



# Notes

Oct 8, 2025

# SOVREN October 2025 BOD meeting minutes

October 8th, 2025

5:30 pm Social time

6:00 pm Call to order

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

Officials and guests in attendance: Linda Grass, Charly Mitchel, Jim Johnson, Loren Campbell, Corky Russell, Jim Duncan, Chuck Ward, Jacque Riehl, Mike Nau, Phil Edwards, Martin Rudow, Bobbie Kalben

## Summary

Jamie Buskirk started the meeting by requesting approval of the September minutes with changes related to the ABFM and SOVREN'S respective locations at next years CRC. Craig Larsen discussed ballot finalization, schedule approval, and potential future involvement with Park Place LTD.. The Fall Finale event was reviewed, addressing communication issues, an oil spill, and positive aspects, and the competition committee shared their report. Rich Newman provided a finance update, highlighting increased revenue but also rising insurance costs, and the discussion on hiring a bookkeeper was initiated. The "Face of Sovren" committee shared updates on advertising and the heritage gear program, while Loren highlighted the success of new racer engagement and the novice program. Jeff Kerney proposed a clearer definition for Group 12 car registration, and the Bugatti event will be simplified for 2026.

## Details

- **Minutes Approval and ABFM Discussion** Jamie Buskirk requested a motion to approve the meeting minutes, with John Allen raising a question regarding the ABFM . J Allen recalled the discussion was about moving the ABFM and their autocross event to the infield, and Jamie Buskirk confirmed he would review that portion of the minutes. Sherri Masterson clarified that SOVREN would move to the infield, allowing ABFM to retain access to beaches, and Craig Larsen added that Portland management desires separate contracts for Sovereign and ABFM events ([00:00:56](#)). The lunchtime autocross for the ABFM might occur on the track or in the paddock area, but it requires significant planning and security ([00:02:04](#)). The minutes were approved with the agreed-upon changes, on a motion by Mike Lawler, seconded by John Allen. ([00:03:02](#)).
- **Ballot Finalization** Craig Larsen announced an agenda addition to present the ballot for the 2026 Board and Competition Committee positions, while noting that nominations from the floor are still possible at the upcoming quarterly meeting ([00:03:02](#)). Jim Johnson presented the current ballot, which includes Craig Larsen as president, John Allen, Lorren Campbell, and Jamie Buskirk as vice presidents, Rich Newman as treasurer, and Jim Duncan and Shelby Clark as secretary nominees. The ballot also lists Brad Shinn as past president and John Rankin, Jeff Kerney, and Michael Nau as Competition Committee members ([00:03:57](#)). The board approved the ballot after a motion from Bill Simer, seconded by Jamie Buskirk ([00:05:12](#)).
- **SOVREN's Future Involvement with Park Place.** Craig Larsen mentioned a positive meeting with Jeff Rogers, chairman of Park Place LTD's ownership group, regarding their possible future involvement with SOVREN, facilitated by Jim Johnson's long-standing friendship with Rogers. More information on this topic will be provided in future meetings ([00:05:12](#)).
- **Schedule Approval** Craig Larsen initiated the approval of the schedule, which enables Tom to sign a contract to lock in dates. Sherri Masterson outlined the proposed schedule: the first week in May, first weekend in June, first weekend in July, first week in September, and different dates for the Fall Finale Bugatti event ([00:06:11](#)). The Bugatti event will likely be shortened to Saturday and Sunday, with Bugatti participants running as a group during the Fall Finale due to cost considerations ([00:07:27](#)). The motion to adopt the proposed schedule was made by Mike Lawler, with Rich Newman seconding the motion. A verbal vote was in favor.

- **CRC Event and Potential Third Day** John Allen inquired about the possibility of a three-day CRC event, suggesting that the dates shown should be September 5th, 6th, and 7th, with the 7th being a Monday. Sherri Masterson explained that Portland contracts are typically received close to the event, making long-term planning challenging ([00:08:26](#)). She highlighted the pros and cons of a three-day event, such as enabling a full Sunday race day and overnight stays, versus the potential for holiday traffic and increased expense ([00:09:33](#)). Rich Newman suggested assessing potential conflicts to determine the impact on drivers, noting that previous CRC races with fewer conflicts showed better revenue ([00:10:47](#)).
- **Fall Finale Event Feedback** Craig Larsen invited feedback on the Fall Finale event. Rich Newman and Loren appreciated the decision to combine the Sprites/Midgets with Group 5 and praised race control and grid for facilitating the last-minute switch, leading to valuable seat time ([00:12:47](#)).
- **Communication Issue at Fall Finale** Bill Simer reported a communication issue regarding a schedule change on Sunday, where some racers, including Todd Sullivan and Shelby Clark, arrived late to pre-grid because they were not well-informed ([00:13:47](#)). Sherri Masterson clarified that there was no schedule change; rather, a 20-minute delay due to an oil cleanup was absorbed by the cancellation of group 10-11, allowing subsequent groups to start on time ([00:14:48](#)). She emphasized that control's job is to keep events on time and that drivers should not assume delays ([00:15:37](#)). Bill Simer maintained that racers perceived a communication breakdown ([00:16:37](#)).
- **Oil Spill Incident at Fall Finale** John Allen expressed concern about the significant oil spill from a "Big Bore" car during the Fall Finale, suggesting better ways to prevent and clean up such incidents, and proposed two parade laps instead of one ([00:18:36](#)). Rich Newman questioned why the car was not black-flagged and why no one was directing cars off track at Turn 8 during the parade lap after the spill ([00:19:47](#)). Jamie Buskirk, who was behind the car, also expressed surprise at the lack of immediate black flagging, as the oil leak was clearly visible ([00:20:44](#)). Linda Grass confirmed that turn workers at Turns 8 and 9 tried to flag the driver off the track, but the driver ignored them ([00:22:38](#)). Craig Larsen noted that the cleanup was delayed due to running out of track-drying material ([00:21:35](#)). Corky Russell clarified that there are ample supplies available at the track, but they might be hidden or inaccessible if trucks are tied up ([00:22:38](#)). Jeff Kernney and Mike Lawler confirmed the car's oil capacity was

approximately 16 quarts, which is standard for race Porsches with extra lines ([00:24:04](#)).

- **Positive Aspects of Fall Finale and Worker Rides** Craig Larsen praised the Fall Finale schedule, reporting that he achieved his fastest lap time ever at Pacific Raceways, and felt they received a lot of seat time due to the good weather ([00:24:04](#)). Charly Mitchel reported 68 vehicle inspections, including 24 pre-registered, and highlighted the success of worker and family rides, with approximately 35 rides provided ([00:24:57](#)). Rich Newman inquired about the possibility of blending volunteer and family rides across both days, as some volunteers missed rides on Saturday ([00:27:10](#)). Mike Lawler explained that it has historically been separate days due to worker lunch breaks and time constraints, to ensure everyone gets a ride. Charly Mitchel noted some drivers brought their own passengers, which was not the ideal process for loading volunteers, but acknowledged they checked waivers. Bobbei Kalben confirmed that at the Sunday morning worker meeting, she offered rides to those who missed Saturday's session. Sherri Masterson stressed the importance of ensuring all passengers have signed waivers and encouraged drivers to take workers for rides ([00:28:02](#)) ([00:30:52](#)).
- **Competition Committee Report** Jeff Kernney reported a quiet Saturday for the competition committee, but a more eventful Sunday with four reports written. Three reports were ready, but one involving a driver blowing past a track entry light was still under discussion and might be changed from a two-point penalty to a warning due to confusion ([00:31:52](#)). Jeff Kerney also noted a Formula Ford driver passing under a yellow flag, which he observed personally but did not receive a report from the turn stations ([00:32:59](#)). Another incident involved a minor fender bender with an experienced driver and a driver who spun off track and backed onto it, leading to a warning and educational discussion ([00:34:06](#)). Jeff Kernney also shared a new report form received from Jim Johnson, which helps with reporting to the VMC, and noted the need for a formal repository for these records ([00:35:05](#)). Sherri Masterson suggested reinforcing the use of witness statements at driver's meetings for incidents like the spin at Turn 8 ([00:36:02](#)).
- **Finance Update** Rich Newman provided a finance update, focusing on revenue, as many costs for the CRC and Fall Finale were still pending ([00:38:05](#)). He noted that CRC revenue was positive at \$53,000 in deposited funds, effectively \$56,000 with credits, compared to \$52,000 last year. Fall Finale revenue was projected to

be around \$41,000, a shortfall compared to last year's \$52,000 ([00:39:10](#)). Rich Newman specifically highlighted that the Northwest Historic event's race entry fees were around \$96,000, which was less than last year's combined race entry and package deals. Craig Larsen noted that spectator gate revenue for the Historic event was significant and that spectator numbers for the Fall Finale were also surprisingly high ([00:40:11](#)). Rich Newman also pointed out that the Spokane event, an incremental race, contributed \$33,000 in revenue, which significantly helped offset softness in other races ([00:44:31](#)) ([00:46:39](#)). He noted that total race entry fees for the year were \$265,000, expected to reach \$270,000 with Fall Finale income, which is \$15,000 more than 2024, partly due to not issuing refunds ([00:42:31](#)). Rich Newman also highlighted a significant increase in insurance costs from \$15,000 to \$25,000, with Sherri Masterson attributing some of this to new parade lap charges and more expensive spectator insurance for historic events ([00:44:31](#)). Despite these changes, membership dues and fees remained remarkably stable ([00:45:31](#)). Bill Simer emphasized that the change in refund policy contributed significantly to the improved financial position ([00:46:39](#)).

- **Consideration of Hiring a Bookkeeper** Craig Larsen brought up the subject of hiring a bookkeeper for 2026 to simplify Rich Newman's role and accelerate payments. Bill Simer supported the idea, viewing it as a "best practice" for organizational stability and allowing for more focus on analytics and business decisions, but noted that he and Rich are not quite ready and may need until the first quarter of 2026 to streamline current processes ([00:47:48](#)) ([00:53:42](#)). Rich Newman agreed that a bookkeeper would help with task-oriented duties, allowing him to focus on executive functions and analytics ([00:49:50](#)) ([00:54:41](#)). Bill Simer also acknowledged that expense tracking needs tightening.
- **Operating Manual Distribution** Sherri Masterson is actively searching for the draft operating manual that was intended for distribution, as it has not yet been released due to the busy racing schedule at the end of the season. Craig Larsen noted that several people have expressed interest in the manual and are awaiting its release ([00:57:08](#)).
- **Fee Structure for 2026** Craig Larsen stated that he will propose to the board to not increase racing fees for 2026, advocating for maintaining the current fee structure. His reasoning is to attract more racers rather than increasing costs for existing ones, and he does not wish to debate this position at the current meeting ([00:58:12](#)).

