



# Notes

Nov 12, 2025

# November 2025 SOVREN BOD

## Meeting Minutes

5:30 pm Social time

6:00 pm Call to order

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

Officials and guests in attendance: Sherri Masterson, Linda Grass, Charly Mitchel, Brad Shinn, Jim Johnson, Corky Russell, Loren Campbell, Martin Rudow, Doug Smith, Jim Duncan, Bobbie Kalben, Mary Zeitner, Phil Edwards, Craig Hillis

Meeting records [Transcript](#)

### Summary

The board approved the election of officers, with Craig Larsen confirmed as President and Rich Newman as Treasurer, and accepted the motion to destroy the election ballots. Participants, including Craig Larsen and Lori Newby, approved the Memorandum of Understanding with Multicare Health System to become the new affiliated charity, noting potential cost benefits like a cheaper ambulance bill. The board approved two separate motions from Bill Simer and Doug Smith for track improvements at Q'lispe Raceway (Spokane) and to allocate up to \$1,500 in 2026 for a volunteer training program to increase local flagging support in Spokane. Craig Larsen confirmed that race entry fees for 2026 would remain the same as the prior two years, and the board agreed to adjust the age groups for five-year medical renewals and maintain the same paper entry cancellation fees for 2026. The financial review by Rich Newman and Bill Simer confirmed the

organization is expected to be slightly in the black for the year, with the PNW Historics event contributing \$55,000, which carries the organization. Sherri Masterson reported that the organization currently has 280 members, with 183 racers.

## Details

**Approval of October minutes.** Mike Lawler had 2 corrections, and Bill Simer 1, to the Draft October minutes. Jamie Buskirk agreed to correct them. With that assurance, Mike Lawler made a motion to approve them, which was seconded by Bill Simer and passed without opposition.

**Update of Competition Rules revision.** Brad Shinn recounted the work that he's been performing with John Rankin, Jeff Kerney and John Allen to update SOVRENs Competition rules to conform with both current practices and an AI generated merge of several sanctioning bodies competition rules. He expects to have a work product ready to present in mid December.

**Rationale for Competition Rules Review** Craig Larsen thanked Brad Shinn for leading the effort, noting that the review was a necessary "cleanup process". This process seeks to align SOVREN's practices with their bylaws and handbook, as the current competition event infraction handling does not match the rules described in the Handbook.

**Tellers Report and Election of Officers** Craig Larsen moved to address the election of officers, which had a completed Tellers report ([00:51:11](#)). Mike Lawler, thanking the committee including Linda Grass, Sherri Masterson, and Jim Johnson, presented the results ([00:52:07](#)). Sherri reported 46 total votes, confirming Craig Larsen as President with 41 votes, Jamie Buskirk, John Allen and Loren Campbell as Vice Presidents, Shelby Clark as Secretary, and Rich Newman as Treasurer . The Competition Committee members are Mike Nau, John Rankin and Jeff Kerney. Bill Simer, seconded by Tom Masterson, moved to

accept the ballots and destroy the ballots and close the committees was approved without opposition.

**Affiliated Charity Agreement with Multicare** Craig Larsen introduced the finished Memorandum of Understanding (MOU) with Multicare Health System which becomes SOVRENs new affiliated charity, a relationship that has been developed by Stephen and Lori Newby over five years. The MOU, similar to the one with the LeMay, America's Car Museum, is mutual, allows collaboration, and permits either party to terminate the agreement at any time. Lori Newby confirmed Multicare is excited about the association and that the agreement involves no cost for SOVREN, with potential significant financial benefits, including a cheaper bill for the ambulance at the Historics. The Board voted to accept the MOU after a motion by Mike Lawler, seconded by John Allen. Craig Larsen thanked Steve and Lori, emphasizing that this is a significant development that will transform the organization.

**Festival of Speed Discussion and Volunteer Proposal** Craig Larsen introduced a discussion with Bill Simer about the Festival of Speed and a request for a donation for improvements. Bill Simer welcomed Doug Smith, who has been working with the Associated General Contractors (AGC) on track improvements and has an interesting proposal to increase the availability of local corner workers, reducing transportation costs associated with bringing volunteers from other parts of the state ([01:03:08](#)).

**Worker Training Program and Financial Implications** Doug Smith outlined a program in collaboration with Tom Pritchett, (Turn2 Lapping) who will provide training to workers, and offer a discounted track day (\$150 instead of the normal \$300) in exchange for working two days at an event. The goal is to build a core group of 12 to 15 flaggers and corner workers in Spokane to decrease the reliance on volunteers from Seattle. John Allen questioned if the club was being asked to fund the \$150 fee for the HPDE, which Doug Smith confirmed, noting that it is about half the \$300 cost to bring a worker over from Seattle for the weekend.

**Safety and Sustainability of Flagging** Rich Newman highlighted the critical need for more people on the corners to ensure a sustainable and healthy flagging group, noting recurring warnings of races not happening due to a lack of corner workers. Doug Smith's proposal could also be extended to events on the west side of the mountains, such as at the Ridge Motorsports Park, where two days of

work at Pacific Raceway events would earn a half-price HPDE with Turn2 at the Ridge.

**Requested Financial Commitment for Volunteer Training** Craig Larsen asked Bill Simer and Doug Smith to specify a financial commitment from SOVREN for the 2026 volunteer training proposal. Bill Simer suggested a maximum commitment of \$1,500, which would cover 10 individuals. The primary strategy is to develop local people in the Spokane area, although the program could potentially be used for west side volunteers as well.

**Concerns about Volunteer Incentives and West Side Implementation** Sherri Masterson voiced a concern raised by Mike Evans regarding offering monetary benefits like track time to new workers, which could potentially alienate existing, long-standing volunteers. Sherri Masterson supported the proposal for Spokane but advised caution against offering it on the west side of the mountains at this time.

**Approval of Volunteer Training Funding** Craig Larsen proposed a motion to approve up to \$1,500 in 2026 to support the volunteer training proposal brought forward by Doug Smith and Bill Simer, which passed with Mike Lawler as the sole nay vote.

**Request for Track Improvement Contribution** Bill Simer presented a second item to the Board for discussion, involving track improvements at the Festival of Speed location. The Associated General Contractors (AGC) requested a \$3,000 contribution from SOVREN to help fund efforts to fill the center lagoon and knock down berms to improve sight lines, with Northern Quest (the Tribe) contributing \$16,000 to \$18,000 to the effort.

**Conditions and Concerns for Track Improvement Funding** Jamie Buskirk suggested that the motion be conditioned on the track fees remaining the same for 2026, which Bill Simer confirmed the track had already agreed to. John Allen suggested contributing \$2,000 instead of \$3,000, but Bill Simer noted that \$3,000 was already a reduction from the initial request of \$5,000. Rich Newman expressed concern about the organization's financial losses on the Spokane race last year (around \$6,000) and the need to be careful with additional expenses, but acknowledged the importance of investing in the track's safety, to help answer some racers' continued concerns in that regard..

**Ongoing Nature of Contribution and Other Clubs' Involvement** Rich Newman questioned if the \$3,000 contribution would be a one-time expense, to which Bill

Simer could not definitively say there would be no future requests but stated it was not expected to be ongoing . Doug Smith confirmed that Northwest Motorsports (Conference) had also been requested to contribute \$3,000 to the track improvement effort, addressing a concern raised by Mike Lawler about other clubs benefiting from SOVRENs contribution.

**Approval of Track Improvement Funding** Doug Smith confirmed that the upgrades would start on December 1st, addressing John Allen's question about the timing of the work. Mike Lawler motioned to support the \$3,000 contribution request, seconded by Tom Masterson, and the motion passed .

**Driver Training Opportunities** Doug Smith mentioned that Tom Pritchett has a deal with Conference to include driver training as an option at their HPDEs, potentially lowering the cost of driver certification for new drivers. Sherri Masterson cautioned against using the term "driving school," as SOVREN primarily accepts drivers already certified or experienced, emphasizing that using the term could lead to liabilities ([01:29:33](#)).

**2025 Finance Update and Review** Craig Larsen moved to the finance update, noting that Bill Simer and Rich Newman had conducted a careful review of 2025 financials. Bill Simer clarified that the financials presented were a captured full-year estimate of 2025, but the accounting system reflected activity only up to November 10th, 2025.

**Financial Summary and Key Variances** Rich Newman reported that the organization is expected to break even for the year or add \$5,000 to \$10,000 to their coffers. A significant difference from the prior year is not having to prepay \$73,000 for Pacific Raceway track rental, requiring only a small deposit this year, creating a correspondingly larger amount of cash on hand at year end.

**Income and Expense Granularity** Rich Newman and Bill Simer discussed income categories, noting that race entry fees were about \$3,000 higher year-over-year, despite adding the Spokane race, due to the elimination of race packages and keeping fees the same. Bill Simer highlighted that the \$10,000+ worker fund contribution, included in the race entry fees, would be detailed in a more granular report in the future ([01:37:23](#)).

**Financial Performance by Race** Rich Newman presented a breakdown of financial performance by race, showing that the Northwest Historic event made \$55,000 and carried the year. The Columbia River Classic (CRC) made \$8,500, while Spokane and the Spring Sprints each lost a little over \$6,000, with the Fall

Finale losing \$10,000. Craig Larsen affirmed that this financial rhythm, where the Historics event carries the organization, is consistent with SOVREN's long-standing history .

**990 Filing and Financial Review** Bill Simer informed the board that the organization's 990 tax form is due soon and he will proceed with filing it quickly, noting that a full board review before filing would not be possible this year due to time constraints, but he would provide it to the Board for review.

**Race Entry Analysis and Membership Status** Rich Newman presented a chart detailing race entries, noting that 425 entries were recorded in 2025, with 53 coming from the Festival of Speed in Spokane. Without Spokane, the organization would have had fewer entries compared to previous years . The data also showed a notable increase in racer members that did not race in 2025 compared to prior years. Sherri Masterson reported that the organization currently has 280 members, with 183 racers and a solid membership base with low dropout rates year-over-year.

**Proposed Changes to Entry and Medical Policies** Sherri Masterson proposed adjusting the Fall Finale early bird rate cutoff date to September 8th, after the CRC event, which the board agreed to. Sherri Masterson also proposed adjusting the age groups for five-year medical renewals to extend the period for younger drivers, specifically moving the 18 to 35 range to 18 to 39, which was unanimously supported by the board.

**Membership Pricing and Roster Mailing** Sherri Masterson proposed maintaining current membership pricing, which is \$100 for a racer member and an additional \$100 for a SOVREN racing license. Sherri Masterson also proposed increasing the mailing fee for the roster from \$20 to \$25 to cover increasing costs, and removing the handbook question from the membership form, which was supported . The board agreed to verify that race entry fees would remain the same for 2026 .

**Review of Insurance and Cancellation Fees** Sherri Masterson inquired if the current paper entry cancellation fees of \$50 before the early bird deadline and \$150 afterward were competitive compared to the cost of MSR insurance. John Allen asked for data on MSR. Reg insurance claims to determine the percentage of claims paid, to which Sherri Masterson stated she's heard 100% of claims were covered for those she's aware of, though some drivers had expressed difficulty with the steps required. Bill Simer, seconded by Rich Newman, moved to

retain the same paper entry cancellation fees for 2026 as in 2025 because the club had a great financial experience with the current system. Motion approved.

**Race Entry Fees for 2026** Craig Larsen proposed maintaining the 2026 race entry fees at the same level as 2025 and 2024, citing the need for more racers rather than increasing costs for existing racers. The proposal was accepted by consensus without objection .

**Spectator and Guest Membership Fees** Sherri Masterson brought up the need to set spectator prices for regular and historic races, as well as clarifying guest membership fees. Currently, VMC members have a \$0 guest membership fee, while non-VMC members are charged \$25 for non-US and \$50 for US individuals.

**Motion on Spectator and Visiting Racer Fees** Bill Simer moved that the club not change spectator fees or visiting racer fees for the 2026 year, which Rich Newman seconded. Sherri Masterson then noted that as of October 1, the state would require collecting sales tax on ticket entries, which would not affect the current year but would next year, requiring an adjustment to the total amount paid by the purchaser, though not the base ticket price itself. Bill Simer clarified that the ticket price should remain the same, but the sales tax must be added and collected from the purchaser, making the price "plus tax".

**Clarification on the YODA Program** Sherri Masterson requested clarification on the YODA program, noting issues with 18 drivers who had not completed their membership paperwork with her despite being on a list with Loren . Linda Grass had a question regarding whether participants in the YODA program needed to be members, and Craig Larsen suggested resolving these issues offline with Loren Campbell.

