin, Jamie Buskirk, John Allen, Sherri, Lori Newby, Antonia Kerney, Michael Evans, and Bill Simer engaged in a detailed discussion about the competition review process, rule ambiguities, handbook revisions, and flagging rules, particularly concerning emergency vehicles on track.

Mike Lawler, Sherri, and Jim Johnson clarified the "25-year rule" exception for "12B exhibition cars" and car eligibility rules, with John Rankin expressing frustration over the lack of clear written guidelines. Rich Newman presented a positive financial update, and Sherri provided statistics for the CRC and Fall Finale events. Loren Campbell reported on the ongoing success of the YODA program, while John Rankin commended the efficiency of tech services.

John Rankin, Sherri Masterson, Charly Mitchel, B Kalben, Craig Larsen, Jacque Riehl, and Phil discussed tech requirements for ride-along cars, the expansion of the ride-along program to include track day cars, and logistics for non-race ride-along vehicles. Charly Mitchel and Sherri addressed defining "competent drivers" for ride-alongs and improving the process for volunteers to get ride-alongs. Craig Larsen announced the board's approval for a Victory Lane ad run and a positive meeting with MultiCare for a potential affiliation.

Craig Larsen shared exciting news about the 2026 Bugatti event, with Jim Johnson confirming Park Place's interest in participating. Craig Larsen

announced upcoming meetings and board elections, and Sherri provided provisional race dates for 2025.

Details

- **Track Noise Variance** Craig Larsen noted that NASCAR will not be at the track next year, and the team plans to try to regain the noise variance that allows for 110 decibels, up from 103, which would benefit large bore cars. Bill Simer and Charly Mitchel discussed sound level issues with cars, including Greg Peacock's Zerox special and Mark Adams's E-type, being black-flagged for noise, even though some of these cars are typically not loud ([00:28:17](#)).
- **Sound Meter Locations** Linda Grass and Jamie Buskirk clarified that there are multiple sound monitoring spots at Portland, not just one fixed location, which are moved around the track, making it difficult for drivers to anticipate and "lift" to reduce noise.
- **CRC Weekend General Impressions** Craig Larsen initiated a review of the CRC weekend, inviting general impressions from attendees. Sherri commented on the issue of mosquitoes, expressing discomfort from being bitten ([00:46:06](#)). John Allen suggested a minimum of 15 minutes for any qualifying session, stating that 10 minutes is insufficient for preparation and a hot lap ([00:47:07](#)). John Rankin found the weekend enjoyable but noted that timing issues were a personal pain ([00:48:09](#)).
- **Race Grouping and Safety Concerns** Rich Newman, John Rankin, Loren Campbell, and Bill Simer expressed concerns about the large size and speed disparity within the combined race group 1-4, particularly the presence of very fast cars like sports racers and Formula Vs alongside slower vehicles ([00:48:58](#)) ([00:53:21](#)). They discussed the challenge of gridding diverse cars safely, especially in areas like the chicane, given the potential for collisions between dissimilar car types ([00:58:28](#)) ([01:02:58](#)).
- **Chicane Discussion** Jamie Buskirk, Loren, Bill Simer, and John Allen discussed the chicane at Portland. Jamie Buskirk personally finds the chicane dangerous, despite the consensus to keep it ([00:51:02](#)). Loren supported keeping the chicane, citing safety at the end of the front straight ([00:54:33](#)). Bill Simer,

however, advocated for its removal due to personal incidents and improved lap times without it ([00:55:30](#)). John Allen viewed the chicane as a defining and challenging part of the track, essential to the race's character ([00:57:24](#)).

- **All British Field Meet Partnership** Loren Campbell noted a perceived decrease in ABFM attendees in the paddock area and suggested adjusting the paddock layout to create a more open environment, avoiding the "giant Maginot line" between the car show and the traditional paddock ([00:51:59](#)). John Allen also supported improving the passage between the ABFM and the paddock, suggesting signage to encourage attendees to visit ([00:56:26](#)).
- **Test and Tune Days** Jacque Riehl inquired why test and tune days are not always held before races, as they contribute to safer races by allowing drivers to familiarize themselves with the track and cars. Craig Larsen and Sherri explained that availability, cost, and the need for sufficient attendance to cover expenses are limiting factors, as a test and tune day incurs similar organizational and equipment costs as a race day ([01:06:38](#)).
- **Group 1-4 Conduct** Stephen Newby commended the drivers in groups 1-4 for their respectful conduct despite being the largest grid. Stephen Newby highlighted that drivers take their time when passing and show consideration for each other on the track ([01:08:22](#)).
- **Sound System and Track Communication** Sherri highlighted the importance of a functional PA system across the track and urged participants to report any areas where the PA is not audible. Jamie Buskirk added that issues with the PA system on parts of the track could have been addressed sooner if the right people were aware. ([01:10:51](#)).
- **Worker Turnout and Grid Area Concerns** Mike Lawler expressed satisfaction with the excellent turnout of workers and race officials for the event, though noting some minor issues with the new concession stand, which Tom handled. Mike Lawler also raised concerns about spectators cutting through the grid area to reach the paddock, suggesting the need for cones or a security person to manage traffic flow next year ([01:11:53](#)).
- **Future Event Planning and Venue Changes for ABFM Partnership** Sherri shared that discussions with the city on the next year's contract indicate a potential separation of events into two distinct gatherings, with the possibility of moving the SOVREN event to the infield and ABFM remaining on the outside. This change could eliminate the giant slalom, adding an hour of track time to the day. Linda

Grass supported the move to relocate SOVREN's paddock to the infield, citing safety concerns with spectators near the giant slalom area ([01:12:52](#)).

- **Event Organization and Pageantry** Craig Larsen emphasized the need for better organization of non-race-specific aspects of the event, referring to it as the "pageantry part". He suggested forming a dedicated team to manage these peripheral activities, especially concerning the connection with ABFM and British cars, in preparation for 2026 ([01:14:10](#)).
- **Competition Review Process and Rule Ambiguity** John Rankin described the Competition Committee review process, noting the helpfulness of the "orange sheet" for infraction points but highlighting a lack of flexibility for "tweener" situations not clearly defined by current rules ([01:15:18](#)). John Rankin provided an example of drivers passing an ambulance at full speed under a white flag, which, while unsafe, did not clearly violate the current handbook definition of the white flag. He expressed a desire for more flexibility in rule interpretation and enforcement ([01:16:27](#)).
- **Handbook Revisions and Flagging Rules** Jamie Buskirk suggested a handbook revision during the off-season to address issues like the status of emergency vehicles on track, proposing they be treated similarly to a double yellow flag ([01:20:46](#)). John Rankin agreed that tweaking the handbook is necessary, especially concerning flagging rules, and emphasized the need for clarity and transparency in assessing penalties. John Allen recommended a single yellow rather than a double yellow for a vehicle on track since part of the track might remain green ([01:21:48](#)).
- **Driver Conduct and Safety Around Emergency Vehicles** Sherri Masterson advised that any unsafe driving around emergency vehicles should prompt bringing the entire group in for a meeting with the chief steward, regardless of existing rules, to address behavior ([01:21:48](#)). Stepheni Newby agreed that a white flag with a standing yellow is the safest approach for emergency vehicles on track, emphasizing the protection of volunteers and safety workers. Jeff Kerney stressed that the primary concern is the safety of workers, not racers, and suggested a rule change to treat a white flag as a roaming standing yellow ([01:23:52](#)).
- **Current Flagging Protocol and Deviations from SCCA Rules** Michael Evans clarified that SOVREN deviates from SCCA rules by displaying a waving white flag for an emergency vehicle in the relevant zone, backed by a standing white flag in

the previous station ([01:25:05](#)). He noted that this protocol, adopted by Conference clubs, allows passing under a white flag with caution and care, which contrasts with SCCA's two-station standing white flag approach ([01:26:56](#)).

- **Proposed Rule Amendments for Unsafe Conduct** Bill Simer suggested amending the code of conduct to include provisions for unsafe behavior, providing an avenue for disciplinary action ([01:27:54](#)). John Rankin supported amending the rules to treat the white flag as a standing yellow, believing these changes would resolve many problems ([01:34:03](#)).
- **Rolling 25-Year Rule acceptance for Cars** Mike Lawler explained that "12B exhibition cars," which do not meet the 25-year rule, were approved by the board to provide a racing opportunity and currently consist of only two or three cars per group per event ([01:35:07](#)). Sherri added that these cars were introduced to accommodate newer vehicles, similar to SVRA standards, when available track time constraints limit running separate groups ([01:37:27](#)). Mike Lawler noted that including these cars provides a financial benefit, generating approximately \$1,725 per event for the organization, and that these drivers often continue racing with SOVREN once their cars meet the age requirement ([01:36:17](#)) ([01:38:31](#)).
- **Clarity on Car Eligibility Rules** John Rankin expressed frustration about the lack of clear, written rules regarding car eligibility, particularly concerning "12B" and "VMC" cars, which led to a heated discussion with a race shop owner ([01:38:31](#)). Sherri clarified that the handbook's initial section states SOVREN accepts all VMC member club cars, including SVRA cars ([01:39:39](#)). Jim Johnson, a past president, clarified that while they may allow VMC members to race their cars on a case-by-case basis, they are not obligated to accept all VMC cars ([01:42:43](#)).
- **Financial Update** Rich Newman presented the profit and loss by class report, showing a gross profit of about \$72,000 for racing year-to-date, with an estimated net income of around \$26,000 after accounting for CRC expenses ([01:58:17](#)). Rich Newman described the financial situation as positive, indicating improved management practices ([01:56:20](#)) ([01:59:43](#)).
- **Columbia River Classic and Fall Finale Event Statistics** Sherri reported that the CRC event generated about \$56,000 in income after MSR fees, with 89 drivers and 91 entries. She noted that insurance for cancellations is proving beneficial, with four entry fees retained due to drivers having coverage ([02:00:45](#)). The CRC event had 363 participants, including spouses, drivers, and crew members, plus

14 minors. For the upcoming Fall Finale, there are 31 drivers and 32 entries, with the early bird registration deadline approaching ([02:02:07](#)).

- **YODA Program Success** Loren Campbell reported that the YODA program has already exceeded its average revenue for the age group before the last event of the year, despite offering discounts. They noted that the program has doubled its participation this year ([02:04:44](#)).
- **Tech Services Report** Charly Mitchel reported that 90 cars went through tech inspections, with 46 being drive-up and 44 annuals, and approximately 90% of inspections were completed on Friday, resulting in a smooth process ([02:07:03](#)). John Rankin commended the tech team for their improved organization and efficiency ([02:08:03](#)).
- **Ride-Along Car Tech Requirements** John Rankin inquired about the technical inspection requirements for ride-along cars at the Fall Finale, specifically if a non-racing car needed to be teched. Sherri stated that all cars on the track should be teched to ensure safety and prevent track issues ([02:08:58](#)). Charly Mitchel confirmed the Tech team could perform a quick tech inspection for ride-along only cars, marking them to prevent accidental race entry ([02:11:22](#)).
- **Ride-Along Program Expansion** Bobbie Kalben asked if her Porsche, which is not a race car but a track car with safety features, could be used for ride-alongs as it had been in previous years ([02:12:04](#)). Craig Larsen acknowledged this stretched the definition of "ride-along in a race car," but noted it had been done before ([02:15:07](#)). John Rankin supported the idea, arguing that a track car with safety features qualifies as a race car for this purpose ([02:16:06](#)).
- **Logistics for Non-Race Ride-Along Cars** Jacque Riehl offered to create a different tech sticker for cars not actually racing but participating in ride-alongs ([02:16:06](#)). Sherri Masterson emphasized the importance of competent drivers, with whom our racers and officials are familiar, and ensuring the cars are safe and won't cause track issues ([02:16:53](#)). Phil Edwards added that various street cars have been used for ride-alongs over the years without problems ([02:17:57](#)).
- **Competent Driver Definition and Volunteers** Charly Mitchel raised a question about defining "competent drivers" for ride-alongs, to which Sherri suggested relying on existing knowledge of drivers within the club. Bobbie Kalben also suggested improving the process for volunteers to get ride-alongs, noting that they often missed opportunities due to lunch lines ([02:19:55](#)).

- **Victory Lane Ad Run and Multicare Affiliation** Craig Larsen announced that the board had approved a Victory Lane ad run, but they were still awaiting cost details from Dan Davis ([02:21:03](#)). He also provided an update on a positive meeting with MultiCare regarding a potential affiliation, which could offer benefits like reduced ambulance prices ([02:23:06](#)).
- **Bugatti Event Update** Craig Larsen shared exciting news about the 2026 Bugatti event at the fall finale, with 38 race cars and potentially 60 touring cars expected, including international participants ([02:24:24](#)). Jim Johnson informed the meeting that Park Place LTD was very interested in being part of the event and offered to visit them to discuss details ([02:25:26](#)).
- **Upcoming Meetings and Board Elections** Craig Larsen announced the fall quarterly membership meeting on October 11th at Griot's Garage at 9: am, and the annual general meeting and awards ceremony on January 10th at the LeMay Museum ([02:26:26](#)). Jim Johnson is seeking candidates for the board, with one VP slot and one competition committee member position open, in addition to needing someone to fill the race chair slot being vacated by Bruce Boyd. ([02:27:40](#)).
- **2025 Provisional Race Dates** Sherri provided provisional race dates for 2025, including the first weekend of May for Pacific Raceways, the first weekend of June for Spokane, the first weekend of July for Historic, and Labor Day weekend for Historic, with the Bugatti event scheduled to run concurrent with the Fall Finale, September 17th-19th ([02:27:40](#)).

Suggested next steps

- John Allen will discuss the incident with the Formula Fords, which involved a very slow car that was dangerous and could cause an accident.
- Sherri will send another email about the early bird registration for the Fall Finale.
- John Rankin will investigate the rules to find out what they say regarding car eligibility.
- Craig Larsen will send an outline of how the Bugatti event weekend is emerging before the next board meeting.
- Jim Johnson will seek interested, enthusiastic, and able people to run for the board for next year.

- Craig Larsen and Loren will talk offline to figure out how to pull together the Victory Lane ad.
- Jim Johnson and Craig Larsen will get together to visit Park Place and discuss their interest in the Bugatti event.

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Transcript

Sep 10, 2025

Meeting Sep 10, 2025 at 17:14 PDT - Transcript

00:00:00

Charly Mitchel: going into the meeting. It's already happening. Getting ready.

Jamie Buskirk: Hey. Hey, Charlie.

Charly Mitchel: Hi there. Long time no see.

Jamie Buskirk: Yeah, it's getting to be a regular thing.

Charly Mitchel: Yeah.

Jamie Buskirk: Uh I'm just I scheduled it for two weeks.

Charly Mitchel: When did you say the uh the next historic meeting is two weeks?

Jamie Buskirk: You know, after last night's meeting, uh Tom Masterson suggested that we push these things out to one month, you know, uh for the for the time being, you know, probably till the new year. I'm considering that. What do you think?

Charly Mitchel: Okay. Yeah. I mean, I I guess I don't mind that we had a kind of a brief meeting yesterday. That was not bad, but um I think it's it keeps everybody thinking about it. I'm I'm a little concerned about getting it too far apart and uh nothing gets done. Everybody wait till the last second, maybe they don't get things done. But more often.

Jamie Buskirk: Yeah, there's there's always that, but nobody's showing up.

00:14:38

Jamie Buskirk: I don't know if you've never we we're uh we're missing a lot of our key people in the last you know since since we started meeting uh post historic you know I think the first meeting we had a decent turnout and then it's just been five or six people seven right eight Well, Tom mentioned the word burnout.

Charly Mitchel: Yeah. Well, I don't know. You know, I'm easy. I I just make things work. So, I I go either way. Um, yeah.

Jamie Buskirk: You know, we say she don't want to burn people out. I thought it was interesting that Sherry didn't attend last night. Yeah.

Charly Mitchel: But, you know, and she's got a lot of things going.

Jamie Buskirk: Oh, yeah. She's pretty busy. So, we're not her we're not her only group.

Charly Mitchel: Yeah.