- **Race Chair Transition** Craig Larsen publicly thanked Bruce Boyd for his long-standing contributions to SOVREN as race chair and mentioned that the position will be filled by board appointment once the new board is set. He emphasized that Bruce's departure leaves "big shoes to fill" ([00:59:14](#)).
- **"Face of SOVREN" Committee Updates** Loren shared updates from the "Face of SOVREN" committee, including a new ad in Victory Lane magazine for October, which was initially fuzzy and "lo res" but was corrected to be sharp and accurate ([01:00:22](#)). He also discussed continuing the tradition of tech stickers to celebrate significant contributors and mentioned that Historics posters and graphics are being prepared earlier this year to avoid overworking his spouse ([01:01:22](#)).
- **Customer Service and New Racer Engagement** Craig Larsen plans to emphasize customer service as an organizational responsibility in 2026, especially given the influx of new racers ([01:02:41](#)). Loren presented data showing a significant increase in younger drivers and multiple entries, noting that the YODA program has been financially successful ([01:03:54](#)).
- **Heritage Gear Program** Loren highlighted the spontaneous success of the heritage gear program, where members donated safety gear for new drivers, saving them significant startup costs ([01:05:02](#)). They shared examples of new racers, like Cody Smith and Owen Duncan, being almost fully equipped through this initiative ([01:06:23](#)).
- **Impact of Young Racers and Community Building** Loren emphasized the positive impact of younger racers like Evan Eldridge and Jack Stark, whose enthusiasm and social media presence are more effective in attracting new participants than traditional methods ([01:06:23](#)). He also discussed the importance of continued support and repeated invitations to integrate new members into the community ([01:09:50](#)).
- **Novice Program and Accessibility** Loren praised the improvements made to the novice program by Stephen Newby, which has made it easier and safer for new racers to get onboarded quickly. Kurt Weiss was cited as an example of a spectator who transitioned to racing within the same year, demonstrating the program's effectiveness ([01:12:04](#)).
- **Cody Paris's Perseverance and Follow-up** John Allen and Charly Mitchel shared anecdotes about Cody Paris's resilience in overcoming mechanical issues and accidents during his first year of racing, highlighting his positive attitude

([01:12:04](#)). Craig Larsen commended Jeff Kerney and Charly Mitchel for their thorough follow-up with racers after incidents, providing advice and promoting safety ([01:15:57](#)).

- **Group 12 Car Registration Definition** Jeff Kerney raised the issue of modern cars attempting to enter races without proper registration forms and requested a clearer definition for Group 12, which is currently a catch-all category ([01:17:52](#)). They suggested a rolling age rule, similar to the 25-year rule, to provide the competition committee with a clear basis for accepting or rejecting entries ([01:19:17](#)).
- **Bugatti Event Simplification** Craig Larsen mentioned that the Bugatti event at the 2026 fall finale is being simplified due to concerns about high shipping costs for cars, with plans to integrate it more deeply into the main event rather than having a separate day ([01:20:09](#)). The event will continue to be sponsored by the American Bugatti Club ([01:21:18](#)).
- **Potential for Three-Day Event** John Allen proposed extending the fall finale to a three-day event to accommodate the Bugatti cars while maintaining sufficient seat time for all racers ([01:21:18](#)). Craig Larsen acknowledged this as an option and suggested that increased spectator income could potentially cover the cost of an additional track rental day ([01:22:09](#)).
- **Bugatti Technical Arrangements** John Allen and Jamie Buskirk clarified that the Bugattis will have their own run group and technical arrangements, ensuring they are not mixed with other race categories. Corky Russell expressed concern about the high value of some Bugattis and the potential risks if they were to race with other groups ([01:23:56](#)).
- Meeting adjourned at 7:25pm, on a motion by Bill Simer, seconded by Mike Lawler. All were in favor.

## Suggested next steps

- Jamie Buskirk will review the portion of the minutes about moving the ABFM and their Giant Soom to the infield and make sure that the idea is properly expressed.
- Rich Newman will double check the insurance numbers.
- Jeff Kerney will work on defining clear guidelines for car eligibility in Group 12 by next year.

Sherri Masterson will find the draft operating manual file and distribute it.

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# Transcript

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# Meeting Oct 8, 2025 at 17:27 PDT - Transcript

00:00:00

**Jamie Buskirk:** Um the first item as always is uh I'm going to ask for um a motion to approve the minutes.

**Mike Lawler:** Move to be approval.

**Jamie Buskirk:** Uh that is if nobody has any objections to the draft minutes I circulated.

**Craig Larsen:** Big apple.

**J Allen:** I did have a a question on them.

**Jamie Buskirk:** Um Mhm.

**J Allen:** There was a a portion of them. Let me start with saying that the minutes are beautiful the way they're written now.

**Mike Lawler:** Oh.

**J Allen:** I love them. Um, but the one thing that I had saw in there was the discussion about moving the uh the ABFM and my understanding of that conversation was we were talking about moving the ABFM and their Giant Soom to the infield as opposed to us into the infield. So unless I completely missed that.

**Jamie Buskirk:** No, I I think you rec you'll recollect it correctly, John.

**J Allen:** Okay.

**Jamie Buskirk:** The way I remember it as well. I will review that portion of the minutes and make sure that uh idea is uh properly expressed.

00:00:56

**Craig Larsen:** Well, let before we jump in, let's let's clarify this issue right away.

**Sherri Masterson:** the track.

**Craig Larsen:** Uh Sher, go ahead. You you have as good information as anybody.

**Sherri Masterson:** It would be moving Sovereign to the infield because of uh beaches.

The ABFM would still have to have beaches available to them. So, Sovereign would move to the infield and use uh in-n-outs probably through gate 8. Um, and ABFM would

be out of our hair.

**Craig Larsen:** the um and Sherry uh correct me if I'm wrong, but in talking to Tom um Mastersonson, it appears that the um this is a motivation coming from Portland that they want to separate um our events and theoretically do two different contracts, one with us, one with ABFM.

**Sherri Masterson:** Correct.

**Craig Larsen:** Um is that correct, Sherry?

**Sherri Masterson:** That is that is correct. Um it comes from the management at at TI.

**Craig Larsen:** Yeah. Yeah. So, it has a number of ramifications which we don't need to get into tonight, but um the the first of which is it it separates our events and they're no longer effectively a subcontractor um working through ours.

**00:02:04**

**Craig Larsen:** So, um I don't think it changes the goals of having a a quality event where we're supporting each other. It just changes the contract nature. But that's most of that's for later.

**Jamie Buskirk:** Sherry, one one uh point of clarification. Where will the uh noon autocross, the lunchtime autocross for the ABFM take place?

**Sherri Masterson:** Um, it may not happen at all, but but if it did, it would have to be on the uh on the track itself.

**antonia kerney:** But be yourself.

**Craig Larsen:** Right.

**Jamie Buskirk:** Okay. Yeah, breaking up.

**Sherri Masterson:** However, there is a possibility they could do it in the paddic area.

**antonia kerney:** Okay.

**Sherri Masterson:** Um, but it takes a lot of planning and it takes a lot of people. Solo does it. You know, they do autocross. There's groups that do it all the time, but it does take a high level of security to keep um spectators out of the out of the track area that they use.

**J Allen:** What's that?

**Jamie Buskirk:** Okay. Well, I won't I won't touch too much on that in the minutes then.

00:03:02

**J Allen:** Okay.

**Jamie Buskirk:** So, Sovereign will be in the infield.

**Craig Larsen:** Right.

**Jamie Buskirk:** Okay. Point taken. Thank you. And thank you, John. Um, let's see. Back to the rest of the minutes. Um any other uh items that need to need need to be changed or clarified? Well, in that event, uh can I get a motion to approve said minutes?

**Mike Lawler:** I'll make a motion that we approve with those changes.

**Jamie Buskirk:** Thank you, Mike.

**J Allen:** Second.

**Jamie Buskirk:** Thank you, John. All right, with that, I will turn it over to you, Craig.

**Craig Larsen:** All right. Well, we have uh Thank you, Jamie. We have uh an agenda addition um which is um finalizing our ballot and I'll clarify that it's still at the quarterly meeting on Saturday at go it's still possible to nominate people from the floor. So this is the ballot up to the beginning of that meeting on Saturday and if nobody's nominated from the floor which I think it's fairly rare um this will be our ballot going forward.

00:03:57

**Jim Johnson:** Sure.

**Craig Larsen:** So, Jim, do you want to uh brief us on that?

**Jim Johnson:** Sure. And thanks everybody for sending in your notes and your comments. Um, we actually have a full plus ballot. Uh, Craig is president. Uh, vice presidents are John Allen, Lauren Campbell, and Jamie Buskerk. Treasure Rich Newman. We have two people that have been nominated for secretary, Jim Duncan, and Shelby Clark. Brad is uh, past president. Uh, and then three comp committee people, John Rankin, Jeff Kernney, and Michael now. So, that's where it stands now. And uh it may we may add some more people if they if they want to run.

**Craig Larsen:** Uh, thanks Jim for uh for beating the bushes, but also just being a repository of all that. Um, it's nice to have somebody can just call and um and check in with. So, thanks. I I I we we've shanghied you into this a number of times.

**Sherri Masterson:** Excuse me.

**Jim Johnson:** Yeah. All right.

00:05:12

**Craig Larsen:** Thanks, my friend. Um, so do we have a motion to approve this uh ballot?

**Bill Simer:** I move to approve.

**Craig Larsen:** We got a second.

**Jamie Buskirk:** I'll second that.

**Craig Larsen:** Great. All in favor? I I Yeah.

**Bill Simer:** I

**Jamie Buskirk:** All right.

**Craig Larsen:** Every any opposed?

**J Allen:** All right.

**Craig Larsen:** No. Thanks, Jim. Uh, and uh thanks also Jim. Uh Jim and I met with uh uh the uh what would you call him? Uh Jim, the managing partner of Parkplace.

**Jim Johnson:** Well, he's the he he's the chairman of the the ownership group that is with Parkplace.

**Craig Larsen:** Yeah. And just as an aside, uh through Jim's long uh friendship with uh this fellow Jeff Rogers, uh we had a great meeting today to talk about their possible involvement with Sovereign in the future. So, uh more more to come at future meetings, but it was great. and Jim, thanks for the introduction and uh and joining us and and helping that meeting go smooth.

**Jim Johnson:** No problem.

00:06:11

**Craig Larsen:** Thanks, buddy. Um so, uh let's also in a category of agenda additions, let's go to approving the schedule. And uh Sher, I'm going to ask you to jump in.

Unfortunately, Tom had to work tonight, but um this this is the our approval of the schedule uh that allows Tom to sign a contract that locks in these uh dates. And so this uh this doesn't make it happen, but it's the last time we look at it until um uh a contract is signed or brought to us. So, um, does somebody have this up that we could look at or I don't notes.

**Bill Simer:** Thank you.

**Jamie Buskirk:** it. It's in notes. If you uh go to the bottom right corner of your toolbar, uh right next to the double-headed little monster there, the fig, you know, people in the people in the meeting, there's a little Yeah.

**Craig Larsen:** Oh, got it. Okay. Oh, messages. Uh,

**Sherri Masterson:** I could make it, you It's really easy. It's the first week in May, first

weekend in June, first weekend in July, first week in September, and then the bigatti gates for fall finale are totally different than before.

**00:07:27**

**Craig Larsen:** Well, that's easy to remember. Thanks, Sherry. I actually have a chance of remembering that. Um, any comments? Let me say something about the Bugatti event. It's um, a lot of times with new events like this, they they grow and they shrink and they grow and they shrink and we're kind of in the middle zone right now. Um it's looking like uh just due to cost um the Bugatti folks are just going to uh want to run with us as effectively a run group at the fall finale. So we had talked about adding a Friday um that was a pure Bugatti weekend or Bugatti race. Now they'll just be with us on Saturday and Sunday. So it shortens up that event. Um that's where it is today. Um, and I think as I recall, Sher in my conversation with Tom, um, we're awaiting a few more days here to figure out if that's where it's going to stay, but that's where we believe it is right now.