**AGM Pricing Discussion** Craig Larsen proposed keeping the Annual General Meeting (AGM) price the same as the previous year, which was \$60 for an individual and \$120 for a couple, though Sherri Masterson recalled a past year being \$65 for a single. Jamie Buskirk suggested they would not feel bad about charging \$65 per head to help offset the financial loss of the previous AGM. Sherri Masterson suggested that if the fee remained \$60, attendees could still donate an amount of their choice on the AGM ticket form to cover costs or partially pay for a worker to attend

**AGM Financial Performance and Promotion** Rich Newman questioned the reason for the softer revenue at the previous AGM compared to the year before, noting thousands of dollars in difference, which might be due to location or

different ratios of paying attendees versus volunteers . Sherri Masterson mentioned that the ratio of attending workers versus drivers is never known in advance and that the cost of food has increased, with the current venue (Gallucci's) being less expensive than other caterers on the LeMay's approved vendor list. Bill Simer expressed disappointment at the small number of racers who attended the event and urged efforts to encourage better attendance.

**Encouraging AGM Attendance and Award Issues** Rich Newman suggested promoting the AGM more this year, particularly highlighting the new supercar exhibit at the Museum, and suggested that award recipients should really make an effort to be there. Stephen Newby agreed, emphasizing the spectacular Supercar exhibit that will run for a year and the need to promote the event . Sherri Masterson confirmed that the awards list standings are online and the cutoff date for worker award nominations is November 15th, and Rich Newman confirmed that Tom Masterson handles the worker awards.

**Awards Nominations and Martin Rudow's Status** John Allen expressed concern about past award recipients needing to submit nominations and inquired about the response rate, confirming the wheels are turning on this process. Sherri Masterson provided an update on Martin Rudow's eye surgery, noting it went well and that he has some improvement, he will be challenged to produce Vintage Drift. Stephen Newby humorously challenged John Allen to step up with trophy recommendations but cautioned that many awards are surprises .

**Bugatti Event Update and Meeting Conclusion** Craig Larsen provided an update on the Bugatti event at the Columbia River Classic, noting that it is growing again with numbers up to 25 race cars and possibly 40 touring cars. The meeting concluded with Craig Larsen thanking everyone, wishing Martin Rudow well, and sending Happy Thanksgiving wishes .

## Suggested next steps

- Brad Shinn will get a revised draft of the racing rules completed this weekend, including reviewing the section on definitions and harmonizing the penalties with existing rules.
- Brad Shinn will get the draft set of racing rules out to a broader group for review by December 15th, and turn around the draft rules by January 15th to bring back to the board for approval.
- Jamie Buskirk will take care of correcting the reference to Formula Ford as Formula 4 in the October minutes' competition committee section.
- Jamie Buskirk will add the corrections Mike Lawler sent to the October minutes.
- Bill Simer will split out the worker fund contribution from the race entry fees to provide more granularity on the income side, share the financial amounts with the Spokane race group, and file the 990 tax form, carefully reviewing it and providing it to the officers for their review.
- Sherri Masterson will update the final day for the standard early bird rate for the fall finale to the 8th of September, remove the question about wanting a handbook from the membership form, and increase the cost for the mailing of the roster to \$25.
- Craig Larsen and Stephen Newby will talk soon about the bulletin regarding the LeMay Supercar exhibit.

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# Transcript

Nov 12, 2025

# Meeting Nov 12, 2025 at 17:16 PST - Transcript

00:00:00

**Sherri Masterson:** It's Jamie. Hi Jamie.

**Jamie Buskirk:** It's Jerry in the kitchen.

**Sherri Masterson:** You're not in the motor home. I've got Linda here, too.

**Jamie Buskirk:** Oh, okay. Where are you guys? Presumably not in your backyard.

**Sherri Masterson:** No, we're in Hokrium.

**Jamie Buskirk:** Okay. Sounds like a fun thing.

**Sherri Masterson:** It Well, we're parked right on the Hokquam River, so yeah, it's really nice.

**Jamie Buskirk:** Nice.

**Sherri Masterson:** So, I am on my new laptop, so I'm not sure how things are going to work.

**Jamie Buskirk:** So far so good. What's that dangling right in front of you from a string? What is that?

**Sherri Masterson:** It's a windshine. Oh, it's a windshine. It's Yeah, it's a windshine.

**Jamie Buskirk:** All right. Had my attention. It made me feel like a cat.

**Sherri Masterson:** As we go down the road, it jingles.

**Jamie Buskirk:** Well, jingle's good, particularly around the holidays. Evening, Craig.

**Craig Larsen:** Evening all of you. We're the We're the ones who just can't wait for that meeting to start.

00:06:51

**Jamie Buskirk:** Yeah, I open the meeting pretty early because there's always a few early birds.

**Craig Larsen:** Yeah. Yeah.

**Sherri Masterson:** Well, and you never know if you're if it's all going to work, right? Yeah. That's why I pushed the button. A new laptop. Craig knows about those things.

**Craig Larsen:** Yeah. Yeah. And I'm usually the one who's uh emailing Jamie, "Send me in the link again."

**Sherri Masterson:** I had Mike send me the link this morning so it' be on the top of my email.

**Jamie Buskirk:** You're not Yeah, you're not the only one, Craig.

**Craig Larsen:** Yeah. Exactly. Exactly. Good.

**Sherri Masterson:** It's a mushroom. There's going to be it's actually the top of a mushroom and it's g there's a mushroom that'll be and it's not stuff but it's a cuddle toy for t for kids.

**Craig Larsen:** What's that? Who's What are you knitting? Is that a cool hat or something? What is that? Yeah. Oh, cool.

**Sherri Masterson:** So yeah, it's very cute.

**00:07:38**

**Sherri Masterson:** It It's really fun.

**Craig Larsen:** It is.

**Sherri Masterson:** It's It's fun.

**Jamie Buskirk:** Well, I had the pleasure of

**Sherri Masterson:** When we come out to these, we always bring projects when we come out. And I have not crocheted in two years. So, I decided it was about time to start using some of my yarn again.

**Craig Larsen:** Oh.

**Sherri Masterson:** I made four quilts for Christmas one year, and they were all queensiz except one.

**Craig Larsen:** Wow. Wow.

**Sherri Masterson:** And then my niece tore hers apart and I have not touched the crochet hook since then because I look at it I don't even know to begin how to start to fix it. I have to replace center squares.

**Craig Larsen:** That's It's a heck of a lot harder to fix than it is to make.

**Sherri Masterson:** It was a grand.

**Craig Larsen:** That's for sure.

**Sherri Masterson:** Yeah. Yeah. I think she I think she needs to go to classes and figure out how to crochet and she can figure out how to put it together. She needs to be new person new now.

**00:08:24**

**Craig Larsen:** There you go. That'd be appropriate. Yeah. Yeah. Chris's mother uh um until very late uh she's still alive until she got into her 80s um there was always a tradition that every grandkid got a homemade quilt um from from her from her from Bernardet.

**Sherri Masterson:** 17. Yep.

**Craig Larsen:** and uh she was up to oh god I don't know 20ome grandkids and you know bunch of great grandkids and fi finally all the daughters Chris is one of 10 kids uh uh five girls and five boys in her family so eventually the daughters had to take over and start making the quilts because Bernardet basically said she was

**Sherri Masterson:** My mom did that up until um Linda and I had to find someone to finish the one quilt before she died or when after she died she had one quilt she hadn't finished um for my grand for my

**Craig Larsen:** Oh, wow.

**Sherri Masterson:** nephew. you and we found somebody to finish it.

**Craig Larsen:** Cool.

**Sherri Masterson:** Um, it most of the top Yeah, the top was done, the bottom was done.

**00:09:32**

**Sherri Masterson:** The only thing that needed to be done was she had started to hand quilt it and I am not a hand quilter and there was no time to hand quilt this thing to begin with. So, um, yeah, it was interesting. I don't see. Do you see? Um, the chat won't It doesn't make it any lighter.

**Craig Larsen:** It makes a makes a cozy gift.

**Sherri Masterson:** Oh, wait a minute. What's up here? The cat went running across the laptop. So, we're not sure what happened here. No. Oh, really?

**Craig Larsen:** So Jamie the uh well and Sherry and Linda uh the area 27 people reached out to us and Yeah. Yeah. And they uh they want to talk about umh whether Sovereign would be interested in coming up for an event and uh I sent a quick message back to him that said we've you know the sixth event has always been a challenge for us but we'd be happy to listen to anything they want to suggest.

**Sherri Masterson:** No. So

**00:10:31**

**Craig Larsen:** So uh I think there's some kind of Jamie Jamie you know a little about bit about area 27 have you even been up there before it's

**Jamie Buskirk:** I have not. Pat Hall keeps saying he's going to get me up there, but it hasn't happened yet. Most of the time their bigger events uh kind of coincide with, you know, one of our race weekends. So,

**Sherri Masterson:** what what is area 27?

**Craig Larsen:** outside of uh it's like outside of Oliver BC which is south of Cam Loops and it's a uh Jacques Villnoo designed racetrack.

**Sherri Masterson:** Oh wow.

**Craig Larsen:** It's um it's quite a track. I mean, it's like got 20 corners in it and it's like I don't know almost three miles long, I guess. Uh yeah.

**Sherri Masterson:** It's it's a club track, isn't it? where it's a uh it's you have to be invited or a member of unless you have an open race weekend.

**Craig Larsen:** Yeah, something like that. Yeah, it's kind of invite only deal, but it's it's like a 40 foot wide track and uh it's got I don't know, Jamie, it's got like 360 feet of elevation change and you know, all sorts of stuff.

**00:11:29**

**Craig Larsen:** So, uh,

**Jamie Buskirk:** It's a fantastic track. Yeah. Find some incar video on YouTube and it'll tell you what you need to know.

**Sherri Masterson:** Well, It's like the um what they wanted to do down in Oregon with Oregon Raceway Park, but it didn't quite work as well.

**Jamie Buskirk:** It's a It's a ste it's a like a \$100,000 membership kind of thing. It's like joining yacht club.

**Craig Larsen:** yeah.

**Jamie Buskirk:** Damn.

**Craig Larsen:** Yeah.

**Sherri Masterson:** I mean, it's Area 27 is doing better than Oregon Raceway Park is.

**Jamie Buskirk:** Yeah. OP is too narrow. They It's like 30 feet.

**Sherri Masterson:** Yeah, it's great for small cars or carts, but it's not a big car track.

**Jamie Buskirk:** I mean, it's it's a fantastic It's amazing.

**Craig Larsen:** Mhm.

**Sherri Masterson:** These would have fun.

**Jamie Buskirk:** I've driven it a few times and it's a it's a lot of fun. So, I had the pleasure of meeting one of your uh the cont what's the word? Um Janette. I met Janette at VAR over the weekend.

**00:12:21**

**Jamie Buskirk:** Sherry.

**Sherri Masterson:** Oh, okay.

**Jamie Buskirk:** Yeah. Yeah, that was okay.

**Sherri Masterson:** She's the one who helped me get the um membership cards started, the plastic ones, because she told me what she was using, how she was doing it. Um they're do they do theirs all in black and white and then they start doing photos. Um, but that's that's she's the one who helped me get through all of that and she's the one who's supposed to be doing our VMC meeting in February.

**Jamie Buskirk:** Yeah, she asked if I was going to attend VMC. She uh they're doing hats and t-shirts for 10 bucks each. I said, "How the hell can you do this? Why do this? I mean, it's like you're losing money." She said, "No, we buy them for three bucks on Amazon and we get them printed for seven. We sell them for cost." Um, and it's just a branding exercise.

**Craig Larsen:** Hey, wow.

**Sherri Masterson:** Now, the one thing the California clubs are really good at is sponsorship.

**00:13:07**

**Jamie Buskirk:** Yeah.

**Sherri Masterson:** There you turned off.

**Corky Russell:** Police in are distracted then ripped off a Walmart shopper stealing a possession king 5's greedy walk has this story you'll only see on king yeah

**Sherri Masterson:** Hey, Corky, how about turning off your sound?

**Jamie Buskirk:** That must be Hey, Corky, turn down the volume.

**Corky Russell:** I had to turn it on missing a piece of his hang on I turn it Hey, it isn't even 6 o'clock yet.

**Jamie Buskirk:** No, it's your TV.

**Sherri Masterson:** You're teaching.

**Corky Russell:** Cut it out.

**Sherri Masterson:** Don't sign on until you're ready.

**Corky Russell:** What a bunch of whiny ass babies. Jeez, I'm watching I turned the sound off.

**Craig Larsen:** Now, now, Corki, settle down. Take your medicine.

**Jamie Buskirk:** Didn't take a long

**Craig Larsen:** Buckle your seat belt.

**Sherri Masterson:** We We can sign you off. You can still watch it. You just have to mute your microphone.

**Craig Larsen:** We're gonna call your doctor and tell them to up your meds.

**Corky Russell:** Okay, I'm still watching TV because I get tired of looking at these old guys on the Yeah, you're the What are you?