Jamie Buskirk: We're not her only group of racers.

Charly Mitchel: Yeah. Yes. Yep. Yep.

Jamie Buskirk: I think we probably suck up more time than all the rest put together.

00:15:34

Charly Mitchel: Yeah, that's a possibility. I I get that feeling sometimes from her. Yeah. So, I can go either way. I don't I don't mind, you know, I I just do them at you. I'm I'm I just got done eating dinner. I sit out on my patio and and in in uh November may be a little different though that I may not be as relaxed about it and but yeah I

Jamie Buskirk: Yeah, you may find a a place to sit inside. Yeah. Yeah. Yeah. I've got a garage with a view. I'm looking out at the lawn and the trees from here. Yeah. Yeah. It's pleasant. Good evening, Ms. Grass. How are you?

Linda Grass: I'm good, but I'm going to uh turn off my volume at the moment because I'm going to feed dogs and it's going to get really noisy.

Jamie Buskirk: I'll take you for it. Good evening, Bobby.

B Kalben: Hey, who is that?

Jamie Buskirk: It's Jamie.

00:16:46

B Kalben: Hi, Jamie.

Jamie Buskirk: We've got Charlie and Linda. We're all the early birds in search of a worm.

B Kalben: Well, I got a I got a lot to learn, so I'm uh I need to I know.

Jamie Buskirk: Yeah, it'll take you a little while, you know, just listening and observing to figure out who all these names belong to. It helps. Do you have a copy of the uh club uh you know, the ro not the roster, the board and all Well,

B Kalben: Yes, I do. And and but got to tell you, I am I am so analytical that um I downloaded your um um the people you sent it to, the email list, and I'm sorting it and organizing it. I'll put it in Excel spreadsheet because I'm obsessive about that kind of stuff.

Jamie Buskirk: uh what I was talking about was the uh listing of uh officers and officials or mostly it um it's the first page of the club roster.

B Kalben: I probably, you know, I probably have that. Um, let me look here.

00:17:51

Jamie Buskirk: Um you could request a club roster.

B Kalben: I think I I Yeah, I I Let me take a look.

Jamie Buskirk: Uh yeah, the first first page is uh basically all the culprits, all the uh the usual characters, uh suspects.

B Kalben: I pro I probably have it electronically. So, yeah. Let me look for here.

Jamie Buskirk: That's a good place to put first names to full names and titles.

B Kalben: Yes. Excellent. There it is.

Jamie Buskirk: Yeah, print yourself out of one of those for a uh it's a program, if you will. You can see who the players are.

B Kalben: Exactly. And and I you know I know kind of some of this stuff but Oh, I saw that. Yes, that is excellent of who's who and uh Yeah.

Jamie Buskirk: Yeah, that'll be that'll be some help while you're trying to figure out the lay of the land and who's uh who's who.

B Kalben: Yeah. I I I and I'm, you know, I recognize some people and I'm getting to know people, but yeah, it's excellent to

00:19:02

Jamie Buskirk: Yeah, I uh you know, the last couple of years I've just been circulating through the paddic trying to get to know more and more people. And you know, you know the people you pit next to and you know the people you race with and you know a few of the race officials. And after that, if you don't get out and meet people, you just won't know them.

B Kalben: Yes, exactly. And um and and It's tough if you're racing because you know you're obligated to your time is your free time is limited.

Jamie Buskirk: Yeah. Got stuff to do. Uh, give me a second. I'll be right back.

Linda Grass: Okay, Bobby, don't forget to send me the lunch options.

B Kalben: Who? Who is that? Linda, thank you.

Linda Grass: Yep.

B Kalben: Thank you for reminding me. I will do that.

Jamie Buskirk: Well, you're planning a bunch. Uh, we're the historic already.

Linda Grass: No, no. What I do uh because Darren Glasser picks up the towers lunches for us and so I have to get the lunch options and fill get everybody's tickets that wants their lunches delivered in the tower and then I give it all to Bobby.

00:20:55

Jamie Buskirk: Gotcha.

B Kalben: Yes.

Jamie Buskirk: This This is for the fall finale.

Linda Grass: Yep.

B Kalben: Yes. Yes. And and that just reminds me um that I have to ask Ben what they are if what changes there are and there's always something great.

Linda Grass: Sure. Obviously, everybody made it home from CRC. All well and good.

Charly Mitchel: Oh yeah. Yep. Easy, easy going.

Jamie Buskirk: Kind of hard to count laps, isn't it?

Linda Grass: Well, when we get home, I have the points all ready to stuff in the computer.

Jamie Buskirk: Uh, kind of guessing what happened Saturday.

Linda Grass: No, that's what my tapers are for.

Jamie Buskirk: Okay.

Linda Grass: I have we we went old school and we had uh three of us writing down numbers as they came whizzing by and one putting them onto a lap chart.

Jamie Buskirk: Nice. Well, can you tell me how much money I was how how much I owe Lori Newbie?

Linda Grass: Uh well I can tell you how many points you earned over at the CRC.

00:22:18

Linda Grass: Do you want me to get it?

Jamie Buskirk: Uh, well, yeah, I owe her a dollar a lap. So, I think the number of points is one point is \$1, I believe, on that scale.

Linda Grass: Well, just a second. I'll go get him.

Jamie Buskirk: Thank you. I'm I'm guessing about 60 uh 60 laps. Craig, what do you

think?

Craig Larsen: Yeah, sounds about right. Yeah. How many laps do you make in a 20 minute session?

Jamie Buskirk: Um, I think I was doing 12 laps in those races and then there was the quality session. Four four times 12 is 48 and I don't know maybe another 10 on the quali qualifying session. I think it was 15 minutes so probably 10 newbie does.

Linda Grass: Well, we don't count qualifying. Well, I don't know where he gets the information from because we don't give him qualifying. He might take it off a speedhive.

Jamie Buskirk: We're self-reporting for a good cause.

Linda Grass: Um 71 Jamie Buzz Kirk, actually

Charly Mitchel: 71. Oh.

00:23:34

Linda Grass: you only owe 36 because because you had a nonfunctioning transponder on one.

Jamie Buskirk: Yeah.

Linda Grass: So, you're pretty consistent at 12 laps. So, I throw another 12 on top of that.

Jamie Buskirk: Yeah. 48 plus plus quali. I think that was the quali uh 15 minutes rather than 20. I think the races were 20 and the quali was 15. Yeah.

Craig Larsen: 15. Yeah.

Linda Grass: I think the qualifyings were 10. Quinn Sure.

Jamie Buskirk: 10 minutes.

Craig Larsen: Oh, 10. They were 10. Yeah.

Jamie Buskirk: Okay.

Craig Larsen: Well, you're pretty good, Jamie.

Jamie Buskirk: All right.

Craig Larsen: You're pretty close, man.

Jamie Buskirk: Yeah. Yeah. We We'll round up. Thank you, Linda. I appreciate it.

Linda Grass: Anybody else want to know?

Jamie Buskirk: I don't know how many more pink ribbons we've got here so far.

Charly Mitchel: I want to know if you had lap times for those that session that didn't have the transponders uh picking up.

Linda Grass: No. No. No. If you want to know that stuff, you need to come and work in timing and scoring.

00:24:42

Charly Mitchel: No stopwatches, huh? No, I don't want it. I was just wondering if you had it.

Linda Grass: No. Besides that, sovereign doesn't really care about that stuff.

Jamie Buskirk: Finishing order is pretty good under those circumstances.

Linda Grass: It's the laps that count.

Craig Larsen: Yeah, that's right. Yeah, that's right. We don't care about finishing order.

Charly Mitchel: Yeah. Right.

Linda Grass: I fig I figure Roxy and and Perrid know you guys well enough that they'd put you in the right order.

Craig Larsen: Oh, they do. Yeah. No doubt. No doubt.

Charly Mitchel: So over in the tech in the tech area where I was at, I saw people hurrying out to the grid for um a few sessions.

Jamie Buskirk: I I

Charly Mitchel: I never seen anybody get there so early.

Craig Larsen: Mhm. Mhm.

Linda Grass: Yeah, they said that they they said Grid was telling me that they knew that it was first come, first serve, so they were actually really early.

Charly Mitchel: really early.

Linda Grass: And then and then after lunch when we had the everything back and working um then they were upset because they didn't have to be there really early.

00:26:09

Craig Larsen: H. There's no pleasing some people, huh, Linda?

Linda Grass: I know.

Craig Larsen: Yeah.

Linda Grass: And it turns that Oh, go ahead.

Craig Larsen: Well, I thought it was a I thought it was I thought it was a great weekend. God, it was so nice to have it be 10 or 15 degrees cooler down there. Oh, wow.

Linda Grass: Yeah. Yeah. Well, and it turns out the issue was that the group uh the weekend before us were doing their burnouts on top of the loops and and ruined our loop.

Craig Larsen: Oh.

Linda Grass: And so we had to tie into NASCAR's loop.

Craig Larsen: Huh.

Linda Grass: Ruined our loop. And they were the group that ruined our loop. So, it's about five feet prior to the start uh start finish.

Jamie Buskirk: Well, hopefully they pay that bill when uh when the county when the city of Portland sends it to

Charly Mitchel: Where is the NASCAR loop? Is it right next to our loop? Oh, okay. So, I know Indie Indie Car has a loop.

00:27:16

Linda Grass: So, it's about it's about five feet prior to our loop.

Charly Mitchel: Indie car had a loop on the back straightaway. Um because they need to get their time before they get to the pit so they can or the paddic so they can pull in.

They they pull in over on the side of the track there in the I guess that's a hot pits area.

Linda Grass: Yeah, we don't use that loop.

Jamie Buskirk: Yeah, you know, Trans Am used the uh inner uh inner paddic as well.

Charly Mitchel: Yeah. Yeah. I'm just saying I know that they that's what they do.

Jamie Buskirk: Uh yeah, they were pulling in off track right off of turn 12 to enter the pits using Yeah, they'd be using the same loop.

Charly Mitchel: Yeah. So, they're probably using that that loop at the back side of the track then.

Jamie Buskirk: Yeah.

Charly Mitchel: Yeah.

Linda Grass: Well, we're really hoping that since they're not going to be there next year that we aren't going to have those issues. This that would be the first year that we wouldn't have an issue with loops at Portland.

00:28:17

Jamie Buskirk: There'll be something

Charly Mitchel: So NAS NASCAR is not going to be there.

Linda Grass: That's the Yeah. No. Yeah,

Craig Larsen: That's what we've heard.

Charly Mitchel: Oh.

Craig Larsen: Yeah. So, we're uh we're going to talk about this tonight, but we're uh we're going to try to get back the uh the noise variance that they uh that they've been using that we used to use. That would uh it would take us to 110 from 103. Yeah.

Charly Mitchel: Oh. Oh. No. A lot of them.

Craig Larsen: Yeah. It would help uh it would help the large board uh crew uh a lot.

Charly Mitchel: A lot of them.

Craig Larsen: A lot of them. Yeah.

Bill Simer: We know even Greg Peacock had a problem with the Zerox special, believe it or not.

Charly Mitchel: Yeah.

Craig Larsen: Yeah.

John Allen: So, we can finally uncork our Formula 4s and really get moving, huh?

Linda Grass: you betcha.

Bill Simer: And that car is really quiet. Um, yeah.

Charly Mitchel: Oh, they had Well, yes.

00:29:10

Craig Larsen: at this last weekend.

Charly Mitchel: So did Mark Adams with his E type, a six-cylinder E type. Um he was having they were they were meatballing him or black flagging him whichever you call it. But yeah.

Craig Larsen: Was Was this uh last this last race?

Bill Simer: Yeah.

Charly Mitchel: Yes.

Linda Grass: Mhm.

Craig Larsen: Oh, wow.

Charly Mitchel: Yes.

Craig Larsen: I didn't hear.

Charly Mitchel: Yeah. And Mark Adams Eypes are not loud cars.

Bill Simer: No. Oh, people wouldn't do that, would they, Charlie?

Charly Mitchel: And Yeah. I don't I had people ask me where the uh pickup was so they could let off the throttle when they got close to it or something like that so they wouldn't get it. But and I didn't know what's that.

Bill Simer: People don't really do that, do they?

Charly Mitchel: I don't know.

Craig Larsen: I never let off.

Bill Simer: Jamie, have you ever done that?

Linda Grass: Do you know where the sound Do you know where the sound meter is at Portland? Um, there are several Oh, no.

00:30:10

Linda Grass: I don't Oh, Bobby says there's several sound spots around Portland.

Jamie Buskirk: There's more. There's more.

Linda Grass: It's not It's not just one.

Jamie Buskirk: And one of them's fixed and the others are the traditional location just before the pedestrian overpass track left, but they've got some on the backside and they move them around. So there's there's no be there's no defeating Oh, really?

Bill Simer: Oh, those sneak those sneak.

Linda Grass: So, nobody can really lift.

Jamie Buskirk: Not turn a lap. I uh I I had a personal best lap with my mufflers on.

John Allen: I'd like I'd like to know who calibrates those because more than one makes it much more difficult.

Jamie Buskirk: So yeah, it's uh it makes the car completely different to drive.

Craig Larsen: see it's it's Isn't it really it's more the hassle factor of of putting mufflers on than you know it it's just unfortunate to have to do

Jamie Buskirk: Now uh in the cabin, the loudest noise is the uh is the gear sound from the transmission. Usually the exhaust rounds that out and then some.

00:31:22

Jamie Buskirk: People keep asking if the car is supercharged when I'm running it with the mufflers.

Charly Mitchel: Have you ever wearing worn earplugs?

Jamie Buskirk: I cannot drive without them. Yeah, I've got some custom molded earpiece.

Charly Mitchel: Oh boy, I have some. And when I first put them on, I boy, the car makes so much noise when you don't hear the exhaust. Yeah, you can hear the drive shaft, the gears, everything.

Jamie Buskirk: I've uh forgot to put my earplugs in exactly once with this car and I was

not I was not the same for three or four days. It was really debilitating. Yeah, it's no joke. It uh I didn't feel good for a while. Who's that? Is there somebody else I need to check into this meeting? Who's the dog?

Linda Grass: That was Quinn.

Jamie Buskirk: I'll put Quinn down here on the attendees.

Linda Grass: Yeah, I've got Bob. Bobb's here and I have Quinn and Bandit.

Jamie Buskirk: Oh my goodness. All right. Four for the grasses.

00:32:30

Jamie Buskirk: All right.

Craig Larsen: So, so Linda, how was the uh new RV for this trip?

Linda Grass: It was wonderful. We were able to put the generator on auto, so when it got too hot, the generator automatically started and so did the air conditioner.

Craig Larsen: Man, you guys are living large.

Bill Simer: Nice.

Linda Grass: It was It was sweet.

Craig Larsen: Well, I'm glad it worked out.

Mike Lawler: Jamie, Sherry is waiting to get That's what she says.

Jamie Buskirk: really I don't see any indication that she's knocking on the door. Um, this has happened before and I don't know that I can fix it fix it because I don't see her anywhere.

Mike Lawler: Sort of try again.

Linda Grass: Mike, tell her to try again.

Mike Lawler: Hi, Jen.

Jamie Buskirk: Let me resend the link. Make sure she's got the right one.

Mike Lawler: I've got that somewhere.

Jamie Buskirk: Yeah.

Linda Grass: I know. Hi. Don't get me. You get your brother.

Jamie Buskirk: I just reset it to her mic. Hopefully, uh, yeah, if she's trying to use the wrong code, this won't work.

00:34:13

Jacque Riehl: Mike, I'm curious what that is in your background.

Mike Lawler: That's a little car.

Jacque Riehl: Is it a little car? Okay, cool.

Craig Larsen: It looks like it's made out of uh cardboard boxes. Like,

Mike Lawler: It is. We That's Roxan's uh Roxan's car. Her and Becky about four years ago, we had a whole bunch of lunchbox cartons.

Jacque Riehl: Oh, cool.

Mike Lawler: We decided to make a little car for grid.

Jacque Riehl: Cute. I love it.

Mike Lawler: Has little little fixed wing tires. Has sovereign on the side. It didn't pass Charlie's Tech, but who cares?