**Sherri Masterson:** Yeah.

**Craig Larsen:** Okay.

**00:08:26**

**J Allen:** Can I make a comment? Your CRC the 8th should be actually the seventh is possible for a 3day event.

**Sherri Masterson:** Yeah. Tom Tom sent that correction out.

**J Allen:** How possible is that? Because that's something that could affect our negotiation or contracts because I would like it.

**Sherri Masterson:** Well, it is Portland and um we don't get the contracts until just before the event.

**Craig Larsen:** Yeah, like a couple weeks.

**Sherri Masterson:** We have an agreement of when the dates are. Um we've done it before. It has been many years since we've done it. Uh it was typically a a short day on Monday because it is a holiday and people don't want to be in holiday traffic. That is the downside to it. Um the upside is Sunday can go a full day and people can stay overnight and then leave Monday morning. Um so there's a lot of options kind of out there. Um, you know, I think we really have to decide if we want to commit to the expense of a third day and how many would it really, you know, pull in?

**00:09:33**

**Sherri Masterson:** Obviously, you know, the Canadians work on on Monday. It's our holiday, not theirs. um you know would it encourage more people to come up from California if it wasn't a third day but they could stay overnight and leave in the morning you know which they could do now but we can race all day on Sunday instead of ending early so people can get on the road so um there's a few things to look at If you that Yeah.

**Craig Larsen:** Well, and the good news about this is what Sherry mentioned at the beginning is uh the Portland contract is um you know, what was it this year, Sherry?

**antonia kerney:** Thank you.

**Craig Larsen:** Like two weeks before, 10 days before the event. Uh so um so we can use it as a planning calendar for CRC and uh deal with the policy issue of do we want to do three days uh as the new year folds rolls out. Rich, go ahead.

**Rich Newman:** Um just a general comment about you know the race. Um I I think we if there's any way and this is always hard I know but if there's any way to understand the conflicts potential that weekend and what the impact might be on on drivers um or potential drivers for the weekend that might help us decide whether we go another day or not.

**00:10:47**

**Rich Newman:** um at CRC this year. Uh Sherry, I think we're pretty um based on looking at revenues anyway. Um you know, it was it was not a bad race this year, it was better than last in terms of revenue um by a little bit.

**Craig Larsen:** Mhm.

**Rich Newman:** So, and we had we had less conflicts this year if I remember correctly. Sher, you probably remember a lot better than I, but

**Craig Larsen:** That's right.

**Sherri Masterson:** Yeah. The problem with Labor Day weekend is it's just before school starts or school has just started. It's it's the last time the family can go do something together. Um we I think there's more family contract conflicts than there is race conflicts. Um because it's a holiday weekend. Um and if you've got school kids, you know, it impacts that.

**Craig Larsen:** Well, I would ask the board to approve the schedule that Tom's worked out. Um, and then knowing that the CRC is a bit of an open question and we have time to, you know, we're we're it's a it's a planning target at this point.

**00:11:46**

**Craig Larsen:** I think there are legit questions about adding a third day. It's just an opportunity this year. Um, and we should think about it in a in a careful way. Um, but John, go ahead. John Allen. Uh, microphone.

**J Allen:** Is Mary Hill part of the official schedule or is that something separate?

**Sherri Masterson:** Mary Hill separate. It's it's a se its own event. It's just a points race just like uh uh BC Historic and SV.

**J Allen:** Okay. dates.

**Craig Larsen:** Okay, I'd like to move this along. Uh, do we have a motion to approve this?

**Mike Lawler:** I'll make the motion to approve Tom's uh tenant schedule.

**Craig Larsen:** Thank you, Mike. Do we have a second?

**Rich Newman:** I'll second it.

**Craig Larsen:** Thank you. Um, all in favor?

**Rich Newman:** I

**Craig Larsen:** I. Any opposed? Thank you, man. Just clicking through the issues. That's that's great. Thank you very much. Um uh so we're up to item three.

**00:12:47**

**Craig Larsen:** Uh I uh fall finale. I just wanted to um give since before the dust gets too deep on that event, I just wanted people to have a a brief opportunity to share um how the fall finale went um for for them or for their run group or whatever and just I just a sort of a have a quick collective conversation about how the event went. Anybody? Rich, go ahead.

**Rich Newman:** I'll start out. Um, I loved the fact that that the sprite midgets and I don't know it's worth the dialogue. Um, raced with group three. um we filled in with the three cars that they had or whatever it was and um it was really uh it was really great. So um just wanted to highlight that. I like that last minute shift. I think it was a Stephen newbie deal and I and I like the change.

**Mike Lawler:** I think I think it was group five.

**Craig Larsen:** Thanks, Rich.

**Sherri Masterson:** Yeah, it was group five.

**antonia kerney:** Nice.

**Sherri Masterson:** Five, six.

**00:13:47**

**Rich Newman:** Oh, we're five.

**Craig Larsen:** Thanks, Jim. Um, yeah, go ahead, Lauren.

**Loren:** Yeah, I just I was going to say exactly what Rich said. Um, we absolutely had a hoot basically with five sprite midget races and I just wanted to appreciate race control and grid and everybody else that facilitated that last minute switch through actually happened after qualifying and it seemed very very smooth. Appreciate that.

**antonia kerney:** f\*\*\* you.

**Loren:** Um, I I and I really enjoyed the schedule. I just felt like I got to the end of the weekend and I felt like that was really good value. I got a lot of seat time and had a very fun time. The weather helped. Um, so yay, good event.

**Craig Larsen:** Yeah, Bill Simer.

**Bill Simer:** Yeah, I um I'd heard today at uh at coffee that there was a schedule change on Sunday that was not communicated well. So, some racers got to grid late, pre-grid late. Um actually, the Solomons got there and Shelby Shelby Clark both got there late. They hadn't heard the announcement.

**00:14:48**

**Bill Simer:** They noticed other cars driving out and so they got in their suits quickly. I wasn't there so I don't have any other information on it but I wanted to just convey it to you that that was concern that was raised to me today.

**Sherri Masterson:** There was not a schedule.

**Bill Simer:** Well, it it wasn't Clark, but it was a a Lola, I was told. or not an Albert.

**Sherri Masterson:** it.

**Mike Lawler:** Okay, Sherry, I don't believe I don't believe there was a schedule change, was there, Sherry?

**Bill Simer:** It was I was told by right

**Sherri Masterson:** There was not a schedule change.

**J Duncan:** I was part of

**Sherri Masterson:** Um 101. So what happened was Big Boar blew up a car. Okay. He oiled the track. It took them 20 minutes to clean it up. Emerald Cup was in the grid. They were told they were delayed by 20 minutes or so, depending how long it take took took to clean up. At that point it was not we were control was notified that the remaining car in group 1011 had gone home earlier.

**00:15:37**

**Sherri Masterson:** So there was no more 10-11. So what happened was that time got absorbed into the cleanup and group one through four started on time.

**Bill Simer:** Well, I understand that they had an expectation of starting late because of the schedule and the cleanup. Sherry, I'm just telling you what I was told.

**J Duncan:** Clear.

**Sherri Masterson:** The problem is we have always said never assume we're going to be behind because the job of control is to keep us on time.

**Bill Simer:** I don't care. So, So perception is reality and I will tell you the perception is that they were not notified.

**Mike Lawler:** Exactly.

**Bill Simer:** So I'm delay I'm rel.

**Sherri Masterson:** No, I already I've already responded to all the emails.

**Bill Simer:** I'm relaying you.

**Sherri Masterson:** Um that's not an issue.

**Bill Simer:** Well,

**Sherri Masterson:** And um it was it was discussed in in depth of with what all happened. Um you know they somebody unfortunately one of the things that happened that I heard was that driver services told them a race had been cancelled and that threw everybody into this oh there must be something different.

**00:16:37**

**Sherri Masterson:** If there is a schedule change, every single person will be notified and we have done that in the past to drivers.

**Bill Simer:** Sherry, with all due respect, from a racer standpoint, you're kind of in the dark during the weekend. And when there's a a track cleanup that extends a schedule, you

kind of mentally reset. And from their perspective, they said, "We had done that reset." And we didn't realize that they had had that cancellation that now moved things back on schedule. So, in fairness, I will tell you, they view it as a there was a communication issue that they didn't hear about it. And so they were caught unawares. And Sherry, that's not fair.

**Sherri Masterson:** So, the solution is going to be to go around for every session and let everybody know where we're at on the schedule, which is doesn't make sense. Ping system is an issue at that track and it's an issue because of the a neighborhood agreement.

**Bill Simer:** Yeah.

**Sherri Masterson:** Um, there is a radio station that can be listened to 5:40 a.m. Um, I put in the driver letter every time, but driving.

**00:17:35**

**Bill Simer:** So we should we should probably reinforce that because you know I I know I know you do but again perception is reality and the perception is something happened we weren't made aware of it and we were caught off guard and uh we were in the the run for you know for points and now we're down a lap and they're not happy with it. So I'm here Okay, thank

**Sherri Masterson:** Well, it's been addressed and told them what I mean, they they've gotten all the emails, so it'll be addressed. They're not going to end up that way.

**Craig Larsen:** Uh, thank you. Uh, we're queued up here. John Allen, you're next. Uh, microphone.

**J Allen:** I want to agree with Bill here uh real quick is uh from a racer's point of view, you look at the the group that's before you and if you're if you see Formula 4s out there and you know that there's a a group that maybe was removed, you are looking for those wings and things, not the end of of the group nine.

**00:18:36**

**J Allen:** So, but besides that, um so it's just like you said, a perceptive perception. Um, my comment has to do with, of course, the big boar and the giant spill. I think we really need to somehow figure out not only how to keep big bores or whatever, they always seem to be the problem with spilling oil. And the fact that they took like three laps and

completely down the entire length of it. when Roxan came out and had a sign that said oil from T9 to T8. I mean, come on. And the first two laps were literally a snowstorm. I could not see Tur 10. Um, and what so suggestions would be obviously, let's not oil a track, but um I thought I saw earlier in the weekend uh a little trailer that had like a little jet engine on there. uh is that track owned that they could blow the the stuff off the side at least so it's not in the middle of the track. And also another thing that would have greatly helped was if we took two parade laps instead of one.

**00:19:47**

**J Allen:** So,

**Craig Larsen:** Yep. Thank you. Uh John uh Jim Duncan uh microphone

**J Duncan:** Thank you. I was I was actually paddocked way over by the the west bathrooms and happened to be getting dressed and heard the announcement that the we were going out uh for some confusion that I said. So Frank Dementelli and I were we got to be on the front row and but it was it was that we did hear it through the announce the announcer that way. Um but yeah, it was very confusing but I understand the the the situation. So thank

**Craig Larsen:** Yep. Thank you. Uh, Rich Newman.

**Rich Newman:** Um, going back to the oil spill, um, I I mean I I guess maybe we'll hear about this. Um, but we had to have made an error, right? I mean, at the end of the day, um, that car was absolutely smoking all the way around. Couple three laps. So, I'm not sure why we didn't black flag him off or do something.

**00:20:44**

**Rich Newman:** Maybe there's a reason. And then the last thing when everybody was exiting and they took that last parade lap with oil, I guess, um I was surprised nobody was at eight pointing them off. So I I w I assumed there was some sort of an error. It's not a point finger thing, but maybe a learning thing um was was my general thought on that whole deal. And I thought maybe somebody with more knowledge could respond to that.