**00:14:09**

**Sherri Masterson:** At least I can't say they're looking at us because you're not. You're looking at the kitchen.

**Craig Larsen:** Well, all the best. All the best to you, Corky.

**Corky Russell:** So, Sherry, are you in your motor home?

**Sherri Masterson:** Yes.

**Corky Russell:** Okay.

**Craig Larsen:** Yeah, we're we're we're inspecting the microwave, Corky.

**Corky Russell:** I I thought it looked familiar.

**Craig Larsen:** We're checking the microwave for flaws there. Uh yeah.

**Corky Russell:** Okay.

**Craig Larsen:** Is this is Linda? Is this the new one or is this Sher's?

**Sherri Masterson:** This is Sherry's.

**Craig Larsen:** Okay. Okay. Well, it looks pretty.

**Sherri Masterson:** My motor home is too My motor home is too noisy.

**Craig Larsen:** Ah.

**Sherri Masterson:** I have I have two dogs in there that would be con barking constantly.

**Craig Larsen:** Oh, good. Yeah, we need that. Yeah, that'd be great.

**Sherri Masterson:** No, they hear voices and they want to talk to them. So, and then and then Mike Evans is on the other side of them.

**Craig Larsen:** Right.

**Sherri Masterson:** So,

**00:15:01**

**Craig Larsen:** When we had a black lab at our house when our kids were smaller, I bought one of those clocks that had the bird uh you know, every hour would there'd be a different bird would chirp and uh the

**Jamie Buskirk:** Whoops.

**Craig Larsen:** dog would just like jump out of the bed and like turn around like every time every time it struck the hour. Yeah. We had to actually had to take the battery out so it didn't do it anymore. It was like making the dog nuts.

**Sherri Masterson:** Funny.

**Jamie Buskirk:** Well, I was uh I went I flew to uh Burbank to go out to Willow Springs and help a good friend through his novice race. He bought a car just like mine and he's not a race not a racer.

**Craig Larsen:** Oh, wow.

**Jamie Buskirk:** So yeah, he had an eventful weekend, but it went well.

**Craig Larsen:** And so it and it's a it's a Corvette.

**Sherri Masterson:** Hopefully it could be eventful.

**Corky Russell:** So, you like Willow Springs?

**Jamie Buskirk:** Yeah, Willow Springs is pretty great. Yeah, was it was 80° and uh calm most of the time.

**00:15:53**

**Corky Russell:** Yeah, that was the one and only racetrack I've ever raced in California.

**Sherri Masterson:** We could turn this and turn it down.

**Corky Russell:** Although, I see it.

**Craig Larsen:** So Jamie, is it a Corvette?

**Corky Russell:** It's changed a lot since it's changed a lot since I raced there.

**Sherri Masterson:** Rock cat the picture.

**Corky Russell:** That was 72 when I raced there.

**Jamie Buskirk:** Well, I don't think it's changed.

**Corky Russell:** Well, I I seen it on TV. They've got a couple of new routes that weren't there. Then it all got quiet.

**Jamie Buskirk:** Well, unfortunately, he's not he's not going to be a prospective member

for Rose. He grew up in the Northwest, but he's lives in Phoenix now. So, yeah, he's he's Yeah.

**Sherri Masterson:** Maybe as he raises more he'll he'll come up expand his area.

**Jamie Buskirk:** Well, you know, we can hope. Um, man, now he's he's uh now that he's got one race under his belt, maybe he's ready to go explore some new tracks.

**Corky Russell:** Maybe you'll get tired of those hot summers.

**00:17:12**

**Corky Russell:** Hello, Jim. Jim, you have to turn your mic on if you don't talk.

**J Duncan:** Can you hear me now?

**Corky Russell:** Yeah, kind of.

**J Duncan:** Sorry, I was still clicking things kind of.

**Corky Russell:** Well, it still shows you're muted. That's what's weird.

**J Duncan:** Oh, really? Wait a minute. Well, which gym are you talking to?

**Sherri Masterson:** No, it doesn't. No, Jim Johnson is muted.

**Corky Russell:** It does. It does for me. Rich or Jim Johnson.

**Sherri Masterson:** Johnson is Yeah, you're talking Jim Duncan from this angle

**J Duncan:** Oh.

**Corky Russell:** Oh, wrong one. Well, Jay Duncan is not Jim to me. So, you think so?

**J Duncan:** That's Mr. Jay Duncan to you, Corky.

**Corky Russell:** I think I think I'm your superior in age wise.

**Sherri Masterson:** looks like Wanda's brother.

**Craig Larsen:** Yeah. Yeah. In what way, Courty?

**Corky Russell:** Huh?

**Craig Larsen:** In what way?

**Corky Russell:** Age.

**Craig Larsen:** Oh, okay.

**Sherri Masterson:** You know, I've had a problem here and now it's almost

**00:18:16**

**Corky Russell:** and many other things.

**Craig Larsen:** I was giving you the opening, Corky.

**Corky Russell:** I know. See, sometimes I don't take advantage of those.

**Craig Larsen:** You know, got to be alert.

**Corky Russell:** Sometimes I let them slide. Discretion is often the better times of better source of power.

**Sherri Masterson:** You bought another I had to buy a new electric bike.

**Jamie Buskirk:** So, I want to know what's going on down on the Hoquam River. What's drawing this big crowd of RVs down to the Hokquam River?

**Sherri Masterson:** Racing is over. We We try to do this every year this time of year. Um cuz it's really quiet down here and we get the clubhouse to ourselves and it's a gorgeous clubhouse and uh and Mike and Sherry and Tom all play their guitars and serenade us and Lynn and I didn't bring any guitars. Oh no, Mike will bring enough. Well, maybe I only saw one in his rig. And then Darren and Susie Glass will be down tomorrow, which is our re-entry starter and one of our timers.

**00:19:21**

**Sherri Masterson:** Yeah.

**Jamie Buskirk:** So, clubhouse is it a what sort of clubhouse is it?

**Sherri Masterson:** All RV parks, most RV parks have a clubhouse where you can gather and they have sometimes it's their washing washing machine, a small kitchenet, um a TV, videos, games type things in them.

**Jamie Buskirk:** Oh.

**Sherri Masterson:** And this one happens to have a huge dining room table. huge, a big kitchen and and a big room and a room for, you know, wherever you want to be and multiple things you can do. And when you come as a group, um, you have access to it. Um, usually fairly private access.

**Jamie Buskirk:** Sounds nice.

**Sherri Masterson:** It is. Yeah, it's very nice.

**Corky Russell:** Bill's in outer space.

**Bill Simer:** as usual.

**Jim Johnson:** He's a space cadet.

**Sherri Masterson:** Nice.

**Jim Johnson:** I'll have to see if Which gym?

**Jamie Buskirk:** Well, Jim's Jim's got a response for that.

**Corky Russell:** Which gym?

**Jamie Buskirk:** Johnson.

**Bill Simer:** So Jim was in space last month, so I thought I'd join him.

**Jim Johnson:** Oh, well, yeah, I'm looking for my uh my uh background that I had.

**00:20:33**

**Jim Johnson:** I I think I I don't know if I was on the enterprise or, you know, on something else.

**Sherri Masterson:** Yeah. Something

**Jim Johnson:** Let's see.

**Corky Russell:** I've been on the Enterprise.

**Bill Simer:** boldly going where no Jim has gone before.

**Corky Russell:** I've been on the Enterprise. The problem was it was sitting in the water.

**Jamie Buskirk:** Propellers.

**Jim Johnson:** All right. Well, I'll find it and it'll jump up.

**Sherri Masterson:** Look next to your camera. Um, icon.

**Bill Simer:** You have a little arrow next to your camera.

**Jim Johnson:** Little arrow on my camera. Oh, right here. Background and effect.

**Bill Simer:** There you go.

**Jim Johnson:** All right.

**Sherri Masterson:** Here's a Martian one time. I remember that, too.

**Corky Russell:** So, Mr. Duncan, what are you hiding in the background?

**J Duncan:** That's Budmore Engineering.

**Corky Russell:** Okay.

**J Duncan:** Budmore Racing.

**Corky Russell:** Okay.

**J Duncan:** I used to drive by it all the time as a kid in Spartanberg.

**Jamie Buskirk:** Really nice.

**J Duncan:** Hey, Charlie.

**Rich Newman:** Sherry. Oh.

**00:21:51**

**Corky Russell:** Oh, don't wake him up.

**J Duncan:** Oh, sorry.

**Charly Mitchel:** Hello.

**Sherri Masterson:** Give me my water.

**Charly Mitchel:** Hello.

**J Duncan:** Hey, Charlie. I uh I forwarded your contact information to the guys on Bashan Island that are building that MGB.

**Charly Mitchel:** Okay.

**J Duncan:** I don't know if they got in touch with you. I was keep suggesting they have it, you know, looked at by someone, a tech person before they show up at the spring sprints expecting to race.

**Corky Russell:** Well, that's a novel concept.

**Charly Mitchel:** I think I think I spoke to them at one of the other events earlier. Maybe not. I spoke to somebody about building.

**J Duncan:** They were at the spring sprints.

**Sherri Masterson:** Lovely.

**J Duncan:** They were at the spring sprints this year, but this last year, but I guess they had it out and autocrossed it, but yeah, I know you would.

**Charly Mitchel:** Yeah. Yep. And that's that's fine. I be happy to to assist them.

**J Duncan:** I I just thought I'd let you know, see if you had heard anything from him.

**00:22:52**

**Rich Newman:** Hey Sherry.

**Charly Mitchel:** Yeah, I haven't I haven't yet.

**Rich Newman:** Hey Sherry. Oh hey Sherry.

**J Duncan:** Yeah.

**Sherri Masterson:** What?

**Rich Newman:** It's Rich. Um real quick uh thank you for sending the the entries information over. Were you planning to cover that tonight or do you want me to make that part of what I'm covering? I wasn't sure what you were going to tackle or what Craig wanted to do. There's a couple things in there I think would be interesting to call out. Um, but I didn't want to duplicate efforts.

**Sherri Masterson:** Either way or we can tag team.

**Rich Newman:** Do you want me to lead into it in my little my little spiel and then you can add context for it? I I want to call out, you know, the benefit of having spring I'm sorry um festival of speed with driver entries.

**Sherri Masterson:** Sure.

**Rich Newman:** that was a meaningful difference for us this year. Um the spread of how many people did, you know, multiple races, stuff like that. I think that's good.

**00:23:45**

**Sherri Masterson:** Okay. Yeah, I got the print the print out I sent you. I have so

**Rich Newman:** Okay. All right.

**Jim Johnson:** Bill, I got the sports coupe version of your spaceship there.

**Bill Simer:** Oh, I'm I'm glad someone does. I've got the Barco Lounger.

**Jim Johnson:** Yeah.

**Sherri Masterson:** Call Nicole. She's unhooked.

**Jim Johnson:** I think mine mine has a lazy boy in it. I Hey, you know it's comfortable.

**Corky Russell:** You shouldn't talk by yourself like that.

**Rich Newman:** Well, I was standing over a couple of motors that are disassembled, at least the top the tops off of a couple motors for next year. Um, Steve Puyarena and I are trying to work through how we're going to kind of configure the cars for next year now that we've got my son hopefully joining us next year with a second uh Bridget. Um, two two cars, two motors.

**Bill Simer:** I was going to ask how how many motors do you need, Rich?

**Corky Russell:** Oh, come on.

**Rich Newman:** So, It's pretty fun though. It's fun to have both motors out.

**00:25:02**

**Rich Newman:** The cars are sitting next to each other in the shop. You guys are all familiar with this, but it's new territory for me. We're looking down the top of the pistons and both motors and going, "Well, do we take do we do we rework the pistons in this one and then rework the heads and that one and can we Frankenstein them

**Sherri Masterson:** At least you got two cars.

**Rich Newman:** and swap them around?" We decided we're going to keep them kind of as solid units, but kind of fun.

**Corky Russell:** First thing you First thing you do is check the cylinders. Don't talk the pistons. Look at the cylinder walls before you check the pistons.

**Rich Newman:** Yeah. Oh, yeah. Yeah. Yeah. No, no, literally Quirky, you're absolutely right. And the good news is both look great. So, um Oh, yeah.

**Corky Russell:** Good. So, there'll be a new yellow one out there this spring, too. I just finished painting it a while ago.

**Rich Newman:** Arnold, right?

**00:25:49**

**Jamie Buskirk:** Yeah, Lauren's putting together a fleet.

**J Duncan:** Yep.

**Rich Newman:** Anyway, good stuff in November. Getting excited about next year already. So, there you go.

**Sherri Masterson:** Well, you know, that's good cuz there are so many people that I think somebody made a comment too. I don't know if it was Lauren in some of his writeups or something that so many times people will get home from their last race, leave the car in the trailer or put it in the garage and walk away from it saying I need to do this to it and then not getting around to it until you know after the first of the year and then parts get ordered and then they don't come in and um at least parts are not as bad as it was a few years ago.