Craig Larsen: you're right.

Jamie Buskirk: It's got a ham sandwich under the hood.

Charly Mitchel: Yeah.

Craig Larsen: Right.

Mike Lawler: Yep.

Craig Larsen: Yeah, it's kind of it's kind of beyond tech.

Mike Lawler: Yeah. Had little tires on, little steering wheel, little fan. You see there on the back right about there.

Jacque Riehl: Oh, cute.

Mike Lawler: Little stripes on the side. Checker flags.

Craig Larsen: I was noticing a that uh pretty cool uh doodlebug scooter in the paddic at the CRC.

00:35:22

Craig Larsen: Uh man, that thing was sweet. Uh, it made me wish I hadn't sold my uh my pit bike.

Mike Lawler: Yep. See, to get you a whole view of it. There it is.

Craig Larsen: Oh man.

Mike Lawler: Wheels, the whole nine yards.

Jacque Riehl: That's awesome.

Craig Larsen: So, could she put it on her shoulders and run around or something?

Mike Lawler: Uh, no. Well, let's see. Yeah, I got a picture of Beck of Becky doing that on grid three or four years ago.

Craig Larsen: Okay, here we go.

John Allen: Yeah. Yeah. I've seen the Becky one. I didn't know Roxan probably wouldn't do it.

Mike Lawler: No. That's also the weekend they sabotaged my cart. They put a fixed wing on the back of my cart, put hung a flamingos off of it, put racing numbers on it. Surprised me when I got there.

Craig Larsen: Ah, the good old days, huh?

Mike Lawler: Yes. When we had

Craig Larsen: Yeah.

Jacque Riehl: Everybody's very quiet tonight.

Craig Larsen: Yeah.

00:37:06

Craig Larsen: In nervous anticipation of the meeting.

Bill Simer: That's it.

Craig Larsen: Yeah. That uh that breathtaking agenda that'll challenge everyone. Yeah. Well, it's kind of unfortunate this meeting came up so quick after the CRC, but maybe it's maybe it's good, you know.

Charly Mitchel: No, no, no.

Rich Newman: Greg those ground you again.

Craig Larsen: And another thing well, it took it took me all Monday to recover from the CRC.

John Allen: So, I don't know if you knew now.

Craig Larsen: I don't know about the rest of you guys, but uh I was uh it it was a great weekend of racing, but man, I was worked out.

Jamie Buskirk: It's a good thing.

John Allen: The Fords got out of there early.

Craig Larsen: What now? What? John.

John Allen: I said the Fords got out of there early. We were I don't know. We left the track by 1:00. So for first because we are almost always the last one there.

Craig Larsen: Yeah.

Bill Simer: Wow. Hey, Craig. Renee was playing on the Doodlebug the other day at the track.

00:38:16

Craig Larsen: Oh man, it was really cool.

Bill Simer: She thought it was pretty cool.

Craig Larsen: I like the way it it would like uh I don't know. It would sit down when you got off it, right? It had some kind of you could adjust the suspension so it just sat on the frame, right?

Bill Simer: Oh, no kidding.

Craig Larsen: Yeah. Yeah. Somehow it was it was a trip. It reminded me of the uh many of you will remember the uh Barco Lounger races at uh at uh the historic one year. U remember those electric Barco lounge challenge?

Bill Simer: Yeah, right.

Craig Larsen: Yeah. Yeah. Uh, in in my uh imagination, I imagined a doodlebug race. I think there'd be a massive cheating going on, of course. But, uh, I don't know how that got organized that year, but it must have been three or four people who decided to do it. Sherry would know.

John Allen: That was Chuck.

Craig Larsen: Oh, it's Chuck. Well, it was brilliant.

00:39:24

John Allen: Anything with a motor. That was him.

Craig Larsen: Yeah.

Bill Simer: That is the mantra.

Craig Larsen: Exactly. That's why I don't have a bicycle. That's I actually do, but I'd like it better if it had a motor.

John Allen: All right, I got a deck of cards for you.

Jacque Riehl: You know they make those now, Craig.

Craig Larsen: Huh?

Jacque Riehl: You know they make those now, right?

Craig Larsen: I know. I know they do. Yeah, I know they do.

Sherri: Anybody heard of um

John Allen: The really good old days.

Craig Larsen: Yeah.

Bill Simer: I had a Verum motor. You know that Mattel thing you'd clamp on your bicycle? It made motorcycle sounds.

Craig Larsen: Oh, perfect.

Bill Simer: Yeah, it was fun.

Craig Larsen: That's halfway there.

Sherri: so has anybody heard of cycle cart?

Craig Larsen: Yeah.

Mike Lawler: I was just about to ask him if they did.

Jamie Buskirk: I think Phil Phil wants to bring up the subject of cycle cars.

Sherri: It's it's it's psycho cart with an ass.

00:40:33

Jamie Buskirk: One of these meetings

Mike Lawler: cycle carts. They're like soap carts, like soapbox derby things with with little with little engines.

Sherri: They look like giant soap box derbies.

Craig Larsen: Yeah.

Mike Lawler: No front brakes, no suspension in the rear. All wooden bodies, no roll bar. That'll take care of Charlie.

Charly Mitchel: Yeah.

Craig Larsen: Well, as long as they as long as they stay with themselves.

Mike Lawler: Top speed is 40 miles an hour. How long a thing could it take for a lap?

Craig Larsen: Uh about enough time to eat a sandwich if if you want

Mike Lawler: A 20 minute session? That's maybe two, three laps. That's about it.

Sherri: That's one.

Jamie Buskirk: Get get your calendar out. They'll be back next week.

John Allen: This is This isn't where I make a Formula V joke, is it?

Craig Larsen: to go for it.

Mike Lawler: Uh, they don't like you anyway, so go ahead.

John Allen: Hey, get in line.

Jacque Riehl: Be careful, John.

Craig Larsen: We were we were mid pack in group one, two, three, four, so I can take a hit.

00:41:45

Bill Simer: John, you have you have to drive one first before you uh make jokes about him.

Craig Larsen: Yeah, that's right.

Bill Simer: Yeah.

John Allen: I'll pass.

Mike Lawler: Good

John Allen: Craig, you're going to have to drive a Formula 4. Then we can talk and especially turn one at the start of a race with a Formula Ford.

Craig Larsen: Well, yeah. Uh well, you know, uh my uh my move at Portland for turn one is to let off and let everybody else go through the first lap.

Jamie Buskirk: Remember, if you break it, you will buy it.

Craig Larsen: That's like there there there's there's no win in jamming in there.

Jacque Riehl: Craig, we have a Russell Alexis you can borrow.

Craig Larsen: Yeah. Borrow. Yeah. Yeah. Right. Right. You break it, you bought it.

Jacque Riehl: Exactly.

Craig Larsen: Nice try. No bite.

Jamie Buskirk: I've ne I've never thought borrowing a race car was a good idea.

B Kalben: Can I ask a question? Can I ask a question? Um, since we haven't actually started the meeting yet, just so I'm with everything.

00:43:03

B Kalben: So, I see Debbie Haley was on the invitation list. Is she still involved with Sovereign or am I Okay.

Jamie Buskirk: Not not too much, buddy.

Craig Larsen: There's a big invite list, you know, people are welcome to join um if they want.

B Kalben: Okay. Okay.

Craig Larsen: Yeah.

B Kalben: Just just stay.

Craig Larsen: Yeah. It's it's not mandatory. It's just a big list. If you if you were on it, you'll be on it. You know, you'll keep getting messages till you want to get off.

Jamie Buskirk: Yeah, you'll be well into the afterlife before you stop getting the

Charly Mitchel: Thank you.

Craig Larsen: Yeah. At the rate we do list cleanup.

Mike Lawler: It's triple forms to get your name off.

Craig Larsen: Yeah. Right. There's a form

Mike Lawler: Yeah. Triple times.

Sherri: And make sure it's in triplicate.

Mike Lawler: triplicate. There you go, Jamie. It's time. Make it happen, buddy.

Jamie Buskirk: I was just looking at the clock. I've got three minutes still.

00:44:02

Jamie Buskirk: You uh 559 on my computer. Close enough.

Sherrri: Mine too.

Jamie Buskirk: Uh let's let's call this meeting to order. Um I uh let me let me reverse Craig's first two items here. Uh, I'd like to uh ask for a motion to approve the August minutes. I'm sure everybody read them very carefully and everybody is very much in in agreement. Um, let's see.

Mike Lawler: I'll make a move.

Jamie Buskirk: I got a Thank you, Mike.

Mike Lawler: I'll make a motion. We sir accept.

Rich Newman: I'll second it.

Mike Lawler: Mhm.

Jamie Buskirk: Do we have a Do we have a second?

Rich Newman: I'll second Rich.

Jamie Buskirk: Thank you, Rich. Um, I'm admitting people here. Um, do we have a uh a vote, a show of hands to approve said minutes? Everybody, what about the All right, there's two hands up.

John Allen: Not

Jamie Buskirk: I'm gonna I'm gonna give myself a thumbs up. There's some thumbs. All right, the mo uh minutes are approved. Um, with that, I'm going to turn it back over to Craig.

00:45:02

Jamie Buskirk: I think he's uh gonna ask you guys if you've got any additions to the agenda.

Craig Larsen: Yeah. Um, uh, Jackie and I offline were just talking. Uh, Jackie is just going to make a brief announcement later about, uh, the survey we did and getting that out. But is there anything else people would like us to add to the agenda tonight?

John Allen: We had a incident with the Formula Fords of a very slow car that was actually dangerous and actually could cause an accident.

Craig Larsen: Okay.

John Allen: So, um I don't know if we've got that might be just a comp committee

discussion, but we might want to look at how we bring people from outside in.

Craig Larsen: Uh yeah, under you know we have uh John is going to just talk a little bit about the process. he's been going through for incidents at the CRC and we can certainly add it there, John. Okay, cool. So, uh, what I first wanted to do is, uh, just do a brief review of the CRC since it's fresh and since our meeting is like, you know, 3 days after the event.

00:46:06

Craig Larsen: Um, I don't intend this to be like, you know, a deep conversation, but more um, impressions and I thought just sort of a um, overview for everybody on the call. you if people are looking at their agenda. Um uh I want I was hoping that we could have just sort of a brief overview from everybody of their reaction then uh some comments from race chairs um and then talk a little and uh talk a little bit about the ABFM partnership and then talk a little bit about the future of the event. So people just want to jump in on general impressions of the event or something to think about. Uh Sherry, you are you Johnny on the you're Sherry on the spot. You're up first.

Sherry: I'm requesting that we put in a request that the mosquitoes go away.

Craig Larsen: Oh man, who do we put that request into?

Sherry: Whoever it is, they don't live.

Craig Larsen: Our our high our higher power.

Mike Lawler: The mosquito god.

Sherry: I I am so tired of being bit.

Craig Larsen: Yeah.

00:47:07

Craig Larsen: Yeah. I saw I saw you on Sunday. It looked bad then. Yeah.

Sherry: Yeah, I'm allergic to them. So

Craig Larsen: Oh man.

Rich Newman: Well, they can spray.

Craig Larsen: Oh man.

Rich Newman: In all seriousness, they can spray for it. They sh

Jamie Buskirk: DDT baby.

Craig Larsen: Well, yeah. Uh, yeah. Talk to the parks department. Um, they love they love

spraying. Uh, John Allen, you're next up.

John Allen: I'd like to I mean the weekend was great. I had a great time. Um but that 10minute qualifying I think I'd like to put a motion forward at some point about a minimum of 15 minutes for any session because 10 minutes isn't enough to get out there, bed your brakes in if you have them, and get a hot lap in.

Craig Larsen: All right. Thank you. Uh uh John Ranken, I think you're next.

Johnnyboy Rankin: Okay. Yeah, I thought I thought there was a lot of good things about the weekend, but from my personal point of view, it was my least enjoyable race weekend in as long as I can remember.

00:48:09

Johnnyboy Rankin: So, there's a lot of things. Some of it comp committee stuff and some of it is like with you know the the business with uh um with the the timing not working that was a pain and it ended up being more of a pain for me and my group personally but um but I thought I I love the announcer. I don't know what other people think of him. I think he's great. M Don't What do you think Mr. Bookerk?

Jamie Buskirk: Uh yeah, he has a tendency to put a little top spin on everybody's last name. Uh yeah, Mr. Fola was also got a lot of attention. Jim Frola.

Johnnyboy Rankin: Yeah, happy Gilmore.

Jamie Buskirk: Yeah.

Craig Larsen: Yeah.

Jamie Buskirk: Yeah. I think he's great. He's very engaging. is energetic, upbeat, and uh he keeps people listening. So, I give Mr. Lacia Lassi a big thumbs up.

Johnnyboy Rankin: Yeah. No, I I enjoyed I enjoyed hearing him and uh and uh and he was knowledgeable and interesting and kept things going.

00:48:58

Craig Larsen: Yeah.

Johnnyboy Rankin: I thought that was uh thought that was good and had energy and and excitement with the races going on and I think that commun communicated itself throughout the paddic and into the uh all British field meet.

Craig Larsen: All right. All right. Thanks, John. Uh, Rich, go ahead.

Rich Newman: Um just a real quick comment and this could maybe be a future

discussion. Um but I I thought the group one through four was a big group and it was very different in terms of speeds again. So between cars. So I know that's a difficult thing to do and to get everybody time seat time and and the like, but I think we I don't know where we started, Sherry, where we ended up with. I know there were 39 cars originally listed on PI and um some of those sports racers, they're really fast and awesome, but for us middle of the packers, it's about last couple of laps in there when you're really trying to grind it out with with um with the group that you're running with.

00:50:03

Rich Newman: Um the sport racers come through and then the Formula V's too are hot on our tail. So, it makes for interesting racing for sure and I was reminded of that, but it also makes it not so fun, especially toward the end. So, but I think it was safe. Um, which is our biggest concerns, but just just generally I'd like to talk about the groups at some point when we can try to order things differently.

Craig Larsen: It's a It's certainly a challenge. Uh I'm in your run group and uh you know 3940 cars um you're inevitably going to get a bit of a mix there. Um yeah. Uh uh John, you're John Allen, you're up next.

John Allen: I just wanted to put a big thumbs up to uh I forget his name, the guy who did the beer uh tickets and stuff to get everybody together and kind of mingle with the the corner workers, which is what I always try to encourage. But I thought that was a pretty good event right there.

Jamie Buskirk: That was Dr. Don Thean.

00:51:02

Craig Larsen: Uh Jamie.

Jamie Buskirk: Like some clarification.

Craig Larsen: Yeah.

Jamie Buskirk: Yeah.

Craig Larsen: Yeah. And and you had your hand up, too.

Jamie Buskirk: Um yeah, you know, we uh we talked about bypassing the chicane at a meeting uh you know, within the last few weeks. said, I don't know if it was the last BOD meeting or if it was one of the historic planning meetings, but uh the consensus was that uh it was safer to run the chicane. So, I I think we should talk about that. Not tonight

necessarily, but down the road. I personally think the chicane is pretty hairball. It's pretty dangerous. And uh you know, that's my personal opinion, but uh damn, I think it could be discussed some more. The consensus is to keep it. That's fine, too.

Craig Larsen: Well, that's where we that's where we ended up last time, but it doesn't mean that's where we have to end up. You know, I I think it's a fair conversation uh each time around.

Jamie Buskirk: Yeah.

00:51:59

Craig Larsen: Um Bill, go ahead.

Bill Simer: actually. I think Lauren's up next.

Craig Larsen: Oh, I'm sorry, Lauren. Go ahead.

Loren: Uh, thank you. Can you guys hear me? Okay, excellent.

Craig Larsen: Yeah.

Loren: Um, I just I'm sort of keeping notes here. Um, I agree with what was said about qualifying time. Um, I I'm not at all trying to excuse myself for looping my car twice in the chicane during the Sprite Midget race. Um, but, uh, you know, 10 minutes of qualifying when I was trying to break in an engine um, kind of messed me up for that um, first race. We also had a brand new driver who had a no start issue for that 10-minute session. And so his first race ever was the SMC race with the Lama start. Um uh I I couldn't hear the announcer at all. Um so that was just probably a function of where we were. Um uh I I noticed I think sort of subjectively more ABFM folks in our area of the paddic.