**Craig Larsen:** Uh uh Jamie, you're next. Um microphone. That's my job today. Get people to turn their microphones on.

**Jamie Buskirk:** Thank you for that kind sir. I was behind the guy dumping the oil. Um

and u yeah I was kind of amazed. We saw one surface flag. You know I exited the track immediately because I could see this race was over. But I didn't see I I thought I'd see a black flag or black flag all or a meatball or some darn thing because he was right in front of me and if he just if there flags for him

**00:21:35**

**antonia kerney:** Thank you.

**Jamie Buskirk:** I would have seen him. So, I was a little uh curious about that um because it was certainly visible to all on lockers, you know, big cloud of smoke along with us. Well, sprinkler going on on the back of the car. Um that that's really all I've got. I went home. I mean, I put the car in the trailer, went home. I was like, "We're going to call this." Uh, and I'm glad they got the track cleaned up and everybody back on schedule and and the the Mike Stone and the Elva reported that Todd and Jim told him the race that next race had been delayed and then was a little bit uh miffed when they turned out they were not correct.

**Craig Larsen:** Well, I think Mike Lawler, I think it was you who told me they used so much uh track drive that they ran out and uh there was so much oil on the track.

**Jamie Buskirk:** Anyway,

**Craig Larsen:** That was part of the delay is they had to go get more supplies.

**00:22:38**

**Craig Larsen:** It was just like it it was oiled down good.

**Mike Lawler:** Right. Correct. Is 16 quarts of oil. And just uh for uh uh edification, I did ask that we have a two laps for uh the Emerald Cup and it went through the tower and that was denied. So I did ask for it.

**Craig Larsen:** Um, uh, Linda Graph live from Mexico.

**Linda Grass:** What?

**Craig Larsen:** Yeah, go ahead.

**Linda Grass:** Um, just to let you know that I could see from my vantage point, turn eight and nine did everything they could to get him off the track. They were showing him surface flags, pointing at him, getting out in his face, and telling him, "Get off the track." And he was ignoring it all. Just an FYI.

**Craig Larsen:** Yeah, thank you, Linda. Um, uh, Corky, go ahead.

**Corky Russell:** Just as a side note, uh I don't think you'd ever run out of the uh sweep because there's a big um container that's full of that stuff.

**Craig Larsen:** Yeah. Yeah. Yeah.

**00:24:04**

**Craig Larsen:** There you go. Uh, Linda, did you have something else? Linda, Linda Grass.

**Linda Grass:** I have no Yes.

**Craig Larsen:** Okay.

**Linda Grass:** Oh, Bobby says, "Yes, I do." The problem with the sweep was every truck tied up.

**Craig Larsen:** Oh.

**Linda Grass:** Oh, Bobby said the issue with the sweep was that every truck was tied up. So, we had dispatch to go get it.

**Craig Larsen:** Oh yeah.

**Linda Grass:** So, they had to do different things to get them out again.

**Craig Larsen:** Yeah. Um, thank you all.

**Linda Grass:** So,

**Craig Larsen:** Uh, I I want to Oh, uh, John Allen again. Go ahead.

**J Allen:** One question. I'm not sure if Mike was joking or not, but was it really that large of a oil tank? Because nine quarts is about the largest I think I've seen. And if it's really that large, do we should is that something we should address? Because Yeah.

**Craig Larsen:** How's that a dry sump system.

**J Allen:** But uh drive around with a

**Mike Lawler:** Great system.

**00:24:57**

**antonia kerney:** No, John. John, this is Jeff. Porsches. The stock Porsches have a 12Q capacity. And this was a race Porsche, so it had extra lines. So, it was probably very easily 16 quarts.

**Mike Lawler:** That's what the private

**antonia kerney:** And that's standard for that car.

**J Allen:** 55gallon drum in the back.

**Craig Larsen:** the red because there was still more in it.

**Jamie Buskirk:** And he didn't lose the engine. He still had oil pressure when he came in.

**Craig Larsen:** There was still more. Uh well, I let's just wrap this up. Sh I want to say uh second a comment that a couple people made. I thought the schedule was great and I know uh Sherry, Mike, many people I don't know contribute to that, but um I mean I got five days of five races and uh qualifying and I felt like I got a ton of seat time and it was also you know supported by having such great weather. you know, I could go out and and push the car and race hard and I I equaled my fastest lap time ever at Pacific Raceways on Sunday.

**00:26:02**

**Craig Larsen:** It was it was amazing race weekend. So, uh well done on the schedule and uh I just thought it was a great event. Um Charlie, go ahead, Charlie Mitchell. Go ahead, Charlie.

**Charly Mitchel:** cooking cooking dinner same time. Okay, so I got some things to add for the fall finale.

**Craig Larsen:** Yeah.

**Charly Mitchel:** We did 68 texts, 24 were inspections, 38 were annuals, and six were pre-registered.

**Craig Larsen:** Mhm.

**Charly Mitchel:** Um, the driver services seems to be going fairly well. Rod is taking it over somewhat. He hasn't wholly committed to it, but he's doing a good job over there. And um I helped out with the worker rides and we must have done 35 35 worker family rides.

**Craig Larsen:** Wow.

**Charly Mitchel:** Now not all those went through us. Some of them were the family and they cruised right by us somewhat, but we did a lot. We I think there there was probably eight or nine cars and they each some of them went out four times. So it was great.

**00:27:10**

**Charly Mitchel:** So, that's my that's my input for the uh for the fall finale.

**Craig Larsen:** Amazing. And uh what's for dinner, Charlie? What are you What are you barbecuing?

**Charly Mitchel:** I got pizza cooking behind me on my grill.

**Craig Larsen:** Ah, there you go. Appropriate appropriate, Charlie.

**Charly Mitchel:** Yep.

**Craig Larsen:** Yeah.

**Charly Mitchel:** Yep.

**Craig Larsen:** Yeah. Thank you.

**Charly Mitchel:** Yep.

**Craig Larsen:** Uh uh John, third time at the well, buddy. What's up now?

**J Allen:** I I forgot to mention that the uh I want to thank the people who were able to readjust the schedule so that we got the uh swap of the practice and the qualifying because I think that really did help us out and uh did make it for a great

**Craig Larsen:** Yeah, thank you. Uh, Rich Newman

**Rich Newman:** Uh just a real quick comment. I I agree that the the uh family rides and the volunteer rides. I was curious um it seemed like on Saturday not all the volunteers were able to get out and I was curious if that was the case or if there's any feedback.

**00:28:02**

**Rich Newman:** I know Sunday I personally drove all the entire time and even got frowned at by Phil because I went out one more time because they sent me out. I think I took six people out actually five or six. Um but is there a possibility or can we make it such that the volunteers and the family could just blend into both days? I wasn't sure if the volunteers that might have missed Saturday if they just didn't come on Sunday or is it just sort of assumed they're going to come? I I don't know why we do that somewhat uniquely, at least list it that way. I don't think it's a hard and fast, but I just wonder what the context is and if there's value in not caring.

**Mike Lawler:** Okay. Okay. Rich. Rich, normally on on Saturdays, the workers have an hour for lunch and they want to go to lunch before they come over and get the rides. That's why you didn't see anything until the very end.

**Sherri Masterson:** Another

**Mike Lawler:** Uh it's always been families on one days and workers on the other.

**00:28:55**

**Craig Larsen:** All

**Mike Lawler:** Long long time ago, we tried what you're asking is put them together and

we ran out of time. So, we did decide to split it up. But good good question.

**Craig Larsen:** right, I'm uh I'll take these last couple questions or comments and then let's move on. Uh Charlie, you're next. Charlie Mitchell.

**Charly Mitchel:** So on the uh worker family rides, a lot of the drivers came by our station there with a passenger already in the car on Saturday. They were bringing their their family or friends out. Um, some of them had arranged to have people come out there to take them through for it was a group. Um, I think there was two or three workers that did not get out on Saturday and I expressed them, come back on Sunday, we'll get you out for sure. And we did that. Um, I didn't I didn't care for it too much that they were coming to our station with a passenger already in the car because I really expected to be loading all the volunteers into the cars.

**00:30:01**

**Sherri Masterson:** I'm sorry.

**Charly Mitchel:** Um, and it wasn't just one person. There were two or three that had come through already loaded up. So, I don't know. I I've talked to Phil about that a little bit. Talked to Ricky. I don't know what we can do about that. I don't know if we can do anything. So anyway, that's just my think on it.

**Mike Lawler:** Yeah.

**Craig Larsen:** Okay.

**Mike Lawler:** Okay. Charlie. Charlie. In the past, it's something we've always dealt with them doing that. And it's it's you don't want to stop them and have them take their passenger out and put a worker in there. That's bad customer service. So you just you just Hello.

**Charly Mitchel:** I I Yep. Yep. I agree. Yep. Yeah. Yep.

**Craig Larsen:** Okay, so uh we got a couple more people and then I really want to move on from this topic. Bobby, go ahead.

**B Kalben:** Um, can you hear me?

**00:30:52**

**Craig Larsen:** Yeah.

**B Kalben:** Okay. I did mention at Sunday morning's worker meeting that um um if you did not get a ride Saturday, come out today. Um, so now maybe they weren't there on

Sunday, but at least I made the offer.

**Craig Larsen:** Thanks, Bobby. Uh, Sherry, go ahead.

**Sherri Masterson:** I think that that uh the one thing that you need to do with those cars that are coming out of the paddic with passengers in it already is make sure they've signed the waiver. There were a lot of drivers that had friends coming in and also note who those drivers are and say, "Can you at least take one ride with a worker?" Because, you know, you don't always have all the cars that have two seats. Um so that's my

**Craig Larsen:** Okay, thank you. Uh Charlie again, sir.

**Charly Mitchel:** We were checking all list bands. We made sure everybody sign. We had a couple people had to get out of the car and get get their waiver signed. Yes, we did check.

**00:31:52**

**Craig Larsen:** Thank you. Thank you. Um uh and uh uh Jeff uh a safe weekend for the competition committee. A Jeff Kernney

**antonia kerney:** Yep, I'm here. Yeah, actually Saturday was was a snoozer, which uh which worked out well for me. is you guys know I'm going in having some problems with my knee. So, I was gimping around and and uh in the afternoon Ricky came over and said, "You know, we have a golf cart for you and a radio." So, that was news for me. But then on Sunday, that made it so much easier. Uh but Saturday, there were there was nothing. I I didn't hear any calls coming in. Didn't get any reports or anything. Uh Sunday was different. We uh ended up having writing up four reports which I think Linda are you still in Mexico?

**Craig Larsen:** Mhm. Yep.

**antonia kerney:** Okay.

**Craig Larsen:** See you.

**antonia kerney:** Yeah. Then uh there three of the reports are ready to go but one of them about the blowing by the uh track entry light is we're still having discussions with that that driver.

**00:32:59**

**antonia kerney:** Uh there was some confusion there. So that one may change from two points to a warning. But uh yeah, the Formula 4 it's one guy passed under yellow and I

don't know if um Mike Evans is online or someone from the Flaggers.

**Craig Larsen:** No.

**antonia kerney:** Okay, there there was a problem with that because I was just parked down at turn eight watching the race uh when one of the Fords went into eight spun uh coasted down to the in inside of the track. And so there was uh I clarified that there was a standing yellow at 7, waving yellow at 8. Uh and so I wrote my own notes and then later I went and talked to the driver and gave him a you know wrote him up for passing under the yellow. But I never got a report from the turn stations. So, if I hadn't been there, that would have, you know, I don't know how often that happens, but we have to make sure that if we're having people passing under the yellow that that gets communicated to us so we can we can take care of it.