**Corky Russell:** Yeah.

**Bill Simer:** You say that like it's a problem.

**Rich Newman:** Yeah, not to tip my hand, but I got to get my belts updated before Charlie looks at them next year. They're expiring. So, they're expired end of this year.

**00:26:47**

**J Duncan:** Yeah, me too.

**Corky Russell:** Yeah, I I washed my hands there, Charlie. It's all yours now.

**Bill Simer:** Get a black Sharpie, Rich. You change one of the numbers.

**Craig Larsen:** Okay.

**Jim Johnson:** You know, hey, you know, we had a big discussion at the BMC video meeting about belts.

**J Duncan:** There a YouTube video on that.

**Rich Newman:** No. What a racket. They're fine.

**Sherri Masterson:** Hi. Yeah.

**Jim Johnson:** And so, uh, then I go out to drive my truck, my 25-year-old truck that I used to haul race cars around with, and it's got the original seat belts in it. And, and I got a 10-year-old car that's got the original seat belts in it. And another 20-year-old car that's got the original seat belts in it. And then I got on a plane to fly to Mexico, and that plane was at least 20 years old, and it had the original seat belts. And I'm thinking, you know, I think it's a marketing thing. I think it's, you know, they've got you working into a corner and now it's every two years or every five years.

**00:27:48**

**Jim Johnson:** But, uh, you know, if it's good enough for the FAA, well, yeah, SFI is uh um it's an industry sponsored rules

**Corky Russell:** depends upon the belt. Yeah, SFI and FIA have that cornered. Oh, yeah.

**Sherri Masterson:** different that I'm

**Jim Johnson:** kind of thing. And and all the all the belt specs are based on military specs. And you know, they test these out in jungle conditions where they're straps out there holding something onto a uh you know, a trailer, a tank onto a trailer, a Jeep or something like that, and it's out in humid

**J Duncan:** Yeah.

**Jim Johnson:** and wet weather continuously.

**Corky Russell:** Yeah. Well, the I think the idea is that you will never subject your passenger car seat belt to what you do in a race car.

**Jim Johnson:** And so, well, if you use them in the race car in a wreck, then I can understand the way.

**Corky Russell:** Yeah.

**Jim Johnson:** But most race cars, you know, if it isn't hauled in a an open trailer, it's hauled in a in a closed trailer, kept in a garage, kept in a shop, and the only time it's out in the weather is when it's racing.

**00:29:00**

**Jim Johnson:** Uh, otherwise it's under a canopy. Uh, and don't get me started on tie downs, you know, check your tie down. They look kind of ratty.

**Corky Russell:** I have a brand new set of belts still in the box that have an expiration date of 2005. No, I'm going to get different belt for the project car.

**Jim Johnson:** Well, you know, I I bought a couple of uh sparkle belts that had aged out on the shelf up at Speedware.

**Rich Newman:** Please.

**Jamie Buskirk:** Are are they going to go into your project car?

**Craig Larsen:** Right.

**Jamie Buskirk:** All right.

**Jim Johnson:** Uh this was like 20 years ago, and I got them for, you know, next to

nothing. and they sat on my shelf unused and I was going to use them in a street project car. And I when I sold the car, I just gave the guy the belts and they were perfect condition, brand new, never used.

**Corky Russell:** Do you know in the state? At least it was a while ago. State of Washington, it's illegal to put racing belts in your seat, in your passenger car.

**00:29:58**

**Jim Johnson:** Oh, why is that? They're unsafe.

**Corky Russell:** I have no idea. I asked them about it because I wanted to use those 2005 belts in a passenger car and they said I couldn't do it.

**Jim Johnson:** Well, you know, if the car is old enough, you get that old uh lap type belt with the air, you know, the 737 type lift the handle thing, and it's just the lap belt.

**Corky Russell:** Right. Yeah.

**Jim Johnson:** And I guess that's okay because that's what the car originally came with.

**Corky Russell:** Yep. Yeah.

**Rich Newman:** Well, Jim Jim, I've got a uh I've got an undergrad in aviation business administration. So your your reference to using airplanes is uh is interesting because when I was going through school and again I'm probably going to get in trouble for this get banned from everything but the only reason why they have

**Jim Johnson:** Yeah.

**Craig Larsen:** s\*\*\*.

**Rich Newman:** lap belts in passenger seats on airplanes is so that after the accident and again let's ignore the UPS thing last last week after an accident they know that your wallet will be securely secured in the seat when they

**00:30:46**

**Craig Larsen:** He

**Rich Newman:** go back through it.

**Jim Johnson:** Oh,

**Bill Simer:** Hey, Phil Edwards has his hand up. He doesn't know when the social party can just burn in, you know, burst in.

**Sherri Masterson:** That's

**Phil Edwards:** Yeah. Yeah. I know. I know why this uh eye points are illegal. Um on your

street car, you need to be able to latch it with one hand.

**Corky Russell:** Oh, okay. Although I can't do that with my Porsche, so I don't know.

**Craig Larsen:** So, so I I was going to use my old race belts in my dune buggy project.

**Sherri Masterson:** the back.

**Craig Larsen:** So, I can't I can't do that.

**Sherri Masterson:** No, no.

**Corky Russell:** Well, as long as you don't drive it on the street, you're fine.

**Bill Simer:** Now, let's be honest about this.

**Jim Johnson:** Well,

**Craig Larsen:** Of course, I'm going to drive it on the street.

**Bill Simer:** When was the last time you saw someone pulled over for lap belts or or license tabs or anything like that.

**Corky Russell:** It's one It's one of those things.

**00:31:41**

**Bill Simer:** Let's just There you go.

**Craig Larsen:** Mason County, nothing happens.

**Corky Russell:** It's one of those things if you get pulled over and they see it, if they notice it and they know about the rules, they'll cite you for it.

**Sherri Masterson:** lower for speeding.

**Corky Russell:** But if you get pulled over and they know nothing about the rules, you won't get cited for it.

**Craig Larsen:** Well, as long as I stay in Mason County, I won't get cited for anything.

**Rich Newman:** And Craig, the other thing you should take confidence in is those seat belts are the safest things in your dune buggy. So,

**Craig Larsen:** Exactly. Exactly. Don't keep me in when I roll it over.

**Corky Russell:** Absolutely true.

**Jim Johnson:** Well, I had a friend that was restoring an Alfa Romeo, a little spider, and uh he didn't have the windshield on yet, and he was driving it, and he got stopped because uh he didn't have the windshield wipers on it.

**Corky Russell:** right?

**Jim Johnson:** And the the cop said, you know, driving without a windshield was okay, but driving without windshield wipers was illegal.

**00:32:31**

**Craig Larsen:** Right.

**Jim Johnson:** And so he looked at the rules and it you don't have to have blades in it. So he just stuck the arms on it and they'd sit there and he'd turn it on and they'd wave at him. But there were no blades, no windshield, but he was totally legal.

**Corky Russell:** Yeah, I found that out with my TR3 because it had the window windshield you could take off.

**Jim Johnson:** Yeah.

**Corky Russell:** Well, I took it off one day and I found out that you can't drive it without windshield wipers. Windshield's fine. The wipers being taken off wrong. I I thought that was the funniest rule.

**Sherri Masterson:** That is weird.

**Craig Larsen:** back when those rules mattered.

**Jim Johnson:** Well, and then we had Tom Bzerini who was racing his Formula 4 years ago and he had the full face shield and then he had some kind of a little plastic thing with a suction cup and it would

**Corky Russell:** Yeah,

**Jim Johnson:** spin around. This was in the rain and it would spin around and you could see through it and it would throw the water off.

**00:33:35**

**Corky Russell:** lovely.

**Craig Larsen:** Brilliant.

**Bill Simer:** was a good guy. He was fun to be around, right?

**Jim Johnson:** Oh yeah. He he wore it once and he said, "I can't wear this thing. It's driving me nuts." Yep.

**Craig Larsen:** Yeah.

**Jamie Buskirk:** It's kind of like the propeller beanie turned horizontal.

**Craig Larsen:** Yeah.

**Jim Johnson:** Exactly.

**Sherri Masterson:** Hey Craig, has it been smoky for a long time or was that just new today?

**Craig Larsen:** Uh, no. Well, a lot of people have started burning fires in their wood stoves. It's there there's no the forest fire deals over, right?

**Sherri Masterson:** Okay.

**Craig Larsen:** So, yeah.

**Sherri Masterson:** Well, it was just it was really smoky in some areas coming down three today. Well, like there was a slash fire going on.

**Craig Larsen:** Yeah. There's a there's a Well, and plus, you know, since the burn ban was lifted, now everybody's burning their burn piles, Sherry.

**Sherri Masterson:** Yeah.

**Craig Larsen:** Right. you know, so now it's like, you know, all those slag piles sitting around are getting burned up.

**00:34:30**

**Craig Larsen:** So, yeah.

**Sherri Masterson:** Yeah, they cleared an area on 108 that that uh they were working on today.

**Craig Larsen:** Yeah.

**Corky Russell:** Well, I can go test out that fire pit I created back in June.

**Jim Johnson:** H.

**Corky Russell:** Just as a fire band went up.

**Craig Larsen:** Right. Right. Yeah. It's a pain over here. You have to stop barbecuing about the 1 of June.

**Corky Russell:** Yeah.

**Craig Larsen:** It's like usually the burn band goes on. So it's like I'm standing out there in the cold and rain, you know, getting my last barbecue in and uh then it's over.

**Jim Johnson:** Why? Why would a burn ban affect your barbecue unless you were burning your food on it?

**Craig Larsen:** It's the briquettes. They It's like any open fire.

**Bill Simer:** Is a gas grill. Okay.

**Craig Larsen:** Uh gas grills. Okay.

**Bill Simer:** Oh, there you go.

**Jim Johnson:** But it's got an open flame.

**Corky Russell:** What if you had I don't know.

**Craig Larsen:** I don't make the rules, Jim.

**00:35:23**

**Jim Johnson:** Maybe if you put windshield wipers on your barbecue, you'd be legal.

**Corky Russell:** Okay, that works.

**Craig Larsen:** Yeah. Yeah. Maybe if I wore a fire suit, I'd be okay.

**Sherri Masterson:** This is the project I have coming. Yeah, it just uh you use a a needle and thread and make a bowl. That's cool.

**Corky Russell:** Oh, they're talking girl things in the trailer.

**Craig Larsen:** Thanks for the sewing instructions, you guys.

**Sherri Masterson:** They have lots of different patterns. Yeah. But this was the easiest one so far, I think.

**Corky Russell:** You see that bill? Looks like he was flying there for a second.

**Sherri Masterson:** That looks like a spider.

**Jim Johnson:** He's got to strap into that spaceship.

**Corky Russell:** Well, he's in zero gravity, so he must not have had his magnetic shoes on.

**Sherri Masterson:** Twinkle, you

**Bill Simer:** My dinner just arrived, so I'm going to go incognito so you don't have to watch me It looks wonderful, by the

**Corky Russell:** All right, Bill.

**Craig Larsen:** Well, I'm getting my dinner after this meeting, so I'm hoping we can uh get right through it.

**00:36:35**

**Corky Russell:** Okay, everybody talk about things you don't want to talk about.

**Craig Larsen:** Right.

**Rich Newman:** I went ahead and ate my tacos right in front of you guys for the most part. So, I already did it.

**Craig Larsen:** Go for it. I can handle it if you can.

**Rich Newman:** It's done.

**Craig Larsen:** All right.

**Rich Newman:** You missed the show.

**Bill Simer:** I'm having an enchilada.

**Rich Newman:** I do still have a beer, though. I'm drinking that.

**Corky Russell:** Is that really Guinness in there or is it just the mud?

**Rich Newman:** No, no, it looks like it is. Huh. No, it's an Actually, it is a um I try to save a couple of um Steven Newbies, you know, beers, the special beers, and I have one at

each and it's that's an amber.

**Corky Russell:** Yeah.

**Rich Newman:** It's the amber that

**Corky Russell:** Yep. I can tell by the shade. But yeah, my favorite is Bell Havens. It's a Scottish ale, but it's hard to find around here. Can't imagine why.

**00:37:25**

**Jim Johnson:** Well, you know, John Valentine, uh, he's got a brewery over in Belt, Montana, and they make a great porter.