Craig Larsen: Mhm.

Loren: And as we were sort of um as I was thinking about it, I realized, you know, we sort of build this giant Mino line between the car show and where we have traditionally paddocked with um Andy's trailer and Steven's RV.

00:53:21

Loren: And it occurred to me that we could probably adjust that and keep everybody happy and have a more open cohesive environment, but not if we move ourselves into the inner paddic, which I'm not a huge fan of because then we're trapped in there. Um, wanted to apologize to the group. I really wanted to run a couple of paddock tours for

the ABFM folks and I just was out of energy. I couldn't pull it together. Um, I still think that's a good idea to do in the future. Um, I 100% agree with what Rich says. Um, I I think we need to look at moving the fastest cars from that one slowest run group into the midboard group. um their lap times are very comparable and in a lot of cases faster than the midbore cars and it just creates a you know we had people running in the 120s and then we had Jean Pierre running in the 210s in in that same run group. It it would be different if it was 15 cars but it's 40 cars in one run group and 15 midboard cars.

00:54:33

Loren: So it would balance out the run groups and make the racing more interesting I think for the drivers and the spectators. Um I because it came up for me. Um I realized that there was no conversation in the drivers meeting about where the hot pit and black flag station was. Um that's just a note. Um I came off the track early because I was confused about flagging in one session and realized I wasn't quite sure where to go. So I just went back to the paddic. Um, and I I'm all for using the chicane. Um, that the speeds at the end of that front straight would be um really something without that chicane there. And I I've other than me, I don't think we had well, we had one incident there I know of in a Formula 4, but mostly it was me spinning around there this weekend foolishly. Um, that's it. Thank you.

Craig Larsen: Uh, thanks Lauren. Uh, John Allen, I think you're next.

Bill Simer: No, actually I think I'm next. Craig, you you you done you done hooked me back up.

00:55:30

Craig Larsen: Well, I'm lost, man. Wake up, Craig. Bill Syr, you're next.

Bill Simer: Yeah. So So I spectated this weekend. Um I I was in and out doing other things, too. it. Um, you know, the the closing speeds in that group, the the most fascinating thing, there was a Mark1 Lola that was in the 120s and it was the only Mark1 Lola in that group. Um, I don't know if the other guys in Mark 1 las would mind being moved to the midborg group, but um, great great discrepancy even among those cars that should be very similar. Um, so you saw Thor Johnson running actually quite a bit slower and Curt Delbenny. Um, so that that was interesting. Um, it was last meeting we discussed the chicane, Jamie, and I was the one who commented that I think it's it is

unsafe to use the chicane. Every time I've been hit at Portland, well, two out of three times I've been hit at Portland's been in the chicane. Um, so that's personal experience on that.

00:56:26

Bill Simer: And I've driven it, Lauren, without the chicane. And I turned in my best lap times ever on that track and didn't have a problem at the end of the straightaway. I mean, you just know you got to you got to slow down. I mean, it's like any track, you learn how to drive it. Um it it was an interesting event from a spectator standpoint. Um you could not hear the announcer down at the chicane. There were no speakers operating down there. Um so people normally sitting down there would hear that and they they couldn't. So I think there was a facility problem. Um but uh but enjoyable. It looked like people were having a good time and um unfortunate that the timing and scoring didn't cooperate.

Craig Larsen: Thanks, Bill. Now, if I'm correct, John Allen is next.

Bill Simer: Yeah.

John Allen: Yay. All right. Um, I totally agree with the passage between the AF ABFM and the paddic. Uh, that usually that one aisle way is open that has the rocks at it near the the coffee stand.

00:57:24

Craig Larsen: Mhm.

Bill Simer: Request

John Allen: I'm not sure why we didn't have that open this time. We had a block with a bunch of parked cars. Um, we should also consider getting signage saying, you know, paddock this direction, uh, to try to encourage them to come in because I think the people that did show up were very interested in our cars. Um, and that's can't be anything but a good thing. Uh, as far as the chicane, if we get rid of the chicane, to me, it's like getting rid of turn 5A at Seattle or the corkcrew at Lagona. I mean, it's kind of to me the corner of the track. It's the one that's most challenging and you know to me it's the most fun. Yes, it's the most dangerous and it's probably pucker factor especially at the start but I don't think it'd be the same race without it.

Craig Larsen: Thanks, John. Uh, John Reen

Johnnyboy Rankin: Yeah. Um, you know, I agree with Rich about about the uh about the gridding. Um, but the issue is there's really no good solution.

00:58:28

Johnnyboy Rankin: I mean, the idea that that um you put cars together that are running similar times, um, you have to consider the difference in the types of cars. I mean, you take my car, which is fiberglass. It's just like a Formula Ford, except it's got a a very flimsy full body on it. and you put that in a collision with a a 240Z, a 280Z, an Alpha, something like that, and I'm gonna get crushed. And so what you have is cars that are vastly dissimilar in their protection of the driver um with very aggressive um driving, ending up in the same uh spot at the same time. And you and since we're talking about the chicane, you can imagine um uh if I'm gridded third or something in that midborg grid and I got Porsches all around me or the you know whatever and we're at the start trying to get into that chicane very dangerous spot for me and I and to be honest I would never run my car in that grid. um years ago uh when there when there were more sports racers um we used to occasionally run with the Fords and since there's an Emerald Cup you could have the Emerald Cup that's exclusively for the Fords and then the rest of the time you could grid the faster sports racers with the Fords or something like that because they also run the same times and they weigh the same same basic construction.

00:59:49

Johnnyboy Rankin: Um it's a it's an impossible situation and there's no good answer I think which is the answer. Um, and maybe the the best way to do it is to just keep mixing it up and not have it the same every time or something. So that I I don't know what the answer is. I'm certainly open to any kind of an answer, but um the safety aspect is the thing I'm most concerned about and particularly as it regards me. So that's kind of where I am on that.

Craig Larsen: Fair. That's fair. Uh Sherry, you're next. Uh Sherry, you're next. Uh Sherry, I'm calling on you. Is your I don't think your mic's on.

Bill Simer: You're

Sherri: Yes, it is. I had to I had to to make it what that way.

Craig Larsen: Oh.

Sherri: I had to find the mouse and the button at the same time.

Craig Larsen: Oh, man.

Sherri: It's very difficult. Um the solution to the problems is the groups are already made. The groups are there.

01:00:49

Sherri: The solution is to drop the number of races we do and split our groups up more because one through four is four groups. It's designed to be four separate groups if we have the numbers to do it. The time is our issue. The other part of that is, and this is just stuff to think about when we start talking about setting up schedules, is um you know how long the sessions are.

Mike Lawler: Right.

Sherri: And at one time we tried to put maybe half the half the run groups are running on Saturday for group race three and half of them on Sunday. And so many people complained about that that we stopped doing it.

Mike Lawler: Okay.

Sherri: So there's there's a lot of answers out there. It doesn't come down to changing the groups. It's the the way we structure our event weekends with not as many races or 15minute races instead of 20 or combination thereof to be able to add groups back in. We did have even when we started the Formula 4 uh the Emerald Cup, we were running the regular group 9101 together and there were so many complaints that we had to split them because the 10-11 groups would have disappeared.

01:02:01

Sherri: At least the board kind of race if we have to race to the forts. That's it.

Mike Lawler: Just just to add on to what Cherry's saying is that the solution may be to uh to schedule fewer races during a race weekend.

Sherri: Oh, one of the

Mike Lawler: For example, on Sunday between 1 and two o'clock, 75% of you guys out there go home and we got group race five there and you have to go search for cars. So maybe you just end it at about 3:00 at the end of the day and save the the time for race group five and build that into Saturday and Sundays in the mornings. Just a suggestion.

Sherri: So the the other part of my comment, Craig, is on the timing system.

Craig Larsen: Um, yeah, we heard.

Sherri: Um, we can thank NASCAR for that. They did donuts on the line it up.

Mike Lawler: Yeah.

Sherri: So there you go.

Craig Larsen: Yeah, we heard. Yeah. Yeah. Well, and you know, system breakdowns periodically is just it's part of life, you know, but uh it it was unfortunate.

01:02:58

Craig Larsen: Made a lot of people had to scramble. Um Bill Simer, you're next.

Bill Simer: Yeah, just uh just for the record, um I uh John, I I drove my Lotus 23 with a Formula Ford when I the first year I bought it and um Chuck Okconor ran into the back of me in the braking zone, but what I found is that the cars although their their times are similar, they they behave differently on the track. Our cars weigh a little more and uh so we make the speed in different places. So I would not be I would not welcome putting the sports racers in with the Formula Forge despite the obvious construction similarities. They're very different cars and and um you know I've been hit twice in the chicane like I said and then I got rearended and had my car taken out one weekend by Formula Ford. So, um, I don't know that either of those solutions would be something I would be strongly supporting.

Craig Larsen: Thanks, Bill. Uh, Mr. Newman.

Rich Newman: Uh, just quick comment, John.

01:03:52

Rich Newman: Thanks for the feedback on that with the Sport Racers, Bill. I get it. Um, I don't I I love seeing those cars out there and if that means they're running with me, that's fine. I think that next year, rumor has it that we might have a lot of sprite midgets out on the track that probably could get our own group together. 20 20 cars plus, maybe that's the right solution. But um yeah, I I appreciate the feedback there. And I I do think the priority is safety no matter what. I just wanted to call out that somehow it it's a lot to deal with out there. the way that group was set up at Portland, for some reason it was more um and I do think the disparity in some of the slower cars too, that also adds its own complications. The split grids like I know you guys know how to do all this. I just wanted to call it out and I think it was a discussion in the paddock. Um I appreciate and respect the conversation.

01:04:47

Craig Larsen: Um, before I go back to you, John, I was going to say, uh, yeah, it was odd to have one, uh, very slow car in that run in those run groups. Um that uh um was a was a potentially dangerous situation. Uh John Ranken

Johnnyboy Rankin: Yeah, I mean I I I think everybody has um brought really good points out about about everything that they've said and I think that that it it it once again goes back to um we we present Sherry with an insoluble problem and say solve it. So that's not fair. and and uh u I I think um you know I mean you can look at all sorts of things like the the the wings and things that what did they have five cars in that group and then we've got another group with 40 close to 40 um I I don't think there's yeah I I don't think that there's a good solution.

Brad Shinn: Thank you.

Johnnyboy Rankin: And I just there there is a solution, but it's one that that somebody including me might not be happy with.

01:05:49

Johnnyboy Rankin: And that's just the way it is going west.

Craig Larsen: The interesting part I think John you might have mentioned it. Um, uh, despite the disparities in group 1, 2, 3, 4, uh, it was a very safe weekend. You know, it was a, that's a large run group. And, uh, it, uh, I I I felt great and safe out there the whole time. I had a I had a great time despite slow cars and fast cars. Um, Right.

Johnnyboy Rankin: It was complicated by that timing thing because then you had cars at different speeds all the way through the pack on the first race and that was uncomfortable for everybody. I know you know because the fast cars were trying to get at least towards the front so that they could start in the front and because that's traditionally the way it works is and by the time they come around to the slower cars there's been some they spread out more but it didn't work that way because of you know conditions. That's the way it was.

01:06:38

Craig Larsen: Right. Um Jackie, you're next.

Jacque Riehl: Yes, I am curious why we don't always do test and tune days ahead of time because that seems to help a lot in many different ways. Is there a reason that there are some races we do and some races we don't?

Craig Larsen: Well, uh, Sherry could probably give a a better answer, but I'll say, uh, A, we don't always have the availability of the previous day, and, uh, b, we have to pay for it. Um and uh sometimes you know the the the that test and tune payment is just the same as another race day which uh that extra eight n \$10,000 for that day um just doesn't make economic sense. So we try to spread them out a little bit. And for the new like Spokane where people haven't been um it's uh and it's also a way cheaper track to rent. It's it makes it easier. Sherry, is that a fair enough answer?

Sherri: Um, yeah, it's close. I mean, the it's all other things that you have to have there to make that day work.

01:07:35

Craig Larsen: Yeah, I'll take it.

Brad Shinn: No.

Sherri: A Tennessee day is exactly the same as a race day as far as organization and cost is concerned, including equipment that you need.

Craig Larsen: Right.

Jacque Riehl: my Yeah, that makes sense.

Sherri: Yeah.

Jacque Riehl: But I have to say that it makes it for a lot safer race when we have a test and tune day because I feel like people get to get out there and actually feel the track and and figure

Sherri: What?

Craig Larsen: No doubt.

Jacque Riehl: out their cars ahead of time. So, I mean, that's just something that I heard a lot of racers, including my racer, my hubby, saying that that it's just it makes for a safer and and better race. And I think that I mean, I know that we would pay more to have that extra day. Um, I don't know if that's the case across the board, but it does make it safer, I think, in the long run.

Sherri: you would have an extra cost on the on that day to the racer, you know, and the problem you run into is how many races are you going to need to make it pay for that

attie that day.

01:08:22

Craig Larsen: Yeah.

Jacque Riehl: That's it.

Sherri: We haven't had one in I think about three years now. Um where one of the local clubs, a Lotus Club or something was was doing it and um they couldn't make it pay and they couldn't make it pay. That's why they quit doing it. You know, maybe it's approaching pro drive and say, "Well, you were on a test in tune on Friday." Um, just like Kit does, you know, before some of our events.

Craig Larsen: Right. Um, I uh we've spent uh almost 25 minutes on this. Uh uh Steve, I'm going to give you the last word, buddy.

Lori Newby: Okay, I appreciate that. Um, yeah, what Sher says is correct. Um, you know, we we've got a lot of cars and a lot of races to put into a very short schedule. Um, but what I want to say about groups one, two, three, and four is we may have the biggest grid out there, but I want to let you know that it is the most respectful group out there. People take their time to pass somebody.

01:09:31

Lori Newby: um you know if we get involved with you know the uh the panard um I I find that um I seem to you know catch up to him at the same spot on every track. So you know whether I go to the left or go to the right you know he's he's prepared and um you know we take our time even you know I even saw John Rankin you know back off at

Craig Larsen: right?

Lori Newby: one point and not pass somebody. So that's got to say something.

Johnnyboy Rankin: Oh, that was cold, Steve.

Craig Larsen: Thanks.

Johnnyboy Rankin: That was cold.

Craig Larsen: Thanks, Steve. Uh, so, um, I wanted, uh, uh, Tom, uh, Bruce and, uh, Mike have a chance. Does any any race chair news from the CRC that, uh, we should, uh, the board should hear about?

Sherri: Are we muted? No. Okay. Um, we've got Labor Day next. So, we've got that. We may get a sound variance that's still being worked on.

Mike Lawler: Yep.

Sherri: Um, if you guys if if we didn't know that the sound wasn't working in the chicane, if someone had come and told me or Mike or Bruce, who would have told me, um, we could have gotten that fixed.

01:10:51

Sherri: Uh, so we need to know these things if because there should be sound all over that track. So if you're somewhere and you don't can't hear the PA, let us know and we'll try and figure out why. We're we're paying a person to be there to do just that. You can also services now.

Craig Larsen: Um, I was going to say, I don't know if everybody heard the first thing Tom uh mentioned, which is there's uh we have a potential for a three-day weekend uh next year at uh Portland. Um, and uh, I think everybody could hear about the sound. We have a potential to get the sound variance back.

Jamie Buskirk: I think he was also saying that uh he didn't realize the PA was down on part of the track and that could have been uh addressed if uh the right people knew about it.

Craig Larsen: Yeah. Yeah. Um, Mike or Bruce, anything you want to add?

Mike Lawler: Um, I'm a little pleased that we had an excellent worker turnout for the event or race official turnout. I extremely surprised with that.

01:11:53

Mike Lawler: Little little screw-ups or at least Tom uh with our new concession stand guy there, but Tom took care of that. One of my main concerns was our grid area and our spectators when they're coming in and making the right-hand turn to going down into the paddic. They cutting through the paddic area and cutting right through grid. So, I think a couple years ago we put some cones and stuff out there. We're going to take care of that next year or maybe put a security person down there keeping from cutting cutting across in through the grid to get into the paddic area. Other than that, that's it.