**00:34:06**

**antonia kerney:** Uh, there was one little little fender bender with one of the Fords. It wasn't a major thing, but it was and it was one of our very experienced drivers that ended up was involved with that. And then there there was a couple of just I'm going to be issuing uh one warning and uh where the guy spun and accidentally we had a little talk with him about completing the uh the spin off track and not backing back onto the track. And the and the turn worker at turn two turn worker at turn two wrote up an excellent report with diagrams showing exactly what he did.

**Craig Larsen:** always helpful.

**antonia kerney:** And then I got a video of it and it was it was and you could see him. He just spun, got to the edge of the track, hesitated, put it in reversed and backed up like one or two feet and then went on. And so we said, "Don't do that. Drive off track." And but he was all worried about getting black flagged because he drove off track.

**00:35:05**

**Mike Lawler:** Yes.

**antonia kerney:** So he he was on some education that when you drive put two wheels off, it's not necessarily the end of your day.

**Craig Larsen:** Right. Right.

**Mike Lawler:** and and Yep.

**Craig Larsen:** Well, thank you Yeah, you can do that off offline.

**antonia kerney:** So, uh, so if Linda is still listening, the the one report, I'll send you a note and hold off passing that on to, uh, Martin or anybody.

**Craig Larsen:** Um, thank you Jeff.

**antonia kerney:** Yes.

**Craig Larsen:** Um, Sher, you have who's talking

**antonia kerney:** Oh, uh, one other one one other thing. I'm just going to show you the I'm just going to show you the report. So, I got this form from Jim Johnson actually and it we're helped out a lot because I'm new to this and it just has everything that Linda needs to report to the VMC. Um, and then we can the only thing is we don't really have a formal sovereign repository for this. So, uh, right now I'm just keeping it in my own records for my for our official use.

**00:36:02**

**antonia kerney:** But, um, one of these days we should probably do something a little more formal because, you know, the the points plus the warnings I treat that as the 13-month uh, just like a two points or anything on the

**Craig Larsen:** Thank you.

**antonia kerney:** the the uh, points that you get, it'll stay around for 13 months. So if someone does something again, we can go out and slap their wrist and say, "No, no, no, don't do that." Okay.

**Craig Larsen:** Okay, cool.

**antonia kerney:** Okay.

**Craig Larsen:** Uh Sherry, I think you're next.

**Sherri Masterson:** I was just wondering if you're still talking about the witness statement at the driver's meetings.

**Craig Larsen:** Um, I did not this week the at the fall finale. I did not. And up up to that one, we mentioned both it and the infraction sheet, but I didn't at the last one.

**Sherri Masterson:** Yeah, because that that form is is in the case of the the spin at turn eight is the perfect example of when that would be used if another competitor saw that.

**Craig Larsen:** Yeah, you're right.

**00:37:02**

**Sherri Masterson:** So just notes

**Craig Larsen:** You're right.

**antonia kerney:** Yeah, another Yeah, I Yeah, that's that's a good point is bring it up at the driver's meeting. Remind them. Um Yeah, that one. Uh but that one I actually expected to get something from either turn seven who should have been watching the guy do the pass or from the waving yellow uh which might not necessarily have been looking that direction at the guy making the pass because he made the pass before the turn eight turn station.

**Craig Larsen:** All right. Thank you, Jeff. Um uh so that um let's move on to uh finance update. Uh Rich andor Bill, it's a funny time of year because not a lot is known, but a lot is still not known. So, um, let's let us know what you can.

**Rich Newman:** Yeah. No, I got a couple things. I'm going to stick to the um let's see if I can do this correctly. I'm going to stick to uh really just the revenue side right now.

**00:38:05**

**antonia kerney:** really It's all right.

**Rich Newman:** Can you guys see that? Okay.

**Craig Larsen:** Yeah.

**Rich Newman:** Okay, perfect. Um oh, get this out of the way. Do it this way. Um yeah, because to your point, Craig, um we still have a lot of costs coming in yet. Um and uh you know, the expense side is is what's weak right now. Um the uh CRC race, you know, we pay all the expenses and then there's an invoice exchange with the um allbridge field meet folks. Um so that that takes some time unfortunately and then um fall finale of course is still very much coming in still.

**antonia kerney:** So that takes some time.

**Rich Newman:** Um, so we often uh or at least my experience last year was we didn't really have a decent picture until really the end of November pretty much to understand a little bit tighter as we kind of go into the AGM with a with a closer um so but what I did what I did want to show you which I think is interesting this year is um uh just from a race um income perspective and specifically related to race entry fees.

**00:39:10**

**Rich Newman:** Um, if you look at the CRC, oh, this is going to drive me crazy. Um, this is a live uh report. If you look at the CRC, we ended up at about \$53,000 in deposited funds

versus 52,000 last year.

**antonia kerney:** Three quarter

**Rich Newman:** Um, and then Sherry actually shared with me earlier that we actually had about \$3,000 in credit that other folks, you know, used that we would have received income on in the past. So we really ended up finishing at 56 if you think of it that way versus 52. So CRC was a good race for us. And then if you kind of look at fall finale, um this one we're still doing some accounting here where um Sherry's still pulling numbers together, but I think you said we probably have about 41. So another \$5,000 to

**Craig Larsen:** Mhm.

**Rich Newman:** come here on this side and um versus the 52. So that is a that will be a deficit. that will be a shortfall um for fall finale this year compared to last. I don't know how car counts go.

**00:40:11**

**Rich Newman:** That's probably something Sherry can explain. Um the Northwest Historic really interesting story for me. I I I believe. So here is just race entry fees. Okay. And that it's not muddied. It's \$96,000 and it's not muddied by all the other income pieces that were in the historic this year. compared to last year, you have to add this 90,000 and this 15,000 which is our package deals and you end up at likeund \$104,000 105 after you get refunds out of there. And I'm going to circle back on this in a minute, but the historic from a race entry fees perspective, at least from what I'm seeing in the books, um wasn't quite as good on the race fees side this year. Um, and then Spokane, of course, was an incremental race for us.

**Craig Larsen:** But can you back up, Rich, although it wasn't as strong on race fees, um there was we recouped spectator gate uh which was significant.

**Rich Newman:** Yep. And and Craig, I'm purposely ignoring that for the moment because I want to arm you with some things maybe for Saturday and a year end, which would be to try to distinguish or separate out kind of the things

**00:41:19**

**Craig Larsen:** Sure. Okay.

**Rich Newman:** that were sort of historical year-over-year versus the things that were separated um you know this year because we were managing kind of the both parts of

the program.

**Craig Larsen:** Sure. Sure.

**Rich Newman:** Um but you're absolutely right, the spectator was a huge part of it. you could see the club car revenue and then you'll see all those actually year-over-year our actual spectator even for fall finale Sherry I was surprised how high the fall finale spectators were you know so I think there's something to there's a theme this year that might be yeah you know spectators are up it's not just um the historic but I could be reading into it Spokane was all uh incremental this year of course because we didn't do that race last year um we've talked about that in the past and then um spring sprints this here uh total again uh 53 versus 46 for race income including spectator. There's another example where year-over-year 24 was 86 886 and this year was 1546. So another good example. So where does this bring what this I'm going to actually switch screens here.

**00:42:31**

**Rich Newman:** Did that actually I need to look at this. Did that actually move in front? It did not. Hold on. Uh, sorry guys. Window is what I want. Here it is. So, this is sort of the top line. This is just a P&L, not by race, but overall. And what I've done on the dates, and I didn't mention this before, is I've just kind of done a full year gen one through How about now?

**Bill Simer:** Rich, you're not sharing yet.

**J Allen:** It's not showing.

**Rich Newman:** There we go.

**Craig Larsen:** Yep.

**Rich Newman:** Okay, thank you. Um, this is kind of as if we were finishing the year out. So, I just pulled numbers through the end of the year for both 24 and 25. I did that on the other one as well, by the way. Um, but you can see for total race entry fees, we're at 265. And like I mentioned, um, fall finale is still coming in with probably another five grand. So, that's 270 comparatively to a finish last year.

**00:43:34**

**Rich Newman:** And this is relatively clean. If you take out the spectator gate, which was only \$1,600, and then Craig, there's to your point, you know, overall on spectator for this year so far, we're at 38,000.

**Craig Larsen:** Mhm.

**Rich Newman:** But and then you take out the refunds, which is almost \$10,000 that we had to take out of 24. You actually finished at 256. So incrementally, what that means is 10 grand of that was the fact that we

**Craig Larsen:** Mhm.

**Rich Newman:** were not issuing refunds this year. And overall, we're going to finish at about \$15,000 more than we did on race entry fees in 2024. So, I think that's a that's kind of the key message to just sort of bring back. And yes, Lauren, you're going to talk about Yoda. Go for it.

**Craig Larsen:** No, he's not.

**Loren:** No, actually I wasn't. I was going to point out that we ran a whole another race this year that's in that that's in that 265.

**Rich Newman:** That That's true point, too. Yeah. Good. No, you're right.

**00:44:31**

**Rich Newman:** And that's \$33,000 and it's something I didn't catch. You're right. You're absolutely right. So that's the softness that we saw in those other races I was talking about, including fall finale being a little soft. Yeah. Yeah, that's fair. Um, couple other things I'll highlight. Insurance really went up this year. Uh, so far it's at \$25,000 in in log dollars that we've spent versus 15 last year. And unless Bill there's something in a bucket that's wrong, um that's a pretty big jump. It's bigger than I thought it was. And then there's actually even down here in the other in the other line, there's a couple thousand dollar versus \$1,000 that we spend on insurance. I think that's more administrative officers. So insurance has definitely gone up. Um this is again on the income line. It's remarkable that on membership dues and fees, look at the difference. 34800 versus 34 basically 400. It's only \$400 difference, which at least in what I'm showing, Sherry, and that's amazing.

**00:45:31**

**Rich Newman:** Memberships couldn't be more stable in that regard.

**Craig Larsen:** Mhm.

**Rich Newman:** So, anyway, and the rest of it really isn't that material at this point. Um, are there any other questions that folks have? I won't be at Saturday's um we're

escaping and going to a treehouse somewhere in Northbend uh this weekend. So, I won't be at Saturday's quarterly, but I'm going to try to give Craig a few key points that might be interesting for those that attend.

**Craig Larsen:** Thank you. Um uh uh Sher uh Sherry, go ahead.

**Sherri Masterson:** Um, the insurance did go up some, but I think one of the differences is having parade laps. We now have to pay like \$349 per day for parade laps. So, anytime we have any kind of track on track activity that isn't racing, um, there will be that charge to it. Um, but I would double check your numbers just to make sure because it went up, you know, several hundred dollars but not several thousands.

**Rich Newman:** Sherry, I was wondering if it was part of historic too with regard to the some of the stuff related to that because I remember quite a few.

**00:46:39**

**Rich Newman:** But yeah, it's a drill down for me when anything's like that. I need to look at it, see if there's an error or see what it is.

**Sherri Masterson:** Well, yeah. And spectator insurance is what we get for historic is more expensive.

**Rich Newman:** Yeah.

**Craig Larsen:** All right. And shortly, Sherry will be coming to your report. Um, uh, Bobby, go ahead.

**B Kalben:** I just wanted to ask quickly. So to summarize, we did a little better this year than last year or it looks like it. Is that right in total?