**Sherri Masterson:** What a scout.

**Jim Johnson:** It's called Pig's Ass Porter, and it is fantastic.

**Sherri Masterson:** Very good stuff.

**Rich Newman:** It's got a horrible name.

**Craig Larsen:** Yeah, despite the appetizing name.

**Rich Newman:** I don't know.

**Jim Johnson:** Well, you know, I because he offered me one.

**Rich Newman:** What made you What made you want to try it?

**Craig Larsen:** Yeah, right.

**Sherri Masterson:** the mail because his brewery does a good job.

**Craig Larsen:** That's what sold him.

**Jim Johnson:** Yeah. Hey, I bought my son.

**Sherri Masterson:** There's he's got a lot of good beers in the past. Tom used to make one.

**Jim Johnson:** Oh, yeah.

**Sherri Masterson:** Tom used to make a beer called Goat Scrotum Ale. Ale, which is a 15th century recipe. A 15th century recipe.

**Craig Larsen:** Ah, delightful.

**Mike Lawler:** Don't tell us. Don't tell us what the ingredients were.

**Jamie Buskirk:** Getting harder and harder to find good ghost grownups.

**Craig Larsen:** Yeah, right.

**00:38:19**

**Jim Johnson:** Yeah.

**Mike Lawler:** harder and harder to find goats.

**Sherri Masterson:** Oh, no. We live around lots of them.

**Jim Johnson:** Well, I've been called an old goat, but Yeah.

**Sherri Masterson:** Tough old goat.

**Mike Lawler:** Protect your scrotum.

**Jim Johnson:** Yeah.

**Sherri Masterson:** So, Martin is on. How did your surgery go, Martin?

**Martin Rudow:** I'm sorry.

**Mike Lawler:** Martin

**Martin Rudow:** I somewhat reduced vision.

**Corky Russell:** He's not listening. There his mic's not on.

**Sherri Masterson:** No, he's Well, if you'd shut up.

**Jamie Buskirk:** There he Guys,

**Corky Russell:** He's He's talking but is we're not hearing.

**Martin Rudow:** Not this.

**Corky Russell:** There he goes.

**Sherri Masterson:** My mic's really quiet. Your mic's really quiet, Martin.

**Corky Russell:** So, he's trying to figure it out.

**Sherri Masterson:** But he's got glasses on. I asked him the other I asked him the other day. He said it was going well. He still can't do put out the vintage drift, but nope.

**Mike Lawler:** Yeah, Sher, you need to move your camera to your left.

**Corky Russell:** No, we don't.

**00:39:21**

**Sherri Masterson:** Nope. Because then I can't see it. Hi, Mike.

**Mike Lawler:** Oh. Oh. Oh, you're there.

**Craig Larsen:** Yeah, it's a it's a twofer Mike.

**Mike Lawler:** Okay.

**Corky Russell:** Yeah, the tribunal.

**Mike Lawler:** Oh, wow.

**Sherri Masterson:** Tom's over in his chair, so They're cold.

**Jim Johnson:** Well, all we can see is the microwave.

**Mike Lawler:** That's a threesome.

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

**Corky Russell:** Oh,

**Mike Lawler:** That's right.

**Craig Larsen:** That kitchen That kitchen shot's making me hungry.

**Jim Johnson:** Yeah.

**Mike Lawler:** He's probably He's probably got some uh microwaving some scrotums there.

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

**Jim Johnson:** Mike. Mike.

**Mike Lawler:** Okay.

**Jim Johnson:** Next thing you want to know, you're going to want to know is what that planet is behind me.

**Bill Simer:** Yeah, I'm gonna say Mike, I am stunned you had the ball to ask about that beer.

**Craig Larsen:** Uh what what planet is that behind you?

**Mike Lawler:** Yeah, you're getting good reception.

**Corky Russell:** Who the heck is that?

**Rich Newman:** Do we have a chicken on? And is that And then Jim, is that is that Uranus based on your your big pig butt beard?

**00:40:17**

**Sherri Masterson:** No, that's Nicole.

**Jim Johnson:** Not mine.

**Mike Lawler:** Oh god, we haven't even started.

**Sherri Masterson:** This is going downhill fast.

**Rich Newman:** I don't have any numbers for tonight, but I got jokes.

**Sherri Masterson:** Oh god. Can we just let the meeting

**J Duncan:** Jamie, does this go in the minutes?

**Craig Larsen:** Yeah.

**Jamie Buskirk:** Um, now we're gonna Thank goodness I I will delete all this.

**Corky Russell:** No, not till 6:00.

**Craig Larsen:** Turbatum.

**Jamie Buskirk:** Yeah, I'll delete all this right up till 6 PM.

**Mike Lawler:** Yeah.

**Jamie Buskirk:** But I think uh more than Yeah, Rich. We see Rich drinking a beer, but I think I think a few other people having a beer.

**Corky Russell:** Want me to break out the scotch?

**Mike Lawler:** I got water.

**Sherri Masterson:** battle.

**Jim Johnson:** So, Jamie, have you Jamie, have you tried the AI that will uh u transcribe all your notes from this uh

**J Duncan:** I've got my non-alcoholic beer.

**Mike Lawler:** I got a water.

**Jamie Buskirk:** I've I've been using it for about six months uh Jim to prepare the minutes and it's uh it's an acceptable uh substitute.

**00:41:24**

**Jamie Buskirk:** I wouldn't say it's superior but it t it takes a lot of uh editing to to to get usable product.

**Corky Russell:** There's my There's my usual Glenfig 18 years old.

**Jim Johnson:** Okay.

**Jamie Buskirk:** Don't share.

**Corky Russell:** I will if you were here. It's only one.

**Jamie Buskirk:** Yeah.

**Corky Russell:** I'm down to two bottles. I'm sorry.

**Jamie Buskirk:** Oh, they've got more at the store. All right.

**Corky Russell:** Yeah. 300 bucks from B. Yeah.

**Jamie Buskirk:** Yeah, I'm using the Gemini uh it's kind of built into the Google suite that we uh that we subscribe to and uh it's it's useful.

**Jim Johnson:** Yeah.

**Jamie Buskirk:** It uh it definitely has trouble uh with uh gender and uh spelling. Yeah, everybody's and everybody is they it's not taking any chances.

**Bill Simer:** When they call a formula 4 to formula 4.

**Brad Shinn:** What?

**Jamie Buskirk:** So, we're all they.

**Jim Johnson:** Uhoh.

**Sherri Masterson:** AI seems to always have problems with spelling in certain applications. Any kind of AI

**Jamie Buskirk:** It's not that freaking smart. It's not that intelligent, but uh it's coming.

**00:42:37**

**Jamie Buskirk:** It's coming. Well, I think it's uh must be almost time. I've got 559 here.

**Craig Larsen:** Yeah, you can ring the bell.

**Jamie Buskirk:** Um yeah, ding ding ding.

**Corky Russell:** Yep.

**Doug Smith:** Yeah.

**Sherri Masterson:** Sherry says six.

**Jamie Buskirk:** Um, we'll call that this meeting to order and I will ask if anyone has any uh corrections for the October minutes which I circulated before the meeting.

**Mike Lawler:** Tingling.

**Corky Russell:** There it is.

**Sherri Masterson:** Go on to mute. I'll mute.

**Bill Simer:** I do. I do. Jamie, in the competition committee section, you referred to um Formula 4 as a formula 4. I knew you would.

**Jamie Buskirk:** What's What's that, Bill? All right, I will take care of that. Thank you.

**Bill Simer:** Thank you.

**Jamie Buskirk:** Yeah, I should have caught it.

**Mike Lawler:** And Jamie, I think I sent you a couple.

**Jamie Buskirk:** Yeah. Yeah. Um yeah, I will I will add those as well. Um let me make that note. Yeah. The uh transcript is pretty wild.

**00:43:35**

**Jamie Buskirk:** You know, there's a corrected uh summary uh meetings and then there's a multi-page transcript which I don't make any to correct. Uh yeah, because yeah, it's pretty wild. But it is uh verbatim. It's word for word. Um, all right. Well, with those three uh corrections in mind, uh, can I get a motion to approve the October minutes?

**Doug Smith:** Thank you.

**Mike Lawler:** I will make the motion we approve the minutes with those uh those uh those changes.

**Jamie Buskirk:** Thank you, Mike. Do we have a second?

**Bill Simer:** I will second for purposes of uh progress.

**Jamie Buskirk:** Thank you, Mr. Simer. appreciate it. I will turn it over to our president. Thank you, Craig.

**Craig Larsen:** Thank you. Uh Martin, you have your hand up. Is there something you wanted to add right now? And we can't hear you.

**Mike Lawler:** Get your piece of paper out.

**Jamie Buskirk:** I can see him thinking.

**Craig Larsen:** Yeah.

**Bill Simer:** Hold up one finger for yes, two for

**00:44:47**

**Craig Larsen:** Uh well, Martin, we're going to move on and I'll come back to you once your sound goes up. So, um so let's do that. Um we have a couple of agenda additions um that I'll just talk to right now and then we can pick up any other new ones right after that. Uh first up uh I want to uh quickly move uh item the first bullet under item four which was an update on the competition rules team that Brad Shin is chairing. Uh Brad is uh sitting in a hotel lobby someplace or out in his car in Irvine. So um I'm going to get him squeezed in here to do a quick report on the progress or process they've been doing um and kind of what our expectations are. But, uh, keep it as short as you like, Brad.

**Doug Smith:** Can't finish.

**Brad Shinn:** Okay. Can you hear me? Okay.

**Craig Larsen:** Yeah.

**Brad Shinn:** Okay. All right. Thanks. So, uh Craig asked me to pull together uh a a a group to review and and develop racing rules um for this upcoming season.

**00:45:53**

**Brad Shinn:** Uh we met this week and uh the the Wii is the current uh competition committee plus uh John Allen at this point. Um we we will once we have a a draft set of rules that we're comfortable with then then we'll reach out to a broader group. I think one of the things that I mentioned to Craig when we started this was uh how how we socialize uh among the membership particularly the racing membership and and get approval is a is a another topic and we probably need to talk a little bit about that but I Craig asked me to give you a little bit of a update on the process of it. So, we met this week um and we reviewed a set of what I call model rules. Whenever you want to do a um a new law or a set of rules, you you start with just just kind of a a model of it. And I'll uh we we were starting the conversation earlier today on artificial intelligence. and and what I've been playing around with a lot at work is using artificial intelligence to get a start on a draft of something.

**00:47:14**

**Brad Shinn:** And so what I did was I asked uh I asked both Google Gemini and Chat GPT to go out to uh VSCDA, SV uh CSRG and Rocky Mountain Vintage and compare all of those rules and develop a set of model rules. I I did a lot more than that. took took me about an hour of prompts, maybe two hours of prompts to get where I wanted, but that resulted in a set of model rules. The focus was really uh just a a handful of areas. First, what is what is the organization that ought to be involved in uh both setting the policy of rules but also enforcing them? um what what are the rules and expectations that we will enforce? Uh what's the process for enforcing them? In other words, how do we h how does a typical uh race weekend unfold and and what are the expectations around that? And then some some real clarity around um different forms and and tools that you know the different people will will use in that. So, the the group that I mentioned, uh, Mike, John Rankin, uh, Jeff Kernney, and John Allen and I went through our first review this week.

**00:48:45**

**Brad Shinn:** Um, uh, we I've got probably a a couple of dozen comments that I will, uh, hopefully this weekend get a revised draft. I've asked them to go through. Uh there's a section on uh definitions. So what does track limits mean? Um so there's a section on definitions. I asked them to review. Also the penalties uh because I because this is amalgamation of a lot of different rules. Some of the penalties don't really match up quite right. So we're going to harmonize those with what we have existing. and and then once we're done with that um first draft, we'll review it again. Uh my timeline is to get out to a broader group for review uh by the 15th of December, and we're on track for that right now. Um with an expectation that we'll we'll get comments from them and then turn that around by January 15th. So by the 15th of January, my expectation is that we'll have a draft a set of draft rules that we can bring back to the board for um I I hope approval, but no doubt there will be some discussion about them.

**00:50:02**

**Brad Shinn:** So I I do want to I do want to be thoughtful about how we socialize that so that it doesn't it doesn't become uh kind of a big pig pile um on on this when when we're

really trying to move things forward. So, let me stop there. Craig, see if you have anything you want to add, any questions.

**Craig Larsen:** No. Uh except to say thank you Brad for organizing this. This came out at the end of the year. Um we end up with a lot of appeals as many board members know of uh infraction points. Um and uh Brad uh kind of led the effort to sort through all those and did excellent job as usual. Thank you Brad again for that. And this was a natural add-on because uh when you compare what our uh our bylaws and our handbook says, how we handle infractions in competition events the day of the event um isn't what our rules describe is how we do that isn't what we actually do. So this is a cleanup process of of uh right sizing the rules but also making them the rules that we actually use, which it's got to be a good thing.

**00:51:11**

**Craig Larsen:** So, so Brad, um, that I think releases you. So, when you come back at the December board meeting, um, we'll have some more specific highlights. I I asked Brad to just kind of deal with process tonight, but I think sounds like that's the stage we'll be at.