Craig Larsen: All right. Uh Bruce, you good? Okay. Excellent. Um uh I don't know why I put ABFM Partnership on here. Um there's sort of more to come about that. Uh uh actually Tom, do you just want to Tom Masterson, do you want to say a little bit about uh uh the city's plans or potential thinking about our contract for next year or is it too

early?

01:12:52

Sherrri: No, I can give you what what we discussed Monday morning is it's going to be two they they want to do it as two separate events for and I understand why from their perspective it it is and really from ours it is too um and they may move us to the inside and leave ABFM on the outside which lets ABFM do their autocross thing and whatever. And they're looking at getting rid of that giant slalom which gives us two another hour in the day. Um largely because it's dangerous.

Craig Larsen: Uh uh Linda, go ahead.

Linda Grass: The one the one thing I like about being on the inside is we had issues with people over at the giant slalom walking over to the barricade right next to the track trying to watch the cars and take pictures and I we had to jump out of ours get a hold of security and tell them to get those people out of there cuz they were not in a safe spot. So if we were on the inside, we wouldn't need to worry about that.

Craig Larsen: Yeah.

01:14:10

Craig Larsen: Thank you. Um okay. Uh the um so we kind of covered the the last thing the last item on this u I was talking to a few people. Um this event I think in the future uh we need to think about being more organized about all the things that aren't race specific. you know, our our race chair team has got a handle on uh on on the race itself, but the peripheral events around it, it's a it's a big enough deal to be um maybe not as big as the historic, but certainly deserves um you know, a team possibly to um organize all the I'll call it the pageantry part of the event. There's lots of good ideas out there about how this event could be built, particularly around connection to the ABFM and British cars in general. Um, and it's a fantastic event, but we just don't we're not organized that way. So, I'm not expecting any comments or any uh great in insight about it, but I think um as we prepare for 2026, uh it's something for us to think about.

01:15:18

Craig Larsen: I hear some I see some shaking heads, so I'll take that as not a completely ridiculous idea. So, uh, but so stand by for more on that. Um, I want to move to, uh, the competition committee. John, uh, Rank and I, I, uh, and, uh, um, Jeff, uh, since you weren't there, this will all be news to you. Maybe you and John have talked.

Johnnyboy Rankin: Sure.

Craig Larsen: Um, but John, I wanted to just give you a chance to just say not what the results of reviews are necessarily, but what your review process has been uh, for the competition related issues at the CRC. If you'd like to do that

Johnnyboy Rankin: I mean it it I will say that the um the orange sheet uh telling us what the infraction points are and and what uh what you can expect uh is extraordinarily helpful because in one way because it it it uh makes it quite clear to everyone. In another way, um there are things that are kind of tweeners, you know, that that is not it's not neither fish nor fowl and there's not really a lot of flexibility in dealing with that situation.

01:16:27

Johnnyboy Rankin: Um and I'll give you just a quick example. Um, we had a uh an accident in the chicane in the Ford group and the uh ambulance went out on track and it was moving down the front straight about a third of the way down the front straight when the leaders of the Ford group came around. There was a standing white flag in 11 and a waving white flag in 12 and those guys just went blistering past that that ambulance. Um, I would like to give them points, but the way that our rules read and you know and the way that uh the white flag uh is defined in our handbook, it says carefully pass emergency vehicles and and slow cars on the track and that's that's what it limits it to. And so I don't really I'm in a situation where um I'd like to have a little flexibility but I don't. So, uh, but most of the time, um, if there's an if there's an accident, I'll go over and talk to to all the drivers involved. I'll try and get video.

01:17:31

Johnnyboy Rankin: I've had pretty good luck with people who aren't involved in the uh incidents, giving me video. The people who are involved in the incidents, you know, the

camera isn't working, the batteries are dead, uh, something was broken, it, you know, didn't have my camera on, whatever. And so you rarely get video from the people that are uh involved. And I'd like to have some way of, you know, giving a little bit more of a hammer to people that have a camera working that they won't give you the footage to. But generally speaking, people were pretty good uh about uh talking over the incident even though they weren't happy with uh you know what the result was necessarily. But where possible, I like to go ahead and tell them after I talk to everybody what what it is that and if I have somebody else there what it is that we're going to do and what they can expect before they leave the track.

Craig Larsen: Um, John Allen, go ahead.

John Allen: And John and I talked about this before.

01:18:32

John Allen: Um I'm not sure this is necessarily a solution, but uh I believe some organizations treat a white flag or a vehicle on track as a standing yellow. So if that were adopted into our rule set, then that would have given you the opportunity to have uh corrected the situation. Um, so I don't know if that's an option or not, but that's kind of my take

Johnnyboy Rankin: Yeah. You know, and I spent a lot of time looking at our at our our handbook and the way that our rules are set up and we are um under the GCR 6.1.1 um for how how the flags are uh to be treated. So, so there's some continuity there with the SECA, but the problem is that um it it it to me it's not enough for what we're doing, right? I mean, we're not nobody's racing for a place. Nobody's racing for for points that are going to carry them over into a next event. It's it's one of those things where, you know, those guys going past the ambulance.

01:19:38

Johnnyboy Rankin: Um it was like a number of things occurred to me. Number one, you can't predict the unpredictable. Number two, if the ambulance or an ambulance personnel gets hurt, the weekend is over for everybody, you know. Um, and it just seems like being as we're vintage racing, we ought to be a little bit more um careful about that sort of thing, but we don't seem to be. And and and the the handbook and the way that we've got the references um doesn't allow that. And so and and I think you

know Craig and I have talked a lot about the the way to provide clarity and transparency is you know whatever the handbook says the penalty is assess that penalty and then there's there's no going back on it. So, um I I think that that's that's the smartest move, but I do think we need to talk about um things that that pop up that we're not prepared for. And and to to John, to your point, yeah, I think that that treating a you know, in in the in the VMC rules that Craig had at the track, it said um uh reduce speed and pass with care, but those aren't the rules that are in the handbook under what the flag says.

01:20:46

Johnnyboy Rankin: And this will get into another conversation that we're going to talk about a little bit later as far as classifications of cars and what cars are eligible and what cars aren't eligible. Um there's a substantial um disagreement as to what the rules are there. And it's not clear in what in our written material what they are. So I, you know, it's it that also created a problem for me this weekend with with one of the um race shop owners.

Craig Larsen: Thanks, John. We're going to come back to this in just a minute. Uh uh Jamie, go ahead.

Jamie Buskirk: Yeah, sounds sounds like we need to uh think about a handbook revision during the off season. Um I don't see any point in doing it before but uh yeah we've got to uh convert that emergency vehicles on track to the same status as a double yellow or you know we could direct the corner workers to uh show double yellow along with white uh

Johnnyboy Rankin: I think I think the flagging was an issue. Um and and the thing about the handbook, we should have started that four or five months ago and we didn't.

01:21:48

Johnnyboy Rankin: So I think just tweaking a few things is what we probably need to do and then you know and then work on it from there.

John Allen: And I would say it would be a single yellow, not a double because half the track might be open.

Craig Larsen: Um, let me uh let me take Sherry next. Sherry, go ahead.

Sherri: Tom. Um, what we do in SECA, if you've got cars that are doing un anything unsafe around emergency vehicles, including not controlling their speed, bring in that

whole group. Call the chief steward. That's what he's there for. And have a come to Jesus meeting with them. I mean, it's it's you can have it in the rules, but that doesn't mean they're going to follow it even if they're punished because you put the helmet on, you've got the red mist. But bring them in and you have a talk with them and say straighten out or else they tend to start listening more. So, if we're having problems like that, we need to know about it. And the corner workers aren't going to catch that.

01:22:52

Sherri: You guys out there may, but let's bring them in and have a talk with them.

Johnnyboy Rankin: Yeah. Well, I mean, Tom, to be honest, one of the one of the drivers involved, his comment was in a very angry tone of voice, he said, "Well, they should know better than to send the emergency vehicle out in front of the lead group." That was his attitude. It really I mean it steamed me right now.

Sherri: There's no vintage spirit.

Brad Shinn: for that.

Craig Larsen: That's That's one of your favorite parts of the job, John. I know. I know it is. Yeah, that's one of the best parts.

Brad Shinn: Hey

Craig Larsen: Uh Mr. Newbie, go ahead.

Lori Newby: Okay. Well, having run with nine out of 10 different organizations throughout North America, the white flag rule is pretty static. Um, it says yes, you may, you know, proceed to pass the slower vehicle or safety vehicle. And yes, you may pass at that point, but you must do with, you know, due confidence and due care.

01:23:52

Lori Newby: Um, do care. Um, yeah. And and I agree. It's It's out of control when you got three cars dicing for a position with a safety vehicle on track. Um I can see it being a standing yellow, you know, in as opposed to a waving white or waving white with a standing yellow. I think that's probably the safest thing to do. And I understand that um you know, Mike, you're going to chime in on this. I know. Um you know, that that's the safest way to go because we've got to protect ourselves. We got to protect our volunteers and we got to protect our our safety workers.

Craig Larsen: Thanks, Steve. Uh, uh, uh, Jeff, go ahead.

antonia kerney: Yeah, what what Steve just commented on was what I was going to say is that the primary concern here is not the racers. The primary concern is the workers because they're out there and they're basically unprotected.

Craig Larsen: Right.

antonia kerney: So the protection is the flag and the drivers respecting that to to me as a club we should adopt a rule that says white flag means standing yellow and it's a and it's a roaming yellow.

01:25:05

antonia kerney: So as the emergency vehicle goes from one turn to the next the yellow flag comes in and out.

Craig Larsen: I'm coming to you, Mike.

antonia kerney: Now that's yep.

Craig Larsen: Hang on.

antonia kerney: So, uh, if that's that way, if if we need to have teeth against it or we just say that a white flag means there's no passing, you you stay in line, you reduce your speed. But that would take a either one of those will just take a rule change to the uh to the handbook. Okay, that's it.

Craig Larsen: Thank Thanks.

antonia kerney: Go ahead, Mike.

Craig Larsen: Thanks, Jeeoff. Go ahead. Uh, Mike, you're next.

Michael Evans: Okay, for for clarification, we already deviate from the section of the SECA rules. That's one of the few spots that we do not follow the SECA rules. And we display like conference, we we display a waving white for an emergency vehicle on the course, followed up by a by a standing white.

Craig Larsen: Excuse.

Michael Evans: And if a driver doesn't know us, pardon.

Johnnyboy Rankin: It's the opposite of that.

01:25:58

Johnnyboy Rankin: It's the opposite of that. It's a standing white.

Michael Evans: No, sir. No, no, sir.

Johnnyboy Rankin: I just read the I just read the Go ahead.

Craig Larsen: Hang on. Hang on. Let Mike finish.

Sherri: Why not?

Johnnyboy Rankin: Sorry.

Craig Larsen: Mike

Michael Evans: Where where are you getting your information?

Johnnyboy Rankin: I was reading the SC the SECA GCRs.

Michael Evans: No, no, no, no. Excuse me. That is the only place that Sovereign deviates from SECA. SECA has two stations with a standing white. Sovereign and all of the conference clubs, we use a waving white for the zone where the emergency vehicle is backed up by a standing white in the same manner as if it were a yellow, but we use the white flag because the white flag designates an emergency vehicle. We already deviate from the standard SECA rules, but yes, SECA does use two stations standing white, and I think it's stupid. We fought it years ago when they changed the rules and the East Coast wouldn't listen to us.

01:26:56

Michael Evans: So, we still adopted the waving. All of your workers out there put up a waving white if the emergency vehicle is between their station and the next station and the previous station puts up a standing white. That's a lot of warning to tell them that something's ahead.

Rich Newman: Mike, can you clarify? Does that mean no passing then? I think that was what we're trying to

Michael Evans: Oh, you're allowed to you're allowed to pass under a white flag, but as it says there, do care and caution. You should be responsible. I mean, first of all, the track's only so wide in certain areas. You get an ambulance on there, you don't have a lot of room to pass in anyway.

Craig Larsen: Thanks, Mike. Uh, Sherry, go ahead. Or Tom.

Sherri: No, it um Mike took care of it and it's just real you you can't display the two whites if you ever need to upgrade to something.

Craig Larsen: Okay.

Sherri: Um I mean two flags you you have that yellow behind your white if needed.

01:27:54

Sherri: If something else happens then you've got you know all sorts of things.

Craig Larsen: Sure.

Sherri: If you throw them all at one time you have nothing to do if if someone throws a hood into the middle of the road and it's causing incidents. I mean it's just it's done that way for a reason.

Craig Larsen: Uh I saw hands up but they disappeared. Is um it seems like um this is an area for what?

Bill Simer: It was me, Craig. It was me, Craig. I put my hand up and pulled it down. And you know, you know, certainly I I looked at the rule book as as John was talking about it and we do have certain variances.

Craig Larsen: Okay. Um,

Bill Simer: If we came up with one that was workable in this regard, the other idea is in in the code of conduct if we were to have some provisions regarding unsafe behavior that um that would give you an avenue, John. So just thinking of a couple of different options because it seems like unsafe conduct in any realm should give rise to some disciplinary action.

01:28:53

Brad Shinn: That that's a good point, Bill. I think I think the code of conduct that we approved last well earlier this year includes that

Johnnyboy Rankin: Yeah, I mean it was the situation was such that they were on the last lap or next to the last lap. They were nose total going full out and and the only thing, you know, I mean I could get into that dangerous driving, but that carries a heavy points penalty and and that's debatable, you know. So, it's it's just something I wanted to bring up because I think that that it it would help everybody, including the drivers, if we could um do something like was suggested um by either Mike or or um I

Craig Larsen: Sure.

Johnnyboy Rankin: I forget who suggested the white meaning standing yellow, but I think it's a good idea, too.

Craig Larsen: Sure. Uh Lauren, go ahead.

Loren: Uh, a a couple of things. Um, one, I think you can die on the hill of trying to keep things exactly defined and at some point it it comes down to what was it the Supreme Court that said we can't define p***, but we know it when we see it.

01:30:00

Loren: And um, you know, you can you can have a 500page document that people will still find wiggle room in if they want to. at some point you just got to say, you know what, if the comp committee isn't comfortable with what you did, then you've got a problem. You've got points. And two, um, specific to the incident John described, I think there needs to be followup with that driver. Um, uh, the comp committee coming to anyone and having them say, "Well, they shouldn't have sent the aid truck out in front of the lead pack." That is 100% unacceptable. Um, to me, wrong answer. Even if you disagree, thank you very much for the feedback. I don't agree. I'd like to have another conversation about this. Not they shouldn't have done that. That's b*****, frankly.

Johnnyboy Rankin: I agree.

Craig Larsen: So, it seems like I'm going to call time on this conversation. Um, I think it's been very good. Uh, John, I'm thinking at a minimum, uh, there's some value in making this emphasis at the driver's meeting for the fall finale.

01:31:08

Craig Larsen: Um, uh, Mike, go ahead.

Michael Evans: I'll be brief. I just going to say this is in your sovereign competition rules and car eligibility. White flag. Caution and take care for a slowmoving race car, ambulance, or other emergency vehicle on the racing surface. The flag is displayed for two flag stations prior to the vehicle in question. The first is standing. The second is waving. This is an exception to the GCR 6.1.1 says right in the rule

Johnnyboy Rankin: Yeah, I saw that. I saw that and I I agree with that. My my issue really in all of this is that is I draw a very bright line between emergency vehicles and race cars. You know, race car, the guy gets into a race car, he puts his helmet on, he he puts his car on the track. That's one thing. The emergency vehicles completely something else. And I' I'd like to separate them from um from race cars in terms of how you conduct yourself around emergency vehicles.

01:32:05

Michael Evans: Well, in in per again per section u whatever uh um m emergency vehicles, it is permissible to safely pass emergency vehicles on track. Most emergency vehicles will direct you to the preferred side for uh passing.

Johnnyboy Rankin: Yeah.