**Craig Larsen:** Yes.

**Rich Newman:** Yeah, it sounds like um you know the cost the the Spokane event saved our butt actually to to Lauren's point. He made the key point I think of the call for that.

**B Kalben:** and spectators. Um, those both look like there are positive.

**Craig Larsen:** and and Spokane is such a bargain uh to race at.

**B Kalben:** Thank you.

**Craig Larsen:** So uh Bill Simer, go ahead.

**Bill Simer:** Yeah. The other thing is those refunds and our change in the refund policy is significant and we expected it would be and I know there was some angst over it but I think it all turned out okay.

**00:47:48**

**Craig Larsen:** Yeah. Yeah, we did. That was uh what was it? Rich \$10,000. we didn't give back.

**Rich Newman:** Yeah.

**Craig Larsen:** It's huge. Huge. Um there's a I have a note on the agenda. Uh Bill and Rich and I have talked about hiring a bookkeeper for in 2026 as part of our budget uh thoughts and I just wanted to get that out there. Um, it uh is a service that is relatively inexpensively available from our accountant uh I understand and would definitely simplify Rich's job who we've been pushing into more analytics and and of deeper thinking about where our budget's going. It'd be it would also probably accelerate getting uh payment out. But Bill uh Rich, do you guys want to say anything about that?

**Bill Simer:** You know, we've made great progress this year in our accounting and in our reporting and um you're absolutely right, Rich's uh um analytical skills are really really important to us and u and a real strong point. I think we're moving towards our ability to um um to hire a bookkeeper and I would recommend it.

**00:49:01**

**Bill Simer:** I don't think we're quite ready for it at this moment.

**Craig Larsen:** Okay.

**Bill Simer:** Rich, I you know, if you want to offer some input. I think we've got a good partnership as we work through a lot of our reporting, but every month it gets better. And I would like to be in a position of handing off something that we know um is streamlined and and really focused and not expecting someone else to to clean that up. And I think we're close to that, but we may be the first quarter of 26 before we can do that. U we still have a few more changes to make. So that's the input I have.

**Craig Larsen:** Great. Rich, do you want to chime in on this?

**Rich Newman:** Yeah. Yeah, I would agree. I I've been thinking about it um over the last month or two and it's certainly um there there's other things that have to come into play too, right? A fair amount of what I'm doing is chasing down information to try to make sure that we're paying the bills.

**00:49:50**

**Rich Newman:** So the process as a not to say that it's not correct, but we have to think through how a bookkeeper would receive all the approvals, how they would actually kind of execute the payments or whether I would do that. So I know there's a lot of discussion. I I will say that it it is a pretty um and in part maybe because of my capabilities quite honestly um you know there is a fair amount of work involved still even though Bill says hey it's you know piece of cake. Um, it it it I'm slow. I'm slow. So, having a bookkeeper do it would really really help uh help me. I'd rather be able to step back and actually look at it um and not make errors like what Lauren caught tonight. Um because I've had time to look at a little deeper, too. So yeah.

**Bill Simer:** and there's a fair amount of work for both Rich and I uh to be honest. I mean, we we do spend a lot of time drilling through the numbers.

**00:50:40**

**Bill Simer:** We did not meet before tonight's meeting and um so um there are a few things I've done since then, but um our delivery has gotten better every month. Um frankly, we we sometimes find out about expenses um months after the fact.

**Craig Larsen:** Mhm.

**Bill Simer:** So that expense tracking has got to be tightened quite a bit.

**Craig Larsen:** Mhm.

**Bill Simer:** Um and we we can't expect a bookkeeper to solve that problem magically. So we have some work on our end to do. But I do think it gets a little bit easier every month. Um, Bank of America is part of our problem as well and and how they're processing payments. Um, and I have some thoughts on how we might address that and not change banks. But, uh, you know, changing banks is not out of the question. But, uh, yeah, so we have a few things to tighten up. But, I think in general, the progress has been really strong over the last two years. It makes our reporting much more meaningful to you.

**00:51:38**

**Bill Simer:** um allows Rich to give analytical uh input on what he's seeing which I think is exactly what you need. And in ter I'm working on our 990 right now that's due November

15th and the conditions of the records make that job a lot easier too. So all in all, I think we made a lot of progress.

**Craig Larsen:** And uh John, before I go to you, uh just I'm I'm uh I'm publicly stating Bill's commitment to uh to not uh uh move too far away from this as he goes off the board after this year. And Bill, I want to thank you for not only your volunteering and all your help as a board member, but your willingness to hang in there. uh with the Sovereign Club and and continue to help out, man. I really appreciate it.

**Bill Simer:** Well, glad glad to do it. I feel that it's um it's it's um something I I enjoy doing. Certainly an organization I truly value. So, I'm not disappearing completely. So, I'm certainly here to help Rich uh and the club with uh with our accounting and we've got a little festival of speed in Spokane to put on.

**00:52:39**

**Bill Simer:** So, those are a couple things.

**Craig Larsen:** Yeah.

**Bill Simer:** So thank

**Craig Larsen:** Yeah. Thank you, Bill. Uh John Allen, go ahead.

**J Allen:** Well, I don't disagree that uh that an accountant would be great. Um we haven't mentioned costs. I mean, how much is it what kind of an impact is this to the club? Um, okay.

**Craig Larsen:** I I don't think we're there yet. I I mostly wanted to get it out because Rich and Bill and I have talked about it and so I wanted the board to know it's a conversation that has been going it's not hasn't been very intense but it's been going back and forth for the last couple months about how do we get organized for 2026 and I just wanted the board to know it's out there in the ether and you'll hear more um as we actually bring the issue up for board thought.

**J Allen:** Okay, sounds good.

**Craig Larsen:** Go ahead, Bill.

**Bill Simer:** Yeah. To uh to John's point, it um it has to be cost-effective, but um in my career as a CPA, I saw over and over again organizations that handed off treasures responsibilities to a member of their organization every year, every couple years.

**00:53:42**

**Bill Simer:** And those are the ones that had trouble. Um if if they had someone in place that was doing this on a regular continuous and ongoing basis, they tended to have uh did not have that trouble and they as an organization could focus on the analytics on making business decisions. And so it's it's not just a luxury. I think it's a best practice.

**Craig Larsen:** Thank you, Bill and John. Uh Rich, go ahead.

**Rich Newman:** Last thing just for John. Um the one of the things I've been thinking about John is we got to come with a cost value kind of equation, right? Um I do think being able to focus on things a little bit and having more of an analytical approach is definitely going to pay. Um I'll give you a really simple stupid example. if we had some of the money that we have in reserve just sitting in a in an account that actually was occurring, that's a few thousand dollars, you know, kind of right there. So, and it's just the bank stuff and just there's a variety of things that I just get bogged down in and don't have the bandwidth for to actually execute to be honest.

**00:54:41**

**Rich Newman:** And I think a bookkeeper taking some of these task oriented things away would allow us to be more of an executive function and but we have to lay that out for the board.

**Craig Larsen:** Mhm. Cool. Um, Rich, I don't think you have your hand up again, even though it shows. All right, thank you all. Uh, thanks for the conversation. Um, we're moving on to Sherry. Um, uh, go ahead, ma'am.

**Sherri Masterson:** Well, um my first question is what do you want to hear? Um membership is is pretty quiet right now. Um but it is getting to the end of the year where I'm starting to get uh updated medicals and stuff in. Um do need to start looking at uh any price changes or other changes um in our licensing fee, our membership structure, etc., etc. Um because I'm going to have people will start sending their memberships in using old forms unless I have new ones up usually by the 1 of December. So, it's definitely something to think about. Um you know what what we want to do that way.

**00:55:55**

**Sherri Masterson:** Um we did have one member up upgraded from his standard

membership to a racer membership um because he finally got a car ready to go. So that was cool. Um we have had people all year um joining and most of them are racers, not all but most of them are racers. Um fall finale was um um went off, you know, fairly well. Um stayed busy. Um went through the normal processes, but I was gone for 10 days. So I am still working out. Uh we're still unloading the motor home, let alone trying to sort out all the stuff. Um but Rich and I talked today, so we're working toward that. Um also need to think uh you know about the next year and about what kind of prices we're going to do. Um what kind of you know cancellation policy stuff. Um and it's not just the regular early bird price. It's you know what are we going to do about second entries? We do have a few drivers that still like to run two cars per weekend.

**00:57:08**

**Sherri Masterson:** Um, you know, uh, we change, you know, our one day prices based on what our two-day or our 3-day is. So, you know, kind of looking at the whole picture and seeing what needs to be done that way.

**Craig Larsen:** Um Sherry, a couple people have expressed interest in um the draft operating manual that uh that we were you were going to distribute, but then we got caught up in racing. at the end of the season. And uh I know it hasn't gone out, but do you have a schedule for release of that? Because I've gotten a few questions and I've said, "Well, it's coming, you know, but I didn't know when."

**Sherri Masterson:** Actually, I was looking for it today, so I'm still having to find where it filed itself. Um, you know, everybody knows, Windows has its own idea of where things should go sometimes.

**Craig Larsen:** That sound like my computer.

**Sherri Masterson:** And so I've spent uh some time today trying to find that that file that the final copy that we had put together and um haven't quite located it yet, but I'm still working on it.

**00:58:12**

**Craig Larsen:** Okay. So, that's coming.

**Sherri Masterson:** But yeah, that dawned on me this weekend that you know that hadn't gone out because yeah, we got into CRC and and Falcon and such.

**Craig Larsen:** We had a we had a busy end of the year race schedule which sort of

trumps, you know, the race has to go on.

**Sherri Masterson:** Yeah.

**Craig Larsen:** Everything else is secondary to a successful race going on. So, um, to the issue of fees, I just want to alert the board. I'm going to ask the board not again not to raise fees for 2026. I'd like to hold us to our fee structure. That's not a decision that we have up to us today, but um that's where I hope we land. I think uh our our theme of getting more racers uh not milking each one of our current racers uh for more money is uh a sound approach. So, I don't need any conversation or debate about it, but just so you know, that's my position and I'll that's what I'll be suggesting. Um, thank you Sher and uh and uh nice to see you surfaced from 10 days of uh hanging out at Pacific Raceways.

**00:59:14**

**Sherri Masterson:** It was It was interesting.

**Craig Larsen:** Um uh I I don't know if there's a race chair report. Uh Mike, I mostly wanted to jointly uh again uh thank Bruce Boyd for his years of contribution to Sovereign. Uh we did at the fall finale. Um please, you know, send Bruce messages of thanks. Uh I certainly have, many of us have. Um but uh um big shoes to fill in and more to come about that. Uh the race chair position is an an appointment by the board and so we'll be um once we get through this uh getting a board uh set then we'll uh we'll wrap that step up. So uh it it's coming. But again just a thank you to Bruce for years of help. Um and a smiling face in the paddic always helpful. Um I I double marked this competition committee item. We already covered it under three. Um, that takes us uh to a face of sovereign committee, Lauren. And uh anything you want to share uh with us?

**01:00:22**

**Craig Larsen:** Uh we put a new our new ad is in Victory Lane uh magazine for October. Um anything else that's hot that people should know about? Did I surprise you with this agenda item? You have that look on your face.