**Brad Shinn:** Yeah. Yep. Yep. We should be okay.

**Craig Larsen:** Okay. Thank you, Brad. Enjoy your dinner.

**Brad Shinn:** Thanks everybody. I'll talk to you later.

**Craig Larsen:** Okay.

**Bill Simer:** Good to see you, Brad.

**Craig Larsen:** Okay. Yeah.

**Brad Shinn:** Good to see you all.

**Craig Larsen:** Um, thanks, Brad. Um, so, uh, any other agenda additions, but any others from the board that we need to add before we jump in? Hearing none, I will, uh, I'm still open to the idea, but we'll just move on.

**Bill Simer:** Craig, will you articulate the additions we have?

**Craig Larsen:** Um, uh, yeah, we have, um, uh, came up since I sent out the agenda. We have the election of officers um, which the tellers report is done.

**00:52:07**

**Craig Larsen:** And so we'll go through that process. Um, Bill, you asked that we uh bring

an item forward that is a contribution to improvements at Spokane.

**Bill Simer:** Yeah, that and some training some uh way to uh encourage training of course workers and Doug Smith has joined us to speak to that those items as well.

**Craig Larsen:** Um, yeah. And uh so we'll we'll do those uh under in the next we have next three action items tonight. Uh yours will be the third of those.

**Bill Simer:** Thank you.

**Craig Larsen:** Um yeah, and I think that's it right now. So, uh, uh, Sherry, Mike, Linda, um, whom would like to do the, uh, tellers report

**Mike Lawler:** Okay. So, I'll start it off and I'd like to thank uh the teller and nominations committee, which would be Linda Grass, Sher Masterson, and Jim Johnson for for their uh everything all time and energy energy they put into both of those groups. U Sherry to um provide the ballots were cast by the membership for the 2026 board of directors.

**00:53:08**

**Mike Lawler:** Sherry

**Sherri Masterson:** Okay. So, we had 43 online votes and three uh emailed votes uh sent in. The results are um so that's 46 total. The results are President Craig Larson with 41 votes, no writeins, vice president um John Allen with 38 votes, Jamie Buzzkerk with 42, and Lauren Campbell with 41. And there was one right in for Mike Lawler. Secretary was um Shelby Clark had 35 and Jim Duncan had nine. No writeins. Rich Newman for treasur 40 43 votes no writeins comp committee had Jeff Kernney with 33 votes Michael now with 33 votes and John Rankin with 22 votes. There were also um a write in for Todd Sullivan. There were two votes for a write in for Devin Newbie and one for Michael Edi and one for Phil Edwards.

**Mike Lawler:** Good.

**Sherri Masterson:** And that's what we have.

**Mike Lawler:** Okay. Okay. So, thank you, Sher. So, I'm I'm going to have two motions. First motion will be that uh to the board to accept the ballots as presented.

**00:54:32**

**Bill Simer:** I would make that motion.

**Jamie Buskirk:** Um, what's

**Mike Lawler:** I did make Okay.

**Craig Larsen:** This is Billy.

**Sherri Masterson:** Second.

**Mike Lawler:** Okay, my name is Tom seconds.

**Sherri Masterson:** Tom says he seconds.

**Mike Lawler:** Okay, and the last motion will be for the teller and nominations committee to destroy the ballots and to close both of those committees.

**Craig Larsen:** Can we all just Can we take all people comfortable taking all those in one vote?

**Sherri Masterson:** Yeah, Tom.

**Mike Lawler:** Yeah.

**Bill Simer:** and I would extend my motion to both of them if that was acceptable.

**Craig Larsen:** Thank you, Bill. And we have a second.

**Mike Lawler:** Okay.

**Craig Larsen:** Do we have a second?

**Sherri Masterson:** Tom.

**Craig Larsen:** Tom did.

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

**Craig Larsen:** Thank you, Tom.

**Sherri Masterson:** Yeah.

**Craig Larsen:** Um, so, uh, all in favor?

**John Rankin:** All right.

**Mike Lawler:** Hi.

**Bill Simer:** All right.

**Craig Larsen:** Opposed?

**J Allen:** I

**Craig Larsen:** None opposed. Great.

**Mike Lawler:** Yep.

**Craig Larsen:** And we do have a quorum. So, um, yeah, thank you all. Um, thank you committee.

**00:55:21**

**Craig Larsen:** Um, starting with Jim Johnson and, uh, uh, Linda and Sherry and Mike. Um, thank you for all the the work uh, pulling that together. And, uh, um, welcome Shelby and Mike, new board members, Mike now. So, yeah. Um, cool.

**Bill Simer:** and Lauren, right?

**Craig Larsen:** Excuse me.

**Bill Simer:** And Lauren

**Craig Larsen:** And Lauren. Yeah. And Lauren. Exactly. Yeah. Yeah. Um, cool. All right. So then next up we have uh a the newou with the multiare health system which was attached to your agenda. I hope you had a chance to look at it when you got you saw your agenda. Um this is the culmination um Steve and Lori I will say going back five years probably of of beginning little tiny conversations about coordinating and that got bigger and bigger and bigger to a much more lively relationship we've had in the last couple years um which led to um a very fruitful negotiation with Multicare um to become our new affiliated charity and uh I drafted theou uh um after a couple conversations with uh members from Multicare and it's essentially the same kind ofou that we have with the lame America's car museum.

**00:56:43**

**Craig Larsen:** It basically says we're going to work to the benefit of each other. We're going to look for ways to collaborate and um we are going to seize the opportunities when we find them. And it also clearly says that if either party wants to walk away from the agreement at any time um they can with no um nothing more than a willingness to end the agreement. So I think on a positive note, this uh opens up um a tremendous opportunity for us um to collaborate with another highly uh ex highly uh um uh experienced um well reggarded institution that not only does it give us access to lots of volunteers and all sorts of tangible things, but it also uh gives gives us um another uh high-end uh blue chip relationship that can only benefit sovereign in the long term. Um uh so with that pitch, Steve or Lori, I'd love to have you guys uh say a few words about this if you'd like to.

**Lori Newby:** Well, sure. I mean, um, as as you pretty much summed it up, it's been a long time coming.

**00:57:59**

**Lori Newby:** Um, they are excited be beyond belief to be associated with us, um, being on the periphery, you know, for a number of years. Um, they saw what we do, they like what we do, and they wanted to be part of what we do. So, again, as you said, they have they have a lot of uh different balls in the in the air that they can share with us. um a lot of positives. So, we're really looking forward to a you know to a fruitful relationship.

**Craig Larsen:** Yeah, interestingly enough, their service area directly overlaps sovereigns. They're in Spokane, they're in Portland, um they're all over the Pacific Northwest. Um and you know, it has immediate benefits. It gives us a cheaper bill for the ambulance. I mean, there's just some really simple things it gives us, but also I think our members um still uh would like a relationship with the charity um as part of racing. So, we're not just racing for ourselves, we're also um benefiting others in the community in other ways.

**00:59:03**

**Craig Larsen:** So, so I would urge a positive vote and I would I would entertain questions first and then a motion if there are any.

**Mike Lawler:** Would they be available uh to attend our races where you give them a booth or something?

**Lori Newby:** Yes.

**Craig Larsen:** Yes.

**Lori Newby:** Yes.

**Craig Larsen:** Yes.

**Mike Lawler:** Okay, great.

**Lori Newby:** Yes.

**Craig Larsen:** We said we'll we'll we'll provide booth space for them. Um there's a tremendous interest amongst uh the board and uh their volunteer core to uh get involved in vintage racing as volunteers.

**Mike Lawler:** Great.

**Craig Larsen:** So there's unlimited potential. It would be much like um we've offered the Lame and Evergreen Chev last year. you know, come on down and make yourselves known and uh get to know our our folks and we get to know you. John Allen, nothing, no commitment.

**Mike Lawler:** What is it?

**J Allen:** I'm gonna sound like a broken record. I I apologize. I didn't read theou because I don't think I see it. Um, but question I have is, is there a cost associated with this for the the club or reciprocal whatever it happens to be financially?

**01:00:00**

**Lori Newby:** No, no.

**Craig Larsen:** There's no no cost associated with it. I think frankly it's going to benefit us uh financially significantly.

**J Allen:** I I agree. I just was curious and you just mentioned uh you know ambulances and things like that that well if that's a benefit to us that's something we might want to actually have on paper or on uh part of theou

**Craig Larsen:** Yeah. Yeah. And uh I'll get to you just in a second, Jeff. Um when uh Jim Johnson and I visited Parkplace Motors to talk to them about our upcoming year and uh feel them out about a sponsorship, when I mentioned that we were in the final stages of uh forming a partnership with MultiCare Alliance and that we already had one with the LA popped open. Um the fact that you know Multicare was willing to and interested in partnering with us and excited to uh made a difference to them. So, I think just as a as a way of cementing uh relationships with new parties, um it just polishes our star up.

**01:01:03**

**Craig Larsen:** Uh uh Jeff Kernney available.

**antonia kerney:** Uh this is more sort of a snide remark is that does that mean uh lame is going to provide us with hot pink t-shirts for the historic combine combine the two.

**Lori Newby:** No, no, Jeff. No, they they won't provide him, but you can blur yours.

**Rich Newman:** It's good enough for the NFL.

**Mike Lawler:** Only you, Jeff. Only you, Jeff.

**Rich Newman:** It works for the NFL, dude.

**antonia kerney:** Oh, no. They're We'll We'll stand out in the in the in the paddic. We'll

**Craig Larsen:** That's right. Uh Sherry, you have your hand up, ma'am.

**Sherri Masterson:** It's actually Tom. I I it it's just me.

**Craig Larsen:** Oh, Tom.

**Sherri Masterson:** Just for clarification, the only place that having them on with the ambulance or a charity helps us with an ambulance is with that second basic BLS ambulance that we use for historics. Unfortunately, it doesn't help us with the price with Medic one because they're the county and nothing helps with their pricing. As you know, Craig

**01:02:03**

**Craig Larsen:** Yes, as I know. Yeah. Thanks, Tom. Yeah. Yeah. So, with that, I would uh if

there's any other questions, uh if not, I would uh love to hear a motion.

**Mike Lawler:** motion to accept.

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

**Rich Newman:** All right.

**J Allen:** Second.

**Craig Larsen:** Uh John Allen seconds. Um, all in favor I opposed.

**Bill Simer:** All right.

**Mike Lawler:** I

**Craig Larsen:** Thank you. Um, thank you Steve. Thank you Lori. Um, this is a really big deal for us. This is going to transform the organization in a bigger way than the lame relationship did. And I think this is a long sort of a longstanding very positive relationship that's uh only just beginning tonight. So thank you. Thanks again Steve and Lori.

**John Rankin:** Defeat.

**Craig Larsen:** Um, so next up, uh, Bill Simer has sent me a message today that, uh, he would like to talk about, um, goings on at the Festival of Speed and a request for a donation for improvements and other things, Bill, that you mentioned.

**01:03:08**

**Bill Simer:** Yeah. So, um, and and Doug, uh, Doug Smith is here. Doug reached out to me the other day. If you don't know, for the last, can you hear me?

**Craig Larsen:** Welcome, Doug.

**Bill Simer:** For the last few years, Doug has been the one, uh, working closely with the, uh, um, AGC, the Associated General Contractors to make improvements at the track. and um and he has had some discussions this year which I will ask Doug to comment on. Um and secondly as we look at the financials which you will see in a moment the one of the items that creates a large cost of this Spokane race is the fact that we have to bring a lot of volunteers here from other sides of the state and when we do that we have transportation costs and those things. So, we've been talking about different strategies to be able to increase the local volunteers and Doug has some uh I think an a very interesting proposal uh regarding that uh works best in the Spokane area for reasons he'll discuss, but also um there may be some assistance for people in the greater Seattle area for their driver training um if they do work with us on events.

**01:04:14**

**Bill Simer:** So, Doug, are you there?

**Craig Larsen:** Uh, turn on your mic.

**Bill Simer:** He was here a minute ago.

**Craig Larsen:** He's there. Is there go?

**Doug Smith:** There I am.

**John Rankin:** Hello.

**Doug Smith:** Can you hear me now?

**Craig Larsen:** Yep.

**Bill Simer:** Yeah.

**Doug Smith:** Okay. Um, two things. First of all, as workers, uh, we've got a program.

**John Rankin:** What is it?

**Doug Smith:** I've worked with, uh, turnapping Tom Pritchette, and we've come up with a program to train workers, um, in exchange for track time on his HPDEs. This is a program who started 30 years ago with the BMW Club. We still have workers working for us today that started that program way back when. It's basically work two days for us and we will provide a day of track time to lap two or turn two lapping for \$150. So, I got half price. Normal normal lapping day is \$300. Tom is willing to give our workers a lap day for \$150 for working two days at our at our event.