Michael Evans: Now, that'll apply to our that'll apply to our e- crews, but maybe not to the ambulance people, but we rarely send an ambulance out when the track is hot.

Johnnyboy Rankin: And and one of those drivers, one of those drivers said to me, he said, "Well, he was on one side of the track and we were on the other."

Michael Evans: Usually they don't like to go.

Johnnyboy Rankin: Now, they were going flat out, but and coming around 12. But that I don't think so.

Michael Evans: Was it safe? Excuse me. Was it safe? No. So that it says right here.

Johnnyboy Rankin: But but that's a judgment call. And in and that's one other thing I wanted to to point out in in every letter I send out to anybody that catches points. I emphasize that there's an appeal process and they're welcome to make to avail themselves of that appeal process because I don't want to have the feeling that oh somebody's just going to drop the hammer on them.

01:33:01

Johnnyboy Rankin: There's nothing they can do. And in that situation it comes down to what is safe. And I I'd like to have a you know I think we just should have better guidelines in terms of what is safe because what is safe in my opinion sitting there right there watching the whole thing and they're safe in what they think is safe in the car two different things and they can argue you can if I was if the rules were reversed I could argue both sides.

Michael Evans: Well, maybe you needed to find what's safe

Johnnyboy Rankin: I think the the the VMC rules say reduce your speed, you know, and and and I'd like to say in the vicinity in a vicinity of a of a emergency vehicle, suspend your race, you know, something like that because it's just we don't it's just my feeling. That's all.

Craig Larsen: No, no, all all all good comments. Uh uh uh John, go ahead. John Allen.

John Allen: Oh, I'm good. I was just going to say that uh to Mike's point that says that you can pass the safety vehicle safely.

01:34:03

John Allen: it doesn't exclude the people from passing each other. And that's where John is is uh kind of making his argument is they were still racing each other, which in itself makes for a dangerous situation as you're passing another vehicle. Even though you you're passing them safely, if you have an incident because of that, now you're into the safety crew.

Craig Larsen: Thank you, John. Um, well, there's a there's a distinction between the flags and what our uh infraction rules are, and it's a lot easier for us to amend our infraction rules uh about what we give points for. And that's a fairly easy amendment. So, I would ask the board to think about whether we should do that. Not tonight, but uh soon or at some point we can certainly and you know um Yeah.

Johnnyboy Rankin: Yeah. And amend the white to be treated as a standing yellow.

Craig Larsen: Yeah.

Johnnyboy Rankin: Those two things will probably solve a lot of problems.

Craig Larsen: Okay. I don't know quite how or when we do that, but let's uh let's talk offline about that.

01:35:07

Craig Larsen: Okay. So, we're going kind of long here already. There was an issue this a clarification or a a question came up a couple times uh during this last race about I will call it exception to the 25-year rule cars and um at the risk of diving into a long conversation. A couple people did send me or send everybody clarifying messages about how that run group came together and I think Mike you were one of them. Maybe it was you and Tom. Uh Mike, can you just give us an overview of how that run group came together and how we make decisions about that? If you know Mike Lawler, yeah, defend it.

Mike Lawler: Yeah. Thanks a lot, buddy. Okay. It's like it for opening my mouth. I know. It's like it for opening my mouth. Um let's see. Um my memo I guess letter to you says to touch on what Tom had stated. The exhibition cars were created by Andy Collins as president and I believe it was approved by the board for those that did not meet the 25 year rule or place to race.

01:36:17

Mike Lawler: 12B exhibition cars are the only class we currently include consisting of two or three each per group per event. Uh over the years we have not had any problems with these with combining 12B cars with midbore and large boore groups. If we decide not to include these cars from financial perspective using the early bird prices, say we have three of those U 12B cars, Sovereign would would would uh would lose approximately 1,725 bucks per event or over \$7,000 per um the four events. So my point is that leave them where they be. We haven't had any problems with them whatsoever. Um, we did have a we went it was developed so we can find a place for these cars to go. There's only three of them. Didn't create any problems. That that was my story. That's it.

Craig Larsen: Thanks, Mike. Um,

Sherri: The other the other part of that is um there was a there there was and still is conversations about running groups more like SV and why can't we run the newer cars like SV and that's what was for.

01:37:27

Mike Lawler: Right.

Sherri: um if we had more um time in our day, if we were racing somewhere at one of the major tracks in the Midwest or the East Coast that didn't have the time constraints that we do, we are one of the few that have that tight of a constraint. Um we could do more with it, but it goes back to the same thing. It's it's it's time. Um it's track time that usable track time that we have um and we have to deal with it. So, the other thing about the 12 group is sometimes those guys will come in, they want to see what Sovereign's like, they have other cars, um, or they're in the process of rebuilding a car that would be vintage.

Mike Lawler: Yeah.

Sherri: Um, we've done that with several people in the past. Um, it's it's always been an open first come, you know, your first tree type of thing. You bring your car and and we evaluate you from there. Um, you know, but the biggest thing goes back to the grouping of the cars. How the run each race group is put into a run group and the time constraints there in

01:38:31

Mike Lawler: Yeah.

Craig Larsen: Um um thank you guys for clarifying all that

Mike Lawler: And just and just to finish it off, so the 12B cars have not created, as I said, has not created a problem in the past. It's a sound move financially for sovereign. And when these cars become of legal age, the odds are they're going to continue racing with us.

Craig Larsen: uh John Ranken, go ahead.

Johnnyboy Rankin: Okay. So, where can I find all of these rules?

Jamie Buskirk: Excellent.

Johnnyboy Rankin: Hello No, not those rules.

Sherri: rules. The rules are in the handbook with the then I I don't know.

Johnnyboy Rankin: Well, I don't know either. And that was the problem is because I had a race a race shop owner that was very agitated and in my face for about 15 minutes claiming that we had all of these rules and I can't find them

Sherri: I know he came up

Johnnyboy Rankin: anywhere. I I said I said, "You know what? I will I will say to you that I will go investigate the rules and find out what the rules say and I will look at it and I'll get back to you.

01:39:39

Johnnyboy Rankin: And I I've spent the last two days looking at all the rules we have and I don't see the rules that Mike just talked about and the rules Sherry that you just talked about. I don't see anywhere.

Sherri: We allow all VMC cars.

Johnnyboy Rankin: Pardon me.

Sherri: We allow all VMC cars. It's right in the first part of the handbook. Being part of EMC, we accept all of their cars and that does include SVAS.

Craig Larsen: Uh,

Johnnyboy Rankin: If SV changes its rules, does that mean our rules change, too? I'm just trying to figure this out because I don't, you know, I thought we had a rolling 25-year eligibility rule.

Sherri: We do. And then we have the we have exhibition cars on a oneoff thing.

Johnnyboy Rankin: Okay.

Sherri: um the comp committee if nothing else if it comes down to it or as a board as I said before we do.

Johnnyboy Rankin: So, who makes that decision?

Mike Lawler: was made.

Johnnyboy Rankin: Well, I'm not I'm not trying to I'm not trying to brile any feathers here. It's just that that was the position that I took.

01:40:35

Johnnyboy Rankin: And um the position that the race shop owner took was that I was not allowed to make that decision based on whether or not I liked the car or didn't like the car. I had to accept the car. and and and I and I said, "Well, no, we have a 25-y year rolling eligibility."

Sherri: We have three

Johnnyboy Rankin: He said, "No, you don't. That nothing to do with that. You accept the SVR rules. You have to accept anything that SB accepts." And I don't personally um having watched SV over the last two or three years, I kind of don't want to be tied to them anymore. Um they will take anything. And I have had a number of friends say, "I'll never go to another SVR race because of the way that they grid and the and the wide variety of cars that are in there." So, I I I think it's worth a conversation, number one, and number two, as the comp committee and the person who's supposed to be in charge of approving cars or not approving cars, I'd sure like to know where the the rules are that I can refer to when I'm having a conversation with somebody that disagrees with me.

01:41:33

Sherri: Well, I know that John that Jim Johnson had all that stuff put together when he turned over um as comp committee, but you know, it's it's not that we're going to nec if we have a car we have issues with um and they come once and there's issues, then we have the right to turn them away. Um, we're not accepting SECA SV rules. We're doing their class. We're accepting those that have all the documentation they submit into SV like our CRF. They have another type of form.

Johnnyboy Rankin: I I guess my point is still the same, which is where can I find all of

that? So, I know exactly what I'm supposed to be doing, what I'm supposed to be accepting, what I'm supposed to be considering. Uh, and I have not been able to find it yet. Um,

Sherri: As I said in the first part of the handbook, in the first part of the pages, it says that we accept all VMC cars, all club cars from VMC VMC.

John Allen: Also under the the car class G uh section five, the last line says the competition chairs may consider later cars but shall have a sole discretion on a carbycar basis and a race by race basis.

01:42:43

Johnnyboy Rankin: Yeah. Well, I I wasn't that wasn't the that wasn't what I was told by um a very I rate Oh s***.

Craig Larsen: Well, yeah. You were told by somebody advocating for their particular car. Uh Jim, uh hang on, guys. Jim Johnson, uh oracle of sovereign past presidency. Go ahead, sir.

Jim Johnson: Yeah. Uh, you know, this this whole idea of we've got to accept uh cars. What we had originally said was that we will let any VMC member race his car with us on a case-by-case basis. But, you know, if this guy says, "Well, you got to accept all VMC cars." No, we don't. uh because he I don't think he's a VMC member. Um page 40, page 42 is where it says, you know, uh the competition committee's got the right on a case by case and a race by race basis to accept cars.

Craig Larsen: Well, that's

Jim Johnson: I mean, we've done goofy stuff in the past. Carlo Flores wanted to race a 2015 Cayman and I said no and I got outvoted because the two other guys on the competition committee wanted to let him race because it was a cool car and he raced that probably three or four times and then that was it.

01:44:11

Jim Johnson: But uh you know this idea that we've got to accept the same cars that VM that SVR has. No. No. If an SV member comes and wants to race with us, that's one thing. The same as if somebody from Vera wants to come up with a Formula Ford and race with us and it's not quite exactly like ours. Um, yeah, they're a me they're a member club with VMC and we've agreed to do that, but uh just somebody that says, "Well, I I'm

I'm a sovereign member, but I want to want to race this SVR car." I don't think that was part of the deal when we when we put that in the book.

Johnnyboy Rankin: Well, what it says is other BMC member clubs defined rules and classes may also be used in preparing and racing cars with sovereign. So, that sounds like that we allow them.

Jim Johnson: I that's that that sounds like that got changed and it's drifted from where we were originally. Uh, you know, we went through this big discussion when we were going to accept everybody's cars SV rules and and we I think we talked Andy off this off the ledge on that one.

01:45:23

Jim Johnson: Uh, and we ran it for a quote a year and then that was it.

Johnnyboy Rankin: Well, I you honestly, Jim, I'm I I really I'm I'm comfortable with the 25-year um rolling eligibility and I'm comfortable with certain other cars that are of interest and exhibition type cars, but further than that, I'm really not

Craig Larsen: Um,

Johnnyboy Rankin: interested in anything else. But that's just my opinion and that's that's where things got really heated was the race shop owner was had his finger in my chest saying you can't make decisions based on your opinion.

Jim Johnson: Yeah.

antonia kerney: Thanks.

Johnnyboy Rankin: So, you know, like

Jim Johnson: Well, shrimp page 42.

Craig Larsen: Well, and um I'll get to you uh John, Lauren, and Bill, but this issue came up with the 2015 uh what is that thing? A mighty. Yeah. and uh and is the process Jim is kind of what you described that the there was a a a running email discussion about it amongst various board members uh and we and the consensus was no a 2015 car

antonia kerney: Yeah.

01:46:14

antonia kerney: Yeah.

Craig Larsen: is uh not uh in the vintage spirit and it wasn't that interesting and the shop owner just doesn't like it and uh um so you know I thought the process worked fine and I

thought we had a lot of discretion in doing it and uh Um, you know, it's uh it's clearly as we get to these kind of boundary car issues, uh, it's a comp committee decision in in my book. It's like John John or Jim when uh when people approach us to run modern V's um with us, you organized a conversation amongst V owners to say, are you guys comfortable with this? And our recommendation was, yeah, let's get some more V's out there. And uh, you took that under consideration and I guess the board acted to uh, to allow them. and it's been fine. But it was a there was a process there was my point, right?

Jim Johnson: Right. If and and we actually had a member that submitted a recommendation for a club formula V similar to a club club Formula Ford and and uh so all of that stuff was laid out.

01:47:27

Jim Johnson: everybody could read it and they agreed agreed to accept those cars. In the strange thing there is I I I'm not sure we've had more than about three of those in the past 10 years that have raced with us.

Craig Larsen: That's kind of the way it's been. Yeah. Um when those crazy Canadians come down and race with us. Oops. Sorry. Uh Lauren. Uh go ahead, Lauren Campbell.

Loren: Uh I I think the word may is ambiguous here. It can be read two ways as in will be allowed or might be allowed. And I think fixing that word um will remove some ambiguity. And I think it would also be very easy to amend what we've got here and say that cars newer than 25 years will be allowed to race on a pre-approved basis. Period.

Craig Larsen: That would clarify it. That would certainly clarify it. Um, Jeff Kernney

antonia kerney: Yeah. So, well, the I think the issue with the my jet uh was that that was going to be running as a medium boore car.

01:48:32

antonia kerney: It was not a large bore car. And in the past, we have 12A and we have 12B. And my concern with that particular car was it would be running with the medium bore cars. It would not be running with the large bore cars. So uh the concern there is we hadn't had cars coming out in that smaller displacement before. So Sherry would they would for 12 A and B do they both run together or do you split them into medium and large bore?

Sherri: If we had enough of them, they could all run together. Um, but and we have had a cars before. Um, some of them have turned around and built other cars. Um, but we don't there aren't a lot of A cars. Uh, there aren't a lot of mid four newer cars that show up. We've had some in our open wheel with exhibition with Chandler Brisco. Um we've had them um and and Jim Blackwell has had his car out there before. So it h it happened in in open wheel, but there aren't a lot of the um there aren't a lot of the newer cars in in that's midboard that would fit into that group, right?

01:49:51

antonia kerney: because we're talking about a fairly new car, only 10 years. And uh we've had, you know, we do have with the 25-y year rule.

Craig Larsen: What?

antonia kerney: The one of the examples that was given was that BMW uh wagon, but it was a 2000 car, so it was 25 years old. So it met our rolling 25. And my concern with allowing all the 12 A 12B cars to come in and putting them in with the medium and the large bore cars is we I I think that the I don't know that the memberships would be would be happy with having those cars run with them if they're running at a separate run group.

Sherri: There are we talked about this earlier.

antonia kerney: Yeah.

Craig Larsen: Yeah, but we're we're not doing that.

antonia kerney: Get get as many as we can.

Craig Larsen: We're not doing that. Um, this is a Yeah, that didn't happen and we're not doing it. Um, uh, I've got a couple people, I guess. John, are you it? John, Ranken, go ahead.

01:50:50

Johnnyboy Rankin: Yeah, I mean I so you know I I I could see this morphing into uh having u uh 10 or 15 radicals out there racing with us and it just doesn't seem to me that that's that's our mission. Um there's, you know, I and I I just don't like um well, I don't like being told what to do, but aside from that, that's kind of global for me.

Craig Larsen: Let's let's start with that.

Johnnyboy Rankin: That's global for me. But I I just I just think that that um it's it's

chose not to come see me to talk about it, but uh I think the rule is clear and I think we have the discretion and it uh if you feel like you need more backup, you can call around and seek board support and uh you know, I I don't I think it's I think it's clear and I think we you acted appropriately.

Jamie Buskirk: And and I would urge you to confer with uh however many other uh you know comp committee members we might have on site.

01:53:42

Jamie Buskirk: You know make it a a group decision joint you know joint decision so that you John are not personally uh responsible for it. You're not the face of the decision so to speak. It's not just your opinion. Um, that that being said, personally, I don't give a crap.