**Loren:** Yeah. No, I'm I'm just I'm considering the question. Um yeah, no, we we we h we did get an ad. We snuck in at the last minute with the ad. Um it for anybody that looked at it when the issue first came out, it didn't look very good. It was fuzzy, like low res. And I got Dan and his team to fix that for us.

**Craig Larsen:** Okay.

**Loren:** So, it's a nice tack sharp ad that has the dates. We're emphasizing um as requested uh historic and uh fall finale with the Bugatti folks. Um and we'll we'll be running a version. Oh, where's is Phil here? I'm surprised Phil didn't catch it. We had we had one typo in the ad. the wrong the wrong version of compliment got used. Um I usually would hear from Phil about that.

**01:01:22**

**Craig Larsen:** Ah, yeah.

**Loren:** Um right.

**Craig Larsen:** Where's Mr. Spellch check anyway?

**Loren:** We'll get that fixed uh next month. Um and uh I you know I I'm I like the tech stickers this year. Right. We sort of adlibbed it a little bit and chose to celebrate some people or some groups that we felt like made a significant contribution in some way or another through the year. Uh Mr. Buskerk um I think at CRC got a tech sticker pat on the back for all the historic work.

**Craig Larsen:** Mhm.

**Loren:** Um and the Formula Fords at fall finale for that absolutely fantastic turnout of cars that they had at historic. So we'll be continuing that. I did get a request from Charlie to add some little boxes for I think car information name something like that next year.

**antonia kerney:** something like that.

**Loren:** So, we'll be doing that. Um yeah, and we're we're getting going on things like historic posters and graphics early this year. Um I we we burned out my wife last year and um for uh purposes for the organization and also for my peace of mind and happy household, I want to not do that again.

**01:02:41**

**Loren:** Um in 2026 and maintain her as a resource as best as we can. We'll get back with a meeting in uh probably in November.

**Craig Larsen:** That's a That's a thoughtful comment from you, Lauren.

**Loren:** We'll do a meeting self-s serving

**Craig Larsen:** And uh um also smart. All right. Uh thank you. Um uh any questions for Lauren? Nope. Um, I just have a few items I want to run through as president's items and

then we're out of here. Um, uh, I I'm going to be pressing uh, in 2026 uh, uh, customer service as an organization responsibility uh, for all of us. I think all of us do a pretty good job. But just reflecting on uh, a bit, Lauren, on that long list of brand new racers we have, which is like 16 or 17 Yoda drivers this year.

**Loren:** Yeah, I actually have a a quick summary I'd like to give about that.

**Craig Larsen:** Why don't you just put it up on the screen if you can?

**Loren:** Okay, do it.

**Craig Larsen:** My my point is uh we're we're recruiting hard and we're bringing a lot of new drivers into the organization and a lot of new faces.

**01:03:54**

**Craig Larsen:** And um I just want us to remember uh to smooth out the rough edges and think a little bit about your messaging to these new people. um you know, it's fine to be uh you know, funny and grumpy and and uh poking jokes at your friends, but some of the new people that come in have no context for any of that. And so I I really I'm going to be pressing uh the organization to really focus on um our image and how we present ourselves to the racing public and our our fellow racers at the track. Um do you want to put that up?

**Loren:** Yeah.

**Craig Larsen:** Uh Look at all those beautiful race cars.

**Loren:** Yeah. I It's just a couple little things here I'm going to run through, but I Yeah. Um let's see here. There's Craig. Um I you know that we have a ton of data from this year, but I really just wanted to um emphasize a few little data points. Um, you know, these 4900 drivers, 22 through 24, we averaged five per event. This year, we average 6.6.

**01:05:02**

**Loren:** Multiple entries. 22 through 24, we had five, an average of five 40 and under drivers who entered two or more events. This year, we had 13. So, everybody, I think, noticed these younger folks cropping up more. I um and it's because they were crapped up more. Uh percentage of entries 4.6 previously 7.3 this year. So that's a substantial jump in the participation from those folks. Um and because it was on the list of things to you know pay attention to revenue. Uh we averaged 135 from that group the previous three years and about 159 this year. So, you know, we ran this program this year and it it

made us money, frankly.

**Craig Larsen:** Mhm.

**Loren:** Um, and, uh, you know, some of the things we talked about when I did this presentation in December. Um, uh, we're to address running cost for these drivers, which we did with the initial program. Startup cost, which I don't know, are folks reading the bulletin? this this heritage gear thing just manifested itself. I didn't organize it. I didn't plan it. I didn't set it up.

**01:06:23**

**Loren:** I didn't ask for it. People just started dropping gear off at my house or handing it to me at the track.

**Craig Larsen:** Mhm.

**Loren:** And we probably have a half a dozen drivers wearing heritage gear. Uh Cody Smith um is almost fully equipped in heritage gear. And at fall finale, we gave Owen Duncan, who will start racing with us next year, everything except a helmet and shoes. That is a huge That's like \$2,000 in savings for Owen that he can use to get ready to come race with us or just race more with us next year.

**Craig Larsen:** Yeah, we Mhm.

**Loren:** So, I'm super freaking stoked about that. on the awareness piece. Um, you know, these folks travel in herds and, uh, uh, Evan Eldridge at Portland had a like a dozen people in his posi all weekend long, one of whom flew up from Southern California to see what it was like racing with Sovereign. And what they saw, they saw Evan getting this car ready, getting trained up, and then go racing.

**Craig Larsen:** Mhm.

**Loren:** And this kid's 20. And these other folks that age look at him posting on social media and elsewhere and go, "Well, wait a minute. If

**01:07:44**

**Loren:** he can do that, I can do that." And that that is so much more impactful than anything that 57-year-old me could say, post, or do.

**Craig Larsen:** Mhm.

**Loren:** Um, and I just I freaking love the energy. I've talked about this before. You know, these guys are just bubbling. They're thrilled to be there. They're excited. You know, Jack

Stark, that car has been in his family for three generations. And I don't know that I've ever seen an engine more blown up than his was at fall finale. And I expected the kid to totally be down in the dumps. He was not. Um, gosh, we got 20 years out of that engine. That's a great run. We're going to get it put that back together. were going to come out racing next year. And you know, that's the vibe that we that we want with these folks. And they are coming out and they are having fun. And for goodness sake, um I I'm aware of one major incident with one of them this year. Um other than that, everything was minor, incidental.

**01:08:43**

**Loren:** Um like almost no points. So they got the vintage spirit piece. for goodness sake, we had Jack pitch a tent and camp in front of his car at Historic. So, I you know, I I'm just super super stoked about the first year of this. And there's we had Oh, we had uh we have 20 Yoda drivers in the or right now. 17 of them raced with us this year. Um and we had 33 total entries from that group. In fact, I think Yeah, there's one more piece here. We had 33 total entries from that group this year and we average 18 and a half. So, you know, I sort of have to pinch myself. I never really imagined it would go this well the first year out of the gate and um look forward to next year.

**Craig Larsen:** Thanks.

**Loren:** And yes, what Craig said, just sort of looping this back. Um you know, I I I blew up my engine and test and tune at spring sprints, which was bad. Um, but it gave me the opportunity to help Evan get in his car every single time.

**01:09:50**

**Loren:** And it's, you know, most of us have been racing so long that we sort of forget that how to get in the car is not obvious and it's not really in a book anywhere. And a little bit of help with that, you know, making sure belts are over Hans and yada yada yada. That goes a long way. And every time before Evan went out, I said, Evan, what are the two most important things? be safe, have fun. And he heard that from me every single freaking time before he went out. And I added on to that later in the year. You know, if you if you do those two things, you will naturally go safer and you won't be scared going safer. And and these these kids, I'll call them kids, seem to embrace that. So, I I just am super super stoked. I appreciate the board for uh letting us run with this.

Um, for those that don't know, uh, Shelby Clark has agreed to help me, um, wrangle, um, and pitched in on that this year already. Um, she's, she's sort of the senior member of this group, um, and definitely the most experienced, um, driver of this group.

**01:10:59**

**Loren:** So, that's that. And yes, uh, you know, making sure that we include them, have fun with them, invite them to come over when we're working on stuff, invite them to come over and, you know, have a potluck with us, walk over, ask how they're doing. The other thing I'm finding with them specifically, but folks in general, sometimes folks respond on the second or third ask. And and I think that maybe they get that it's not just a courtesy ask. Hey, why don't you come out to the races? I had a whole bunch of people show up after I asked them two or three times, you know, and then they finally committed. So, um, you know, when you're talking to people about this kind of stuff, I would urge you to consider a no or no answer as a uh ask me again soon kind of thing. And I I'm hoping, you know, I've done a ton of talking to people at car shows um and spectators at the tracks. And by the way, we had one of our Yoda drivers who's uh in who bought newbies um midget.

**01:12:04**

**Loren:** He's there in the photos on the side running in a 77, Kurt Weiss. Kurt Weiss was a spectator at Spring Sprints with no intention of racing and he started racing at CRC. So it does not have to take years. it can be quick. Um, we can get these folks onboarded safely. Newbie has a great modification that he's done to the novice program that's working very well. And man, I'm just super excited to launch in at 2026 and pile on this. I've talked too much. Uh, John Allen

**Craig Larsen:** Yeah, John. Go ahead.

**J Allen:** All right. Um, thank you very much for this. Uh, it does not go unnoticed. I I don't know if you're aware of this, but Vera and CSRG, a lot of people from outside this area are talking about this and trying to figure out how they could implement something similar. So, kudos there. And you mentioned Cody. Cody, he is got the best attitude right now. He has had lots of uh trying times over the year.

**01:13:06**

**J Allen:** He's uh had some, you know, mechanical issues and a fairly serious accident that would have put a lot of people out, but he's just ready to go back in and keep running. So, um, it's all good. Yeah, the younger guys are great.

**Loren:** I I was very h I talked to Cody um both at CRC after the incident and um in the week after. I was super happy to see him at fall finale and my I wasn't watching but based on photos and things it seemed like he just kind of took it back a notch at fall finale which I think is you know however he got that memo whether it was his dad Durk or from the Formula Ford community I you know just that's just great fantastic bring it back you don't need anyone Yay!

**J Allen:** He took Yeah, he took it upon himself.

**Craig Larsen:** Mhm.

**antonia kerney:** Bring it

**J Allen:** His mom was up in the stands at CRC, so I think that had a little bit to do with it.

**Loren:** Mom

**J Allen:** But he also did have a another incident at uh the Invitational.

**01:14:05**

**J Allen:** He had a a axle break, a stub axle, and put it back together with a spare and continued racing that weekend. I mean, how many people are going to go into 5B and have a wheel fall off and realize how lucky they were and then go put their car back together in their first year?

**Craig Larsen:** Great. Yeah.

**Loren:** Fantastic. Thanks for that, John.

**Craig Larsen:** Yeah. Thanks, John. And thanks, Lauren. Um, uh, Jeff Kernney.

**antonia kerney:** This is actually a question for John. So Cody Paris, when he broke the stub axle, which side of the car was that on? Do you know? Is that the right side?

**Craig Larsen:** You have to ask him.

**antonia kerney:** Oh. Uh, John Allen.

**Charly Mitchel:** Jeff, right rear.

**Rich Newman:** He's on mute. John's on mute.

**Charly Mitchel:** Right. Jeff, right rear.

**J Allen:** Yeah.

**antonia kerney:** Oh, John, you're on.

**J Allen:** Okay. I'm

**Craig Larsen:** Go ahead, Charlie.

**antonia kerney:** Okay. Uh, just a comment there.

**01:15:00**

**Charly Mitchel:** Right. Right. Rear axle.

**Craig Larsen:** Jeff, hang on.

**antonia kerney:** Okay. The comment there is Okay.

**Craig Larsen:** Charlie, do you have an answer to the question?

**Charly Mitchel:** Oh, yes. Right rear axle.

**antonia kerney:** Yeah, that uh actually that was probably uh he hit the other Formula board with his right rear tire at the ball finale.