**01:05:34**

**Doug Smith:** And we're going to do the same thing with Northwest Motorsports apparently. So the whole idea is to come up with a cadre of 12 to 15 flaggers, corner workers in particular to work here in Spokane to relieve that need to bring as many people over from Seattle as we have in the past. So I guess what I'm looking for at this point is the idea of can we or is that a viable idea from a solvent standpoint. Uh, second, we think that when I talked to Tom, I think we can extend this to workers on the west side of the mountains that we could entice to go to a track day at the ridge since Tom work runs uh as many track days at the ridge as he does in Spokane anymore. So he is willing to accept our workers at half price on track days uh on the west side of the mountains. So it's a it's a possibility to create a a reason and a costefficient way of bringing young younger people into workers and into flagging that might not be able to afford factories otherwise.

**01:07:02**

**Doug Smith:** So that's that's proposal number one.

**Craig Larsen:** Thank you, Doug. Uh, Steve, go ahead, Steve. Newbie.

**Lori Newby:** Yeah, just a you know point of interest. Uh what if these uh people that we're training for workers are not drivers? Um what's a benefit for them?

**Doug Smith:** Well, uh, if they they're not interested in track days, then they'll just consume normal volunteers. But we found that most of our workers way back when with the BMW club came from the autocrossing clubs that wanted to get some high-speed time in their cars on the track but didn't necessarily afford it. So that's our uh where we're going to be looking for the majority of our workers here in Spokane.

**Lori Newby:** Okay. And will the the training involve uh flagging as well or just all aspects?

**Doug Smith:** Oh yeah, I'm sorry. Certainly Tom Pritchard does that now at his HPDEs. He uses those sessions not only to train drivers but to train workers. And we can use his sessions to train our workers also.

**01:08:21**

**Doug Smith:** And I've made arrangements that starting on April 18th and then two separate weekends in May will be available for us to train workers to work our event in June.

**Lori Newby:** Okay, thank

**Mike Lawler:** What what uh yeah, Doug, what specialties are you looking at to train besides flagging Okay.

**Doug Smith:** I'm looking primarily at flagging. I've got timing. I've got uh grid. I've got, you know, most of the other ones covered over here. It's really it's it's people out on the stations working uh to to build up the flag uh flagging force.

**Craig Larsen:** Um, John Allen, you had your hand up.

**J Allen:** Let me just start by saying nice stash. I like that. Um the what's the proposal here? Is it is it just to offer the 50% discount to people who want to pay for the 50% discount or is this part asking the club to fund that fee as part of their training?

**Doug Smith:** That's correct. have the club fund the \$150 fee for the HPDE. Um

**J Allen:** in lie of uh mileage or gas insurance.

**01:09:45**

**J Allen:** You know, that's that's the thing I guess we would want to look at. You probably don't have the numbers, but what's is there a a significant difference plus or minus by going this route?

**antonia kerney:** Okay.

**J Allen:** I think it's a great idea. I just want to know the the

**Doug Smith:** uh it's about half to bring a worker over from Seattle is \$300 for the weekend to train one here and give them a a HPDE is \$150 plus the fact we have them here in Spokam for future races without having to do that.

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

**Bill Simer:** Yes. The other interesting thing is that you know having conference which is what Northwest Motorsports is that Doug referred to as a partner in this um I was at a county fair earlier this fall and was approached by a

**Doug Smith:** Thank you.

**Bill Simer:** conference officer who said Bill we need to find a way to work with you to do this and we have not been in a position to work with them on many things. So the fact that that they reached out to say hey we want to participate with you was a very positive step and if we work together to build workers I think it can have an impact on our cost.

**01:11:01**

**Bill Simer:** Um and as John as Doug just noted uh just for every one of those people we train we cut the cost in half for the first year and after that the the cost is 100% reduction.

**Craig Larsen:** Um, uh, thank you, Bill. Uh, Rich, go ahead.

**Rich Newman:** Um, just real quick, I think um I think the cost piece works um well, it'd be interesting to understand the ridge piece on the west. I think I think the one thing I do think about and it sets cost aside a minute is every time Mike gets on and talks about the situation we have with flagging, it's not it's not unknown to me when I'm going around the track that um that we don't have enough eyes on every corner. And so I feel like there's another piece that's highlighted here which is we really need more people on the corners. We need a sustainable group and this is an investment in a sense beyond the break even piece to make sure that we have a healthy you know I don't know how many times I've been threatened at least this year and last year to say well we can't have a race if we don't have people on the corner so I just wanted to highlight

**01:11:59**

**Craig Larsen:** Right.

**Bill Simer:** can I can I comment on that for a moment?

**Craig Larsen:** Please, Bill.

**Bill Simer:** Um so the way the rich thing is working is that um to the extent that we had volunteers who went through training to work at the Pacific Raceway races, we would be able to offer them this um discounted uh HDPE at the ridge. That's that's how that would because that's where turn two does their events over there. Turn two has a requirement that they all use their paid uh corner workers and and all the events at um at the ridge. But you can see if we were to bring someone to work at one of the events at Pacific and if they work two days for us, they get a halfp price HPDE at the ridge, it's going to be something that could be deployed over on the west side as well.

**Rich Newman:** And that would cost us the same 150 bucks bill or it's not known.

**Bill Simer:** Is that correct, Doug?

**Doug Smith:** That's the the tentative proposal at this point in time.

**01:12:59**

**Doug Smith:** Yes.

**Rich Newman:** I think that's a great

**Doug Smith:** Under understand that this is is an evolving process right now. But that's that's the basic of of how this this program would work. There's details to be sorted out obviously.

**Craig Larsen:** Uh, John, I was gonna ask you a question before you put your hand up. Um, so I'll get to you in just a second. So, uh, Doug, Bill, um, what is the limit of the sovereign commitment that you would be looking for for 2026? What's the what what what put a put a boundary around this for me.

**Doug Smith:** Uh probably I would say between eight and 10 volunteers. Uh the rest of the force over here in Seattle would probably get picked up by Northwest Motorsports. Um, have we seen down down the road here?

**Craig Larsen:** So is Go ahead. So, um, is are we talking about a I'm thinking about Rich. Um, you know, what's our what's our budget line item look like? Is this a \$2,000 commitment for 2026 on for this issue or is it more or less or what would you

recommend, Bill Doug?

**01:14:19**

**Bill Simer:** I think I would go \$1,500 max.

**Craig Larsen:** Okay.

**Bill Simer:** That would be 10 individuals.

**Craig Larsen:** Um, okay. So, so, so, uh, as a starting point and then if something happens, we need to, we would need to change that, we can always come back to the board for a further conversation. Um, John Allen, I'll come to you now. Thank you for waiting.

**J Allen:** No problem. Um my question has to do with the west people going to Spokane.

**Martin Rudow:** Get

**J Allen:** Would this be an option to be in lieu of a payment or housing or whatever uh to get a track day instead or what was the okay?

**Bill Simer:** Our real plan, John, is to develop people in Spokane in Spokane area to do this.

**Martin Rudow:** out people.

**Bill Simer:** That's really our strategy.

**J Allen:** Okay. Okay. So the Seattle people would still get their typical compensation just and the reason I ask is because on the west side obviously you'd

**Bill Simer:** I I suppose they could opt to do this the training instead, but um yeah, I I think we could limit.

**01:15:10**

**Bill Simer:** Our goal, our real objective is to build Spokane area people that can help that event.

**Martin Rudow:** I am obvious.

**J Allen:** have um you know the opposite happen is would they would they uh pass on their compensation to do the ridge or is that an an additional thing?

**Martin Rudow:** I have is

**Doug Smith:** Well, that I I would agree with you, John, except that we're running out of people on the west side to to work the flags anyway. And I think that uh we probably need to look at at something to build up the the worker force. And this this could be you

guys could do this in conjunction with IRDC.

**Martin Rudow:** Okay.

**Doug Smith:** Uh you probably do it in conjunction with some of maybe some other clubs over on the west side of the mountains. So that Sovereign wouldn't be the only one paying to train workers over there. But I I I get the feeling from talking with Tom Pritchard that IRDC might be interested in doing this same thing and and ending up helping develop a bigger uh flagging uh slice volunteer force on the west side

**01:16:15**

**Martin Rudow:** Same pain. Okay.

**Doug Smith:** of the of the mountains.

**Craig Larsen:** Great. Uh Sherry, uh you're next.

**Sherri Masterson:** I just want to remind people that Mike Evans is a, you know, has voiced his concern about offering something that's monetary to new workers when you've got a lot of old workers still around and you don't want to alienate them.

**Martin Rudow:** Weekly data.

**Sherri Masterson:** Um, on the same side, um, Bentley and Chase are doing a phenomenal job at bringing new people in. I'm working on the worker list now from 2025 and there's a lot of new names on it.

**Martin Rudow:** Hi. Now,

**Sherri Masterson:** So I think those two have have been real asset to step in and and take over for Mike uh with his guidance. So ultimately my concern is um this this should work for po for Spokane, but I would really be careful offering it on the side of the mountains at this point.

**Craig Larsen:** Um, thank you Sherry. I think uh Jamie, did you have your hand up or I think he you were before Jeff or were you?

**01:17:25**

**Jamie Buskirk:** I took it down.

**Martin Rudow:** Hi buddy.

**Jamie Buskirk:** I see I I I see it working in very different ways on, you know, depending on where we are geographically.

**Craig Larsen:** Okay.

**Jamie Buskirk:** Um yeah, I was just going to test Martin.

**Martin Rudow:** Yeah.

**Jamie Buskirk:** Uh yeah, this is really distracting. Um hey Martin, if you can hear us, could you please mute your microphone? Um

**Craig Larsen:** Okay, thank you. Okay, thanks Jamie. Uh Jeff Kernney.

**antonia kerney:** I was just going to mimic uh Jamie's comment there. Just noticed that every time someone would speak, Martin's little mic mic uh icon would flash.

**Craig Larsen:** Okay. Um Okay, cool. Um, so personally I will say I support creative ways to solve long-standing problems for all of us. So I'm in support of this proposal. Um, uh, I, uh, would like to have a motion, uh, in front of the board. Um, can I have one motion to approve up to \$1,500 in 2026 to support the proposal that Doug Smith and Bill Simer have brought to us?

**01:18:26**

**J Allen:** Motion.

**Craig Larsen:** That sound good?

**John Rankin:** So moved.

**Craig Larsen:** So moved. Uh, second.

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

**Craig Larsen:** Thank you, Rich. All in favor? I. I. I. Any nays?

**Jamie Buskirk:** Hi.

**Craig Larsen:** Thank you. Thank you, Doug. Thank you. Oh, Mike, are you a nay?

**Doug Smith:** All right.

**Craig Larsen:** Mike Lawler is a nay. Any other nays for the record? Okay. Um, thank you. Thank you, Doug. Thank you, Bill. Um, is there a second part of this bill?

**Doug Smith:** Okay.

**Bill Simer:** and there's a part two to this.

**Craig Larsen:** Is there a second part of this?

**Bill Simer:** What's that?

**Doug Smith:** I do the third part.

**Bill Simer:** There is a second part and it's involving the um if there were some substantial improvements to the racetrack last year and those didn't get done until very late in uh in the season when things were really muddy. And so Doug has been working with the AGC, the Associated General Contractors, to move that up.

**01:19:28**

**Bill Simer:** Um the um the tribe has agreed to pay Doug is it 16 to \$18,000 for some improvements to fill the center lagoon as well as knocking some of the BMS down to create better line of sight around some corners. They have asked us, the a they being the AGC has asked us to uh contribute \$3,000 to that effort. Um they used to be able to get equipment for free. Now they have to rent it and of course they have to buy fuel. Um but with Northern Quest doing 16 to \$18,000, which was the question I asked when Doug first approached me to see if I would bring a request for \$3,000 to this group. Um but with them doing that substantial amount of support, it seems that a small um relatively small contribution on our part would go a long way to showing our partnership.

**Craig Larsen:** Thank you, Bill. Uh Jamie, go ahead.

**Jamie Buskirk:** I would uh make that a conditional yes bill on the uh condition that they keep our track fees the same for 2026.

**01:20:32**

**Bill Simer:** They've already agreed to that, Jamie.

**Craig Larsen:** That was easy. That was a That was a low hurdle. Um John Allen, go ahead.

**J Allen:** I might suggest that it's a a 2,000 suppose a 3,000. We're still on a building um path for this racetrack and uh extending a lot more. I think some of the other members may balk at this if we opt to to jump up to the top dollar. Just a thought.

**Bill Simer:** Well, it was five when we started, John. So the three was a rat ratchet down from that, just so you

**J Allen:** Okay.

**Craig Larsen:** Clever strategy, Mr. Simer. I I I see where your reputation comes from. Uh uh well, we already moved past that.