Craig Larsen: We need we need to pitch you somewhere buried in the middle of the paddic. Uh John

Jamie Buskirk: You know, when I run with SVR, I'm the first in vintage and I'm eighth or ninth overall. You know, there's NASCAR, GT1's, TA, TA2 in front of me. I don't care. Um, I'm just out there to have a good time, and I'm finding people to race with on the track where I can find a race. And I really don't care who comes in first. But that's just me.

Craig Larsen: Uh, we got a John Allen. Got a couple people here still want to talk about this. John, go ahead.

John Allen: Okay. I I agree with Jamie that may is a perfect word because what it allows them to do is opens the door for asking.

01:54:34

John Allen: It doesn't if you said something else, you might have somebody who doesn't even bother to asking them. We possibly could lose a an entry. Um but I wasn't privy to these cars that we're talking about. So I don't know really what the huge deal is of this. But um is there any chance and I don't know if this is done uh before an acceptance through motorsports rag or whatever the the list if it falls outside of a vintage class maybe Sherry submits that to the comp committee for review before we approve them because I think part of the issue here is you allowed him to get to the track before you you know no okay I I thought that that was the

Sherri: No, no, no.

Craig Larsen: No, no, that's not the No, no, no.

antonia kerney: Oh, no. No. This was settled be well before then.

Craig Larsen: That's not the issue. No. This He got rejected uh well before the race and uh still came to b**** about Right.

antonia kerney: Well, it wasn't well, but he was trying to inter late and Sherry the first thing she did was send it to John and I. I think that was the first thing.

01:55:27

Sherri: No, it wasn't.

John Allen: Okay. I I wasn't sure if that was a misstep or something.

Johnnyboy Rankin: It was handled. It was handled correctly.

Sherri: I have no way of knowing until they register and pay.

Craig Larsen: Right.

John Allen: Okay. Well, then it was covered. Good.

Craig Larsen: Uh Mike Evans, you had your hand up, but it went down.

Michael Evans: Well, I took it out. I just Are you referring to uh if we looked at the uh our competition book u on the car grouping policy because in there is that where the may that you're referring to is in the third paragraph of the second section because that's followed by the competition chairs have the appear to have the arbitrary decision. They have the power to make the decision whether the car enters or not.

Craig Larsen: Right. That's right.

Michael Evans: Okay. Just it's on page 28. Yeah.

Craig Larsen: Yeah.

Michael Evans: Page.

Craig Larsen: Okay.

Michael Evans: All right. Never mind.

Craig Larsen: Nope.

Michael Evans: We're good.

01:56:20

Craig Larsen: All good. All good.

Michael Evans: Just trying to fellow.

Craig Larsen: All right, folks. Um uh thrashed through all that. Um so let's move on to

um finance update. Uh Rich Bill, do you uh have stuff you want to share with us today?

Rich Newman: Yes. Um, and I can be quick. Um, let me just Sorry, caught me off guard here for one second. All right. Yeah. Um, be quick. Uh, I think what I'm sharing here when it shows up, I think you guys can see this now. Um, is our profit and loss by class.

Craig Larsen: Mhm.

Rich Newman: I sent out all four documents prior. Um, Bill also helped prepare um, uh, an accounts payable aging summary report just um, for some pending thing, some couple things that are pending. But again, we continue to get tighter and tighter with how we're managing this like a real business, I guess. Um, uh, wanted to call out a couple things here on the profit and loss by class.

01:57:19

Rich Newman: And again, what this does is it breaks across the top. You can see this, but it gets it has buckets basically admin, administration, membership, and then it goes into our races, and you can see them all listed across. Total races is another column, and then a total total is on the far right side. um CRC this is only through August um we had about 30 grand in race um race income um as of today we have about 454 and Sherry may um comment on this as well I always find the top line interesting right as we kind of comp next year the other or last year I will say that next year we'll have the data to really show a year-over-year more easily and apples to apples right now um we're just kind of looking at the top line and we're making a lot of changes this year. So, um, but in general, CRC isn't relevant yet. We don't have all the expenses and this is the one obviously with ABFM where we split costs and stuff. So, it'll take a little while.

01:58:17

Rich Newman: So, be patient with how CRC plays out. Um, usually fall finale and CRC all come in about the same time in I don't know, November. Seems like sometimes. Um, okay. The the historic just going across um that isn't as interesting I don't think to the group. We've talked about it. What I did want to show you is when you get down to this, this is our gross profit. Okay? Um, and this is for racing primar. This is all racing numbers. We show a gross profit of about \$72,000. Now, please take the 30K out or the 30K that I just talked about with CRC because that doesn't have any expenses against it. If you if you did take that out, we'd have a profit of around \$42,000 um year-to date. And

again, it's still very preliminary. Um and that's just on racing. Okay. Um what you need to also think about is the overall cost for the for the club, right? And at the bottom line, um, this is just sort of an again just another interesting piece here is when you look at the net income by group across or by class, sorry, Bill, I should use your terms, you can see that we're sitting at about \$56,000 um, at the end of the day net everything else.

01:59:43

Rich Newman: And the that again that does include about \$30,000 without expenses for the CRC. So the net net if you brought it all down is we should be sitting year to date at a number of around \$26,000 in net income if you take everything that we've seen and recorded so far this year in mind. And that's pretty much all I wanted to share. I I don't think it's a big news story, but it's not a bad news story. And I felt like, you know, it was important. And then Sherry can probably talk a little bit maybe on year-over-year um about CRC and then you know hopefully fall finale we'll get some good weather and things things continue to do prove prove out there. That was it. Any questions or any corrections, Bill, if you're still on?

Bill Simer: No, no, it's spot on.

Rich Newman: Okay.

Craig Larsen: All right. Thank you, Rich. Thank you, Bill. Um, so, uh, Sherry, well, let's just segue into, uh, admin and membership and, uh, any comments you have on what Rich just said.

02:00:45

Craig Larsen: Uh, dive right in, ma'am.

Sherri: Um we're sitting right now um with the entry stuff and all the pieces that go to entries at about 56,000 for income. Um that's after the fees from MSR taken out. Um we had 89 drivers, two of them had second cars, so we had 91 entries um for CRC. We had um a couple of um uh William the cat is laying on top of everything so you all know about her and she's kind of taking my notes away. We had um several cancellations um for the event. We had seven of them totem total. One was the driver that we um denied entry um got a full refund and that left two others um that got a refund um per normal. They're the two drivers, the smidgs that that had um motor home issues coming up from California. The other four all had insurance. So that means we keep four of those

entry fees. Um which is a nice thing. It's it's showing that the insurance is working. Um, and I think it'll only grow as people learn about it and start trusting it from other drivers, you know.

02:02:07

Sherri: So, if you've had good experiences with it, you know, let your fellow group members, you know, race group, you know, friends, whatever, know about it. Um, because I've gotten some answers that, you know, when I talk about it say, "I had no clue." Well, you have to read it at the end of the thing. you just randomly push the button on however much you're paying. Huh? You know, so looking it up and and and paying more attention. But we say that about drivers all the time. Yeah. So at the um CRC, we ended up with 300, and this is a little rough, but 363 participants. That includes spouses and drivers and crew members. And then we had 14 minors um that we came through. I think our biggest one is I think we had five of them at one time or something. So um that pretty much covers um everything with CRC Hall finale. We've got 31 drivers and 32 entries. Thor Johnson again is racing two cars. Um obviously we need a lot more. the early bird is tomorrow at 11:59 p.m.

02:03:24

Sherri: and I will try to get try to get another um email out um tomorrow morning. Um and yeah, somebody in Portland gave me their cold. I hope Blair doesn't get it. So um membership um we've got a couple new ones. um a new Yoda with Sam got his car together or almost and he's hoping to race at fall finale. Um so we'll issue him his membership card and and uh it's time to start thinking about any changes for next year for next meeting, next

Craig Larsen: Uh, Rich Newman, go ahead.

Rich Newman: I was just going to chime in if the numbers closer to 59 for CRC. Last year it was at 52. So, um, that's good. 7,000 net. Does that sound about right? Uh, increase.

Sherri: I don't look at last year's numbers. So, but as far as entries, it's fairly close to what we did last year.

Rich Newman: Yeah.

Sherri: Um, we had a few Yoda members that did get their 75% off uh on this race. So,

you know, if you do the math on, you know, math on it, it it and figure those at full price, then yeah, we were even higher than last year.

02:04:44

Craig Larsen: Uh, John Allen, go ahead.

John Allen: And the notice there of the 32 for formula for fall finale 10 of them are formula Fords.

Sherri: on the town and I will get all those guys class in the groups shortly. Um I um

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

Loren: Uh just a quick note, I'll have a full Yoda report at the next board meeting, but um my numbers show that we have um already exceeded our average revenue for that age group um prior to our last event

Craig Larsen: Very cool.

Loren: of the year. So, we're given discounts, but it's not costing us anything. And we've got we've doubled our participation by that group this year.

Craig Larsen: Very cool. Uh, Mr. Newbie, go ahead.

Lori Newby: So, just as a a quick segue, the two drivers from California that got stranded on Thursday made it home today.

Sherri: Yes, I'm good.

Bill Simer: Wow.

Craig Larsen: Good. All right. Um, so that's uh that's a wrap then, Sherry. Huh? I was going to say uh thank you for sending a bulletin out tomorrow about early bird.

02:06:03

Craig Larsen: Um uh what's your prognosis for race numbers if you have one?

Sherri: I really haven't looked at it. Um, it's such a busy time of year um that I'm just trying to get everything done in the amount of time I need to do it.

Craig Larsen: Sure.

Sherri: So, no, I haven't looked at it. Typically fall finale lands right in the lower 80s uh maybe upper 70s and we always hope for more than that. Um remember it is um lunchtime rides Saturday for workers, Sunday for family and friends and your crew. If you have a second seat, bring it with you. If you have a spare helmet, bring it with you. Um, everybody has to, if they're not already wristband waivers, then they can be wavered

at the turn eight gate by the crew that's down there.

Craig Larsen: Great. Great. Uh Charlie Mitchell, go ahead.

Charly Mitchel: Um, I can give you my report from the tech services if you like or unless you'd rather do that later.

Craig Larsen: Uh let's hang on just for a second. Uh uh Rich uh Rich, go ahead.

02:07:03

Charly Mitchel: I will do.

Rich Newman: All I was going to say is fall finale has a number sim is 52k last year as well. So it's about the same as CRC. So hopefully we'll just keep seeing that rise.

Craig Larsen: Okay, great. So, Charlie, yeah, let's let's I'm sorry I didn't have that on the list. Uh go ahead. Let's do a tech report.

Charly Mitchel: Okay. So, from tech, we had 90 cars that we uh ran through. I think that's correct. I found one green sheet that was not filled out. So, maybe it's 89 cars, but 90 or so. 46 of those cars were drive up, 44 were annuals, and we did about 90% of all those tech inspections on Friday. We only did maybe eight or so on sat on um on Saturday, which I thought was pretty incredible. We got everybody moving pretty good through there. So, and my my team did really well.

Sherri: Yeah, we had all the all except about 10 drivers registered on Friday night.

02:08:03

Charly Mitchel: So, yeah.

Craig Larsen: Excellent.

Sherri: It was it was pretty impressive. And Sunday out there, we were almost dead.

Charly Mitchel: Yep. And maybe that's what we did on on on Saturday morning was 10, but yeah, something like that. Yes. So it was good.

Craig Larsen: Excellent. Yeah, very smooth. Very smooth. Um, John Ranken, go ahead.

Johnnyboy Rankin: Yeah, I was just going to say that um Charlie, I I really like the way tech is running. It really it it's organized. It looks organized. It looks like like people know what they're doing. And I I think it's a massive improvement.

Charly Mitchel: Well, well, thank you. And I I work hard at it. And it's it can be tough sometimes, but I work hard at it.

Craig Larsen: and and you look good in that new hat, too.

Charly Mitchel: Yeah. My my guys don't like the color too much, but they'll get used to it. They'll they'll start wearing it.

Craig Larsen: Yeah.

02:08:58

Craig Larsen: Yeah. All right.

Johnnyboy Rankin: I had I had a quick question on a previous issue.

Craig Larsen: Well, okay.

Johnnyboy Rankin: We're talking about the ride along, that sort of thing at the at the fall finale.

Craig Larsen: Mhm.

Sherri: Mhm.

Johnnyboy Rankin: Um, does the car have to be teched?

Craig Larsen: Mhm.

Sherri: I think that all cars that are going out on track should be checked. Um because we don't know what status those cars are in when they come in and we don't want stuff left on the track.

Johnnyboy Rankin: Okay. Yeah.

Sherri: Um that's then we have to time to clean up.

Johnnyboy Rankin: Sure.

Craig Larsen: Yeah. Yeah.

Johnnyboy Rankin: So, the thing is that is there is there a way to tech the car without entering it?

Craig Larsen: Everybody on track.

Johnnyboy Rankin: I'm asking because I've got a I've got a 65 Mustang race car that doesn't go out on the track except occasionally and I'd be happy to bring it out and have people go for rides, but I don't want to enter it in the races.

02:09:45

Craig Larsen: It's okay with me.

Sherri: Just go see Charlie and

Mike Lawler: You see Charlie, bring it over to Charlie.

Charly Mitchel: So, so that brings up an interesting question.

Mike Lawler: You're a special case.

Charly Mitchel: Who who is making sure that all those cars going out for those ride alongs are tech race cars?

Johnnyboy Rankin: The tech inspector Oh yeah, All right.

Craig Larsen: They got Well, they got to have a sticker.

Mike Lawler: Take a day where you've never had to do it.

Sherrri: No.

Charly Mitchel: They they have. We have never We have never done that in the past as long as I've been doing this. So if that's what's required, I will do it.

Rich Newman: We we didn't do it last year and we we didn't we had we had cars on the

Bill Simer: Think about the car parallel issue you have.

Mike Lawler: They are They are They are the race cars.

Bill Simer: Those are the other cars that go out there.

Mike Lawler: They're race cars that go out there.

Craig Larsen: So h hang on hang on everybody hang on.

02:10:27

B Kalben: I've I've been asked to take my Porsche

Craig Larsen: So uh what are we talking about? Are we talking about ride alongs? Initially we were talking about ridealongs in sovereign race cars.

Sherrri: Correct.

Bill Simer: It's not

Craig Larsen: Right.

Charly Mitchel: Yep.

Craig Larsen: So all those people I know I know I'm getting you I'm getting your issue in a second, John.

Johnnyboy Rankin: talking about riding along and sovereign and sovereign race cars.

Craig Larsen: I'm trying to like break this down.

Johnnyboy Rankin: Okay. Right. Got it. Got it.

Craig Larsen: So, so the simple version is it's uh somebody who can sit in a sovereign race car that's got a tech sticker on it and go for a ride along around the track. That's the easy version.

Sherrri: And they need to have a a wristband on. Yes.

Craig Larsen: And so, everybody's got a tech sticker. So, there's no issue for you, Charlie, because it's not they've all got tech stickers. Now, what John is bringing up is if he wanted to bring a race car that he doesn't race, he doesn't want to have to enter it, but he

would like to be able to bring it to give somebody a ride along.

02:11:22

Craig Larsen: Thank you, John Ranken. Would be kind of cool.

Johnnyboy Rankin: And I wouldn't have a wristband because I'd be racing that weekend.

Craig Larsen: He'd have a wristband. So, um I would say uh it's fine with me if you came through and just got a and had Charlie do a quick tech on it without entering and put a sticker on it.

Charly Mitchel: And if that were the case, then I would mark it right along only and make and make sure or put an X to it or something.

Craig Larsen: I mean Yeah.

Sherrri: Yeah.

Charly Mitchel: So make sure that the the pregrid knows what it is in CA just in case somebody tried to put it on the track.

Craig Larsen: Right. Right. I think that I think that's fine. I This is going to be a short list of people who are going to do this anyway, right, Charlie?

Johnnyboy Rankin: Yeah. Okay. Yep.

Charly Mitchel: Yeah.

Johnnyboy Rankin: Yep.

Charly Mitchel: Yes.

Johnnyboy Rankin: Yep.

Craig Larsen: Yeah.

Sherrri: Now in the past some Bobb's question in the Ah,

02:12:04

Charly Mitchel: Yes.