**Charly Mitchel:** Jeff.

**antonia kerney:** And so I I Yeah, he had he he's the one that at turn three someone spun 3B another car spun right in front of him and he just clipped the front of the car with his right rear.

**Charly Mitchel:** Jeff, I agree.

**J Allen:** Did he have an issue at fall finale? It was at Okay. Oh, yes. You're right. It was It was Dan Morris.

**antonia kerney:** Yeah.

**J Allen:** Morrison. Yeah.

**antonia kerney:** And there was a there was a mark on his tire and his rim. And I had mentioned to him, you need to get this checked out because it can transfer to other parts of the car, the suspension.

**01:15:57**

**J Allen:** And it may have the axle nut. There's a a machine stud that comes out with a big nut that broke off.

**antonia kerney:** Yeah.

**J Allen:** So

**antonia kerney:** Yeah.

**Craig Larsen:** Charlie, go ahead.

**Charly Mitchel:** Uh, so Jeff, I expressed the same thing with him because I knew he had uh run over the front end of another car and I expressed him that was the same tire that

broke and there was probably a reason why that broke. But I did express that with him.

**antonia kerney:** Oh, at the uh at the invitational.

**Charly Mitchel:** Yes. At the invitational. Yes.

**antonia kerney:** Okay, great. Great.

**Craig Larsen:** Um but but but uh but Jeff and Charlie, I want to thank you both for um the really thorough followup you do.

**antonia kerney:** Okay. Well, lesson learned.

**Craig Larsen:** And Jeff, you've really taken it on as a comp committee member to uh post incident go talk to people about their cars and give them some advice about things. And it's it's really the extra mile, man. I I really appreciate it.

## 01:16:54

**Craig Larsen:** It uh it's helping people and it's keeping them safe. So, thank you.

**antonia kerney:** Oh, thank thanks. Yeah. Well, the Cody was because of the CRC and so I was it was suggested to me by John that I not John John Rankin that uh I keep an eye on him just to make sure that things and

**Craig Larsen:** Mhm. Sure.

**antonia kerney:** so that's why I was down at turn eight observing the forge race.

**Craig Larsen:** Yeah.

**antonia kerney:** Yeah. So, okay.

**Craig Larsen:** But that but that personal followup to people, uh, it makes a big difference, Jeff.

**Loren:** Come on.

**antonia kerney:** Thank you. Thanks.

**Craig Larsen:** Yep. All right. So, there's only a couple more things. Uh, two calendar items that you know about. Uh, we're at Grio's garage this Saturday for the fall quarterly meeting. It's at 9:00 a.m. So, uh, make sure your jammies are off and your real clothes are on. And if you're coming, um, it's a little earlier, but, uh, that's the only time we could fit in because they got somebody at 11. Um, uh, it'll be fun-filled and exciting.

## 01:17:52

**Craig Larsen:** So, uh, please show up and we just remind you, you all know the date for the AGM at the LA on January 10th. Um, be more about that. Uh, Jeff, go ahead.

**antonia kerney:** and one last thing I forgot to mention during my spiel which is not for this meeting but for a future one uh we've had and Sherry gets this firsthand is people will try and enter cars that do not have uh car registration forms and that and we've been having a lot of modern more modern cars asking one was a brand new 2025 race prepared Chevy Camaro and uh what we need to do I think is get

**Loren:** Let's

**Craig Larsen:** right?

**antonia kerney:** a we have group 12 and it's supposed to be a catchall but we need to decide as as an organization is that a bring what you're bring what you brum or are we going to say no, the cars have to be of a specific age or importance or in a special race? Uh we need to get that more firmly defined because it really falls on the comp committee now to make that decision and we've had quite a bit of blowback from some some of the race shops saying well you you guys can't make that decision as to if I can run or not.

**01:19:17**

**antonia kerney:** So if we have it in writing and like just like the 25 rolling 25 year if we do a uh rolling 10ear or something like that for uh for the group 12 cars that that would help us a lot in in telling people yes or no and have something to stand on. So like I said it's not something we need to decide now but it's something we should need to decide by next year.

**Craig Larsen:** Yes. And I've uh I've asked the uh couple members of the comp committee uh and uh you uh Jeff to make that a work program item before we start up the new season.

**antonia kerney:** Thanks.

**Craig Larsen:** So uh there's a number of things in that category that I don't want to go into tonight, but yes, it's definitely something we need to do. Uh Jim Duncan, go ahead.

**J Duncan:** Will uh Saturday's meeting be streaming? Um, no.

**Craig Larsen:** No, no, no.

**J Duncan:** Okay, thanks.

**Craig Larsen:** Um be there. Be square. It's all stuff.

**J Duncan:** Yeah, I I gotta drive to Idaho.

**01:20:09**

**Craig Larsen:** It's all stuff you know sort of Jim but you know it it uh yeah if you can make it yes but understand many people can't.

**J Duncan:** Okay, thanks.

**Craig Larsen:** Our racers come from everywhere. So um somebody else dropped off Bill Simer.

**Bill Simer:** Yeah, just a reminder that rule changes go through a formal process and I think changing what is eligible for group eight would be one of those items. So, let's make sure we pay attention to that.

**Craig Larsen:** Yep. Yep. Absolutely. Um I uh yeah that's it for the list. Um just a brief note about the Bugatti event at the fall finale in 2026. Did I already talk about this tonight a little bit?

**Bill Simer:** Yes.

**Craig Larsen:** The uh the only thing I'll add is the um there was a a bit of a kurfuffle over the uh potential high cost of shipping cars in the modern world all the way to the Pacific Northwest. And um it was coming from the American Bugatti Club and uh so what that caused a little bit of the shift into moving the Bugatti event into deeper into the fall finale and not having a whole separate day.

**01:21:18**

**Craig Larsen:** Um it um it's the event will still be sponsored and supported by the American Bugatti Club, but we're trying to simplify the event. So there's probably more coming out about that in the next month or so. So, that kind of all I have right now because it's off my list and onto somebody else's. Um, with that, I'd like to call this meeting over. Anybody have anything they got to talk about tonight? Yay. Do I have a motion to adjurnn?

**Bill Simer:** I move to ajourn.

**Craig Larsen:** Thank you, Bill. Do I have a second? Thank you, Mike. I thought you were going to be the motion guy, but you're the second guy. Thank you. Thanks all. It's been a long day for all. Appreciate it.

**J Allen:** Hey Craig, I have a I have a hard time have a hard time sympathizing with Bugatti guys who can afford a Bugatti and can't ship it, but and oh Well,

**Craig Larsen:** You can make it. Yeah, I know.

**01:22:09**

**Craig Larsen:** I know. Yeah. Yeah. Yeah. There'll be there there still be lots of Bugatti race cars shipping out here. It's just it I can't even get into it. It I tell you it was more within the American Bugatti Club organization than it was an actual real issue.

**J Allen:** yeah. Yeah.

**Craig Larsen:** But you know, it's it's a it's a possibility.

**J Allen:** So, I know we're going to probably discuss this later, but if they're going to do into a regular run group, uh, I assume we may be looking at doing a three-day event and spreading our stuff out. So, we, you know, is that a possibility?

**Craig Larsen:** It's an option. Um squeezing them into our run groups. Uh either our run groups get shorter, we do different combinations, or we add time. That's, you know, there's, you know, I liked the amount of seat time we had this year and I want that next year. I want that in in the in the fall of 2026. So, um, it's Yeah.

**01:23:05**

**J Allen:** I'd like to see that, but maybe if we do extend it into a third date, maybe have a little more practice or um test and tune kind of maybe a half a day of that as opposed to a full day something, right?

**Craig Larsen:** Yeah. We we pay for the whole day. Um, so yeah.

**J Allen:** No, but have like half day test and tune and then they start the racing or qualifying in the afternoon.

**Craig Larsen:** Yeah, for sure.

**J Allen:** Something

**Craig Larsen:** For sure. Yeah. And I think there's the potential with uh spectator income to be able to afford an extra day um without it being a hit on the sovereign budget. If you follow me, I think we can we can drag in enough spectators to uh you know, an extra day is 10,000 bucks, you know, 12,000 bucks, something like that for track rental, you know, but if we can

**J Allen:** which which I I personally think is a lot of money.

**Craig Larsen:** bring in that much, we'll probably bring in that much or more in spectators.

**01:23:56**

**J Allen:** But then I found out how much Willow Springs and those guys charge.

**Craig Larsen:** Oh, yeah. Well, and I tell you, it's what it what's makes Spokane just a ripping bargain. I mean, it's like I think it's that much for the whole weekend.

**J Allen:** Yeah. Well, I think Willow Springs, the streets of Willow, not Willow Springs, streets of Willow, which was just repaved, is like 17 grand a day.

**Craig Larsen:** Yeah.

**J Allen:** And so is Button Willow.

**Craig Larsen:** Yeah. Yep. Yeah. It's it's a uh it's a crazy world. Thank god there's not tariffs.

**J Allen:** Hey, bite your tongue.

**Corky Russell:** So another thing to think about the Bugattis is thing to think about the Bugattis is what level are they are they kept Well, yeah, I heard that.

**Craig Larsen:** Oh, did I get political? I gotta go, you guys.

**J Allen:** All right. Uh, we don't know, but they're going to have their own tech arrangement is what I thought I heard. Uh, one of our previous Uh if they have their own grid then they would be racing.

**01:24:48**

**Corky Russell:** But the thing is, they're racing with us. They have their own grid. That's not a problem.

**J Allen:** Yeah, I think that's what they I thought I had heard as well.

**Corky Russell:** Yeah. I I just heard they were racing with us. So yeah, that'll work.

**Jamie Buskirk:** Yeah, they'll get their own run group Corki. They're not going to be They're They're not going to be the fruit in the fruit cake.

**J Allen:** Run them with the Formula 4s. We'll show them how it's done. Come on.

**Jamie Buskirk:** They're They're going to have their own They'll be a bowl of fruit. Yeah. They're going to be not going to be mixed in with us.

**Corky Russell:** I I just don't want to see a uh a 30 40 50 \$60,000 car. Million dollar car.

**J Allen:** Yeah, I was gonna say 60. You're talking that's a wheel.

**Corky Russell:** Yeah, I think 60 is cheap. \$60 million would be cheap for some of them. Yeah, I just wonder if any 57 Atlantic are going to show up.

**Jamie Buskirk:** I'm looking forward to it.

**Corky Russell:** That's my favorite Bugatti. 57 Atlantic.

**Jamie Buskirk:** I'll take 35s all day, man.

**Corky Russell:** Yeah. How about a 13 big beast?

**Jamie Buskirk:** That one. I don't know.

**Corky Russell:** That big ugly one with a big ass motor that rolling thunder.

**J Allen:** or the tank. That was a good one.

**Jamie Buskirk:** Well, I'm I'm gonna stop uh transcribing this. Um Marky, good to see you.

**J Allen:** All right.

**Jamie Buskirk:** John, have a pleasant rest of your

**Transcription ended after 01:26:20**

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