Craig Larsen: So I and I I uh so um so is that does that resolve this one?

Johnnyboy Rankin: That's for me.

Craig Larsen: Yeah. Yeah.

B Kalben: Um, yeah, I have been asked at least the last two years uh to give uh rides in my Porsche, which I've done, and I enjoy doing it.

Craig Larsen: Okay. Go ahead. Go ahead.

B Kalben: Um, and and I would love to be able to continue it. And, um, so you'll, Charlie,

you'll do a a short um deck inspection. That sound right?

Sherrri: you're muted.

Craig Larsen: Uh, your microphone.

Charly Mitchel: I'm sorry. I didn't hear what you said. You broke up a little bit.

B Kalben: Okay.

Charly Mitchel: You said Yes,

B Kalben: So, the last two years I've been asked by Ricky um uh if I'd give rides in my Porsche, which is not a race car. Um and I've loved doing it. Um, so, well, I guess the first question is, do you guys again this year, which I'd love to do, and then if the answer is yes, I'd be getting a t a mini tent inspection from

02:13:14

Charly Mitchel: I could see that. Now, um, is your car a convertible car?

B Kalben: No, it's a it's a um coupe.

Charly Mitchel: It's a coupe. It's a coupe then.

B Kalben: Yeah, it's a Cayman.

Charly Mitchel: So, so I would I would I would imagine that it should probably get through.

Craig Larsen: So,

Charly Mitchel: Um, seat belts. Um I you know that's I um Okay.

B Kalben: I have I have um harnesses and uh rollar. It's a track car.

Charly Mitchel: And so you got a fire bottle in there of some kind.

B Kalben: No, I do not have a fire bottle. It's It's a It's a Lampang HP kind of car. You know what?

Charly Mitchel: I Well, you know, I I think that's not my decision.

B Kalben: Let's take this offline.

Craig Larsen: Yeah.

Charly Mitchel: And I mean, I would if everybody says we can let this go, then I will make sure that it meets the requirements that everybody tells me to. But I I don't really want to make that decision whether you can or cannot as long as it meets and long as it meets some kind of a of a technical specification.

02:14:10

B Kalben: Okay. Well, that's one reason I'm here is to find out which way is it going to go.

Charly Mitchel: Well, so my understanding of these are right along in a race car. Now, if your car could be considered a race car, then I think it would be okay. Um, it probably doesn't have numbers on it, so it doesn't look much like a race car. I'm just I'm just assuming I'm assuming that. But so that was so as long as I've been was racing Sovereign, that's the whole thing was ride in a race car. Um, I'm not sure.

B Kalben: Yeah. Yeah. I I I mean I I did it as I was asked to do it. Um so who who want who's going to make a decision? Who should I talk to?

Johnnyboy Rankin: It's awfully quiet.

Charly Mitchel: I'm not sure.

Craig Larsen: Well, it's a um so it's a uh it's take it's stretching the notion I'm just going to declare what I think and people can disagree with me all they want.

02:15:07

Rich Newman: Hey, great.

antonia kerney: Thank you.

Craig Larsen: Um, it's stretching the definition of ride along in a race car a little bit, but it sounds like it's already been done before. So, um, I don't know. How does the board feel about this?

Rich Newman: Craig, can I can I add one more thing?

Craig Larsen: Board members.

Rich Newman: It's a little bit of fuel to Bobby.

Craig Larsen: Yeah, please. Go ahead.

Rich Newman: Uh, last year, same thing. It was like I actually thought this was more about getting getting the workers out for ride alongs and getting family out for ride alongs. One was on Saturday, one was on Sunday. I drove an RS3 very similar to what she was talking about um to to get people out there and so it is a change and I I do think that's important anyway. There were other cars out on the track last year during lunch hours. The other thing I thought it was a mechanical so I have another race car that I was going to pull out there which I could send through TAC but that's a whole another ball game and I'll just skip it um this year.

02:16:06

Johnnyboy Rankin: You know, I'm I'm of the opinion that a track car is a race car. I'm you know, it's it's got the safety features.

Craig Larsen: Got it.

Johnnyboy Rankin: It's it's been teched. I I think it's I think it qualifies

Craig Larsen: Okay.

Mike Lawler: Yeah, just to ever take the

Craig Larsen: Um, Charlie, hang on. Charlie, do you have your hand up about this or is it old? Go ahead, Jackie. Go ahead.

Charly Mitchel: Old old

Jacque Riehl: So, I am the one that is doing the text stickers for fall finale. Um, we could do a different type of text sticker for a car that is not actually racing if we need to and we could do a small amount of those printed, but I just wanted to throw that out there if that makes a difference. I don't know if it does or not. So,

Craig Larsen: Okay, thanks Jackie. Uh Steve, go ahead. Steve newbie Okay,

Lori Newby: Yeah, I just like to Jeff Larson has always brought out his Ford GT in past and done, you know, done trips around.

02:16:53

antonia kerney: All right.

Lori Newby: I don't see any, you know, downside to that, you know. Um, I think as long as the driver is competent, I I don't think there's a downside to it.

Craig Larsen: thank you, Steve. Uh, Sherry, go ahead. Let's make this quick. Thank you.

Sherri: I think the other part of that is not everybody has a a two-seater. Are you going to give somebody a ride in your V? You can't. Um, but you could take you could take a different car out there. Um, I think the important part is is it's a it's a licensed driver. Um, or something that we know that is competent with track familiarity like Bobby. Um, I think those are the important parts.

Craig Larsen: Okay.

Sherri: And then making sure they're not going to be dropping oil or and they have safe, you know, safe stuff.

Craig Larsen: All right, John. Go ahead.

Charly Mitchel: one.

Jamie Buskirk: Don't forget Phil.

Charly Mitchel: Oh.

Craig Larsen: What?

Jamie Buskirk: Phil's uh front on the list for hands up.

02:17:57

Craig Larsen: Oh, Phil. Go ahead, Phil. Sorry.

Phil: Yeah, you know, we've done this for years and years and there's been all kinds. We brought all kinds of crap out there, you know, Charlie Lifford and his Cadillac and stuff. I mean, you know, I don't see a problem in that. It hasn't never been an issue, but but it's it's very um there's been I mean, there's just been a ton of street cars out there.

Craig Larsen: All right. Thank you, Phil. Sorry, I didn't see your name down there. Okay. Okay, cool. John Allen.

John Allen: Well, I can tell you that uh my best friend from high school got a ride along with Bobby and really enjoyed it. So, I I hope she does come out with the car because that was a thrill for him.

Craig Larsen: All right, Bobby, you're on the HIT parade. You got anything else to say, ma'am?

B Kalben: Hey.

antonia kerney: Yeah. Well, for that I can also I've instructed Bobby many times and I can vouch that she is a very competent de driver and she's very safe, very sane.

02:18:50

Craig Larsen: Oh, massive stamp of approval.

antonia kerney: So, and she cares about her car. She does not want to get it damaged.

Craig Larsen: Okay.

B Kalben: It's true.

Craig Larsen: Okay. Uh, Bobby, do you have anything else you want to say?

B Kalben: Yeah. Um Oh gosh. Um so one thing Ricky mentioned um before was possibly me inviting other Porsche drivers to bring their cars, but I don't want to go there. Um that sounds like Absolutely.

Craig Larsen: Yeah. Let's just let's keep it under a little bit of control. That sounds good.

B Kalben: Um I also um I have a real track car too.

Craig Larsen: Yeah.

B Kalben: I bought one of um Don Kit's old ones. So um I have a a real track car. It's not

as fast as the Porsche, but um and the other the other thing is I believe it was last year there was a short time that the volunteers could go out because they um the corner workers because

Craig Larsen: Yeah.

B Kalben: they had a lot to do and if they stood in line for lunch, they didn't get a chance to get a ride along.

02:19:55

B Kalben: So, if we could get that to work smoother, I think they'd be happier.

Craig Larsen: Thank you, Charlie.

Charly Mitchel: So my question of the earlier comment was competent driver. Who makes up the list of competent drivers and what are the requirements to be a competent driver?

Sherri: I think it comes down to our our drivers knowing the other drivers and Yeah.

Craig Larsen: if we know who they are.

Sherri: I can keep going.

Johnnyboy Rankin: here. The set of competent drivers is somewhat smaller than the set of our drivers.

Craig Larsen: Let let let's assume and hope there's a screening process here of some kind. If it's a people we know, it's fine. We know them. This is a this is a club. I mean, we're going to know everybody who's on this list.

Charly Mitchel: Yep.

Sherri: I mean, Phil knows everybody, so, you

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

Lori Newby: You know, if if we're really stuck for time, I can take everybody out in my motor home. It has a it has a fire extinguisher in it.

02:21:03

Lori Newby: That's fine. Everybody be good.

Craig Larsen: I took a group uh on a twolap tour of the ridge in a van one time and uh they were all uh crew members andor wives of racers and they really enjoyed it. So, we basically we didn't drive the line at speed, but we drove the line around the track and it was they loved it. They loved it. So, all right, folks. We're going long here. So, we got this

wrapped. Bobby, thanks. Um, so, uh, I'm going to jump to, uh, these are I think we can dispense with this stuff pretty quick. Um, the board previously, uh, agreed we were going to do a victory lane, uh, ad run. Uh the only thing I have to say about that is I don't have a number from uh Dan Davis yet for what that'll cost us. Um last year we got everything for half price. I doubt we're going to still be able to get that deal. Um Lauren uh I put this under face of sovereign committee because it's sort of a getting deciding to make an ad is one thing.

02:22:03

Craig Larsen: Actually making the ad is another. And so uh I'm uh I'm wary of workloads. So, um, maybe we can talk about this offline, like how we could actually pull something together. Is that okay?

Loren: Yes. Do we I'm sorry I didn't look at the minutes. For when are we talking about this? Beginning of next year or Okay.

Craig Larsen: Uh, October to January run, but October is like tomorrow.

Loren: Yeah.

Craig Larsen: You know what that's like? It's three weeks out.

Loren: Yes, I do.

Craig Larsen: We can It's a schedule we can set, you know? We can we can start in November if we have to, unless you and I find time. I'm all I'm completely booked tomorrow, but maybe on Friday you and I could have find time to talk about this. Okay. Thank you. Thanks for the the time to do that. Um if if the board's okay, I just want to blow through the president's items here. Um and people can ask questions. Uh um I wanted the board to know uh that uh Chris and I and Steve and Lori had a interesting conversation with Multicare uh now three weeks ago.

02:23:06

Craig Larsen: um about uh their uh relationship to sovereign and our interest in affiliating with them in some way and I would say it was a very positive meeting. Um we made clear that uh that Sovereign was considering you know the idea of contributing to a charity at the end of the year depending on how our finances were but also interested in a in a deeper relationship on a whole variety of levels. And um I would say Steve they were excited and uh I subsequently sent them uh some information about Sovereign

and we are waiting to hear back about their level of interest. Um I know membership in Sovereign would like to continue some relationship with the charity and this is um uh one of the charities we've been talking about and Steve do you want to add anything to that?

Lori Newby: Yeah, just um to the the point that you're saying it it benefits us to uh to go with a charity too because we get reduced prices on our ambulances and things like that and and yes, they are very very interested been working on this for you know ever since Brad Shin was president and um you know that's that's a little while ago but um you know they're they're really excited about it and they can see you know where we're going to go with this.

02:24:24

Lori Newby: So um again I think it would be a great great um you know partnership

Craig Larsen: And just to clarify for the board, this is not um this is not a charity relationship like we had before. This is not the charity producing anything that we're doing. It's just it's kind of like the lame relationship that we have where we affiliate with them and uh and uh m mutually benefit from it. So this is kind of the heads up uh more detail to follow if it uh actually grows into something which I hope it does. Um I had a great conversation about the Bugatti uh event at the fall finale in 2026 with Neil de Altmont at the CRC. while we were at the CRC. And the headline is um their uh early interests uh have indicated they're now up to 38 race cars and potentially 60 touring cars um coming from uh somebody in Japan is planning to send three cars.

Lori Newby: Wow.

Craig Larsen: Um they've got cars coming from Australia. It's uh the event is just growing and growing.

02:25:26

Johnnyboy Rankin: What?

Craig Larsen: Uh so this uh event is going to consume a significant amount of my time uh starting in uh uh November. So um it uh it has huge potential. We've talked we've before the next board meeting I will send a kind of an outline of how the the weekend is emerging. Um how Friday, Saturday, and Sunday are looking. Um we've talked about it, but I'll try to get something on paper to send out. Uh Jim Johnson, go ahead.

Jim Johnson: I spoke with Jeff Rogers at ParkPlace today and he said that they would be very interested in being a part of that.

Lori Newby: 38.

Jim Johnson: He invited us to come and visit with him, spend about an hour. I I said a half an hour. He said, "Oh, we can't get this sorted out in a half an hour." So, uh I'll get with you and maybe we can get up there uh when I get back from Alaska.

Craig Larsen: All right. And and when will that be, Jim? Uh that when were you back?

02:26:26

Jim Johnson: Uh well, the 22. Um, we come back Tuesday the 22nd.

Johnnyboy Rankin: Love it.

Jim Johnson: So, it'll be after that.

Craig Larsen: Okay. Well, that just for my kind of schedule thinking, um, I think we should have a package together by then that we can hand to people.

Jim Johnson: Yeah.

Craig Larsen: So, um, that works out pretty good.

Jim Johnson: Yeah. Yeah.

Craig Larsen: Cool. Cool. Um, heads up, uh, the fall quarterly meeting for membership is October 11th at Grio's. Uh, it's a Saturday. Uh, we're 1 hour earlier. Uh we're at from 9 to 11 uh because they have an event that starts at 11 o'clock, but we'll be in that members room in the back of Grios. Um so I hope uh you can make it and I hope board members can make it uh as many as are available. Um we've set the date for the uh annual general meeting for January 10th back at the LA. This is the dinner and award ceremony. Um uh Sher and I have had enough conversation to figure out that that was the best weekend and luckily we got in. So um so we'll be back at the lame on uh January 10th and uh Jim Johnson is seeking uh interested and excited and able people to run for the board uh for next year.

02:27:40

Craig Larsen: And uh uh Jim, do you want to say anything about that?

Jim Johnson: Well, I was going to ask I was going to ask Johnny Boy Rankin. You you you're still on board, right?

Johnnyboy Rankin: Yeah, I am.

Jim Johnson: Okay. And I I haven't heard from back from Carrie Richards, but uh if uh he says yes.

Craig Larsen: He's He's not He's not No, sorry, Jim.

Jim Johnson: Oh, he's not. Okay.

Craig Larsen: I should have I should have sent you a message. Uh he uh too many busy things going on. He just can't do it.

Jim Johnson: Okay, that leaves us with uh pretty much everything filled. We've got one VP slot that uh is open and we'll be looking for one more competition committee member.

Craig Larsen: And we need to find somebody to uh um fill the large boots of Mr. Boyd. Um uh unless unless that we can set the hook in him for another year, which I seem as unlikely. Um uh that race chair slots are uh Bruce and I spoke about it quite a bit at the CRC. Um, we need some ideas, Bruce, at all.

Jim Johnson: Yeah.

Craig Larsen: Board members, everybody. So, all right. Well, that's it for me. Um, anything else for the good of the order? Oh, sure. Go ahead.

Sherri: Um uh I've gotten emails from several people um questioning dates for next year. Pacific Raceways has us penciled in for the first weekend of May. Um Spokane is the first weekend of June. Historic is the first weekend including Friday of July. Um Labor Day weekend at least for now Saturday and Sunday for historic and in New Bugatti is 17th, 18th and 19th.

Craig Larsen: Yeah. 17th, 18th, 19th.

Sherri: Yeah. So, um we don't have contracts for any of them, but we are it is Pennsylvania.

Craig Larsen: Love it when it shapes up. All right, folks.

Johnnyboy Rankin: I move to adjourn.

Jamie Buskirk: Yes, you do. I'll second.

Charly Mitchel: You didn't even uh

Jamie Buskirk: Good night all.

Mike Lawler: See you tomorrow, Steve.

Transcription ended after 02:30:15

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