**J Allen:** And one last thing before we jump off the the other one. Um, did Mike want to voice what his concerns were? He was an A. Okay. I just was curious.

**Craig Larsen:** Yeah. Well, you can call him. Uh uh so uh uh do we have a motion?

**01:21:38**

**Craig Larsen:** Any other discussion? I should say I sense we know what this is about. Uh oh, Rich, go ahead. Jump in.

**Rich Newman:** I guess just I mean Bill knows this better than I do at this point. Um I think it's a good idea. I think it's important to continue to invest there. The track fees are low. Um, just as a reference that, and I'll just cover this now real quick, but you know, travel and reimbursement, if we can figure out the travel reimbursement and get some more local, we we paid \$5,700 last year for Spokane in travel reimbursement, and some of that could be absorbed and, you know, or transferred or whatever. Um, but that that race, we did lose some money last year on that race. We lost around six grand. So, to John's point, um, you know, we need to be a little careful here if if we keep it the same and we spend another three and we don't have other cost savings, which I think we will, um, you know, we're we're approaching 10. So, I just want to make sure that we're, you know, kind of being careful.

**01:22:36**

**Rich Newman:** Um, I do think there's opportunities next year. The ambulance is cheap, the track is cheap. Um, the cost to put it on or, you know, we had decent we had decent driver count last year. We need more drivers. So, we just got to, you know, kind of on balance figure things out. If we don't, if we don't have their support and the track's not safe, we're, you know, it is what it is. We got to do stuff. But, um, I just wanted to highlight that's kind of where the numbers are. And Bill, you might have a more keen insight on

**Bill Simer:** You know, I was um as I looked at the financials as we worked on them the last couple days, um the loss in Spokane was the smallest loss of any of our other events. Um it was smaller, much smaller than the fall finale, smaller than the spring sprints. Um there were some um efforts made to uh make the Spokane race more of an experience that I think our committee over here has to take a hard look at for next year.

**01:23:32**

**Bill Simer:** Um because we we do know that we have to reach something that is sustainable. Um but the um the track has they stepped out as soon as the race was

completed and said we love having you guys here and and we will keep you a good partnership there that I'd like to continue to grow and this will go a long ways to do

**Rich Newman:** The the other thing, Bill, I was thinking about too, if this is \$3,000, but it's not \$3,000 every year, right? I assume it's like they're going to do these improvements, we're going to be able to benefit from them over the longer term and not have this be a recurring cost. So maybe it's a one and done, spread it over three years, you know, from our books perspective, no big deal, right?

**Bill Simer:** Yeah, you know, I I don't think it's going to be an an ongoing thing, but I at the same time, Rich, I I can't say without a doubt that there there won't be some expense, some requests going forward. Uh, and the board at that time will just have to consider it on its merits.

**01:24:26**

**Craig Larsen:** Right.

**Rich Newman:** And a safer track is going to bring more people because I heard this track some people feel wasn't safe.

**Craig Larsen:** Right.

**Mike Lawler:** Good.

**Rich Newman:** So,

**Craig Larsen:** That was what some people thought. That's right. Uh Mr. Ranken

**John Rankin:** Yeah, you know, um I'm going go a little bit of field here, but um one of the things that I I noticed I know, sorry about that. Um you know, when I asked Sher to to um to check on getting us a rate down at the um Columbia River Classic, she was successful in doing that and that made a big difference to my experience. I thought the place that we got the rate was fantastic and and it and it helped um a number of people uh on their bottom line for the for the rates. And I'm just wondering because I checked with the uh with the casino to find out if there was a rate at for that raceh last year and there wasn't. And I'm just wondering if we can't kind of try and fold that in too and maybe get a little bit better rate on rooms as part of the whole thing.

**01:25:23**

**Bill Simer:** Well, the casino is a totally different entity, I will tell you. The two operate independently and they're full all the time.

**John Rankin:** Okay.

**Bill Simer:** Um, and so we've gone to them repeatedly to say, "Hey, this is a great thing for the casino. What can you do for us?" And they they come back say, "We're full all the time. We did have a rate at other other places." But

**Mike Lawler:** Yes.

**Bill Simer:** but John, I'm gonna be very selfish here and say for a second, no one ever comes to me and says, "Bill, when you come to Pacific, we'll get you a good deal in a hotel." No one ever says that ever.

**John Rankin:** You can stay in my garden shed.

**Bill Simer:** Well, I'm just I'm just saying. Um, so it's I I I appreciate the suggestion. There was a rate at a different hotel that had a a limit that I think we exceeded, but um but we have to be fair about this. you have a bunch of people that come from this side over there and there's no sense that what does it cost us?

**01:26:14**

**Bill Simer:** Um even coming over for a quarterly meeting cost me \$1,000 and um so I only do it on occasion. Um so it's we have to be level on this playing field. With all due respect, sir.

**John Rankin:** Well, I thank you for your input, Bill.

**Craig Larsen:** You're both very respectable people. Um I'm I'm gonna I'm gonna get to you, Mike.

**Bill Simer:** It's

**Craig Larsen:** Hang on, Mike Lawler. Um I'm going to bring this back to what's uh we're talking about here is a \$3,000 contribution for track improvements. Um Mike Lawler, go ahead. Hand down. Hand up.

**Mike Lawler:** Are we the only clubs participating with this \$3,000 or other clubs that use that track going to uh add on us Great.

**Craig Larsen:** This This is a request to for for us and it is similar to last year. Yeah. Right now

**Doug Smith:** No, it it actually we made the same request of Northwest Motorsports uh and I've sent the same information down to Mike Couturi, the new president of Northwest Motorsports and we're negoti and they're negotiating right now to do the saying they've been requested the same \$3,000 uh request that they requested from us.

**01:27:22**

**Doug Smith:** So, Northwest Motorsports at some level will be involved in it. Uh we're trying to get everybody to contribute to help us uh make the track safer.

**Mike Lawler:** Okay. Yeah, my my plan my concern was that we were the only ones that participating and they would they would benefit from our our our uh our funds.

**Bill Simer:** You're right to raise that question, Mike. It is important.

**Mike Lawler:** Yeah.

**Doug Smith:** And I I I can't say that they've contributed at this point in time, but they have been requested and that request is gone, I think, over to ICSC if I'm not mistaken from from their perspective also.

**Mike Lawler:** Okay.

**Craig Larsen:** very good. Um, uh, do we have a motion? I see things have quieted down. Um, uh, John Allen says, "Will the upgrades be done in time?" Um, I would bet that answer is available from Bill or Doug.

**Doug Smith:** Yes, they're starting uh December 1st.

**Craig Larsen:** Thank you. Thank you, Doug.

**Mike Lawler:** It snows.

**Craig Larsen:** Uh I took a I took a field trip in my first year as president in January and uh it was a it was a 4x4 cruise around the track.

**01:28:31**

**Mike Lawler:** We've done that in the past of Spokan. It's

**Craig Larsen:** It was a new experience. Well, I want to get this meeting moving along here. So, do we have a motion to uh to support this request?

**Mike Lawler:** I'll I'll make I'll make the motion.

**Craig Larsen:** Thank you, Mike Lawler. Uh, do we have a second? I'll second it.

**Mike Lawler:** Yep.

**Craig Larsen:** Um, all in favor, Sherry.

**Sherri Masterson:** Tom will second it.

**Craig Larsen:** Thank you, Sherry.

**Sherri Masterson:** Tom

**Craig Larsen:** Tom will. Thank you, Tom. Sorry, Sherry. Uh, thank you, Tom. Uh, all in favor? I opposed.

**Rich Newman:** All right.

**Jamie Buskirk:** All right.

**John Rankin:** What?

**Craig Larsen:** Market unanimous. Mr. Smith, we're we're looking forward to another uh fantastic race weekend in Spokane.

**Doug Smith:** Thank you very much, ladies and gentlemen.

**Craig Larsen:** I can't wait.

**Doug Smith:** All right. Hey, I have I have just one other quick note for you guys to think about and see if it works out for you.

**01:29:33**

**Doug Smith:** Tom Pritch Pritchette has made a deal with conference to include driver training as a option at his HPDES which would seriously lower the cost of driver certification for new drivers in the future. So, it's something that we might want to pursue going into the springtime.

**Craig Larsen:** Yes. Uh Lauren, maybe you and Mr. Smith could talk about that at some point here offline. Uh Sher, you have your hand up.

**Sherri Masterson:** Yeah, I just want to remind people that um Sovereign doesn't actually do a driver school. The drivers that we take in are new to Sovereign or they've gone through a certified school already or have previous experience. So, um be careful saying the words driving school um or novice school because some it leads to liabilities. Um, so if if this is something that that um Tom is doing, uh, that's an advantage.

**Doug Smith:** Yeah.

**Sherri Masterson:** Um, and make sure you include um, Steve Newbie.

**Doug Smith:** Yeah, sure.

**Craig Larsen:** Thank you. Sure.

**Doug Smith:** He's he's apparent apparently gotten something worked out with IRDC and conference to provide the necessary training to pass and become a licensed uh ICEA driver, ICECC driver.

**01:31:12**

**Sherri Masterson:** Yeah, it's

**Craig Larsen:** I'm I'm glad it's hard for you, too, Doug.

**Doug Smith:** You never lose a national

**Craig Larsen:** I'm glad it's hard for you, too. Uh, okay. Thank you all. We're going to move

on from this. U any other Spokane thing we should be voting on. Uh, Bill.

**Bill Simer:** That's everything we had.

**Craig Larsen:** All right. Thank you. Uh, thank you for bringing it. Um, so I am going to jump over sponsorship. That was the only other information item we had because, um, Jackie's not here and she and I haven't talked about it. So, something will be coming between now and next board meeting. Um, that takes us to uh a finance update. Bill and Rich have uh been uh or Rich and Bill have been doing a a careful look at 2025. And I wanted uh the board to be able to reflect on how things went in 2025 as we begin to think about the 2026 year. And um they've done a remarkable job.

**01:32:08**

**Craig Larsen:** It was uh very interesting to me. And so, um, Rich, uh, Bill, I'm going to let you guys take it away.

**Bill Simer:** Yeah. And I I just want to comment that what what we're trying to do is to capture as much of the expenses for 2025. Uh that because sometimes getting expenses in is a difficult thing. So, in the extent of, for example, golf carts for the fall finale, we don't have a bill yet. We've put in an estimated amount. You'll also see that this this balance sheet you're looking at here says as of December 31st, 2025, there was no activity in 25 in our accounting system after um November 10th. But to capture all of 2024, we selected this full year um to give you that. So when you see that date as of December 31st 2025 really think it's as of uh November 10th 2025. Um and again our efforts there is there is to capture the full year.

**Craig Larsen:** Thank you. Um, so, uh, Rich, go ahead. Uh, microphone.

**Rich Newman:** There we go.

**01:33:21**

**Rich Newman:** I'm almost done with my beer. I That's um All right.

**Craig Larsen:** Yeah. Yeah. You You decide to burp off microphone, huh?

**Rich Newman:** We'll go through Yeah, we'll go through this fairly quickly. I did send this out to everybody right around six o'clock so you can have it um and and uh pour through it at your leisure with your own beer. Um, so this is where we stand right, you know, to to Bill's point right now and kind of with some numbers loaded in that we think are coming as estimates, but we still have some work to do. I'm I'm expecting like I just got an

ambulance bill today um for around six grand and that's not in here. So, you know, I I sent in my email recap that I think we're going to make we're going to add about 5 to \$10,000 this year um year-over-year to kind of the the buckets bill based on what I saw if you you agree with that. But I think that's where we'll be and that's good.

**01:34:13**

**Rich Newman:** I mean, call it break even, do whatever you want. Um but it's actually, you know, we did a lot of changes this year. Um a lot of changes. So, uh for us to kind of end up at par is not not bad. Um this number right here at the top is kind of where our bank account's sitting um comparatively to last year. And the biggest one of the biggest differences here to call out is that we had prepaids last year for the uh track rental for Pacific. Um this year um they're doing it a little bit differently and we're not going to be paying that um 75% upfront is what that was. Um so that \$73,000 we're not going to be prepaying this year. They had a small deposit they required and Tom I already sent that off so it's on the way. Hopefully your signatures are coming soon. Um, but the money's on its way so that gets there by the 20th like they wanted. Um, and anyway, and so, you know, we need to talk about on a future board meeting like how we're going to take this money and invest it and sit on, you know, make some money on our money kind

**01:35:00**

**Bill Simer:** And let's say it's a \$1,000 deposit compared to a \$73,000 deposit last year. So a big big delta there.

**Rich Newman:** of thing right now as well. That's a usually we save that a little bit to, you know, to make sure that we could cover those those those those fees. Um, I'm not going to roll through anything else on the balance sheet. I think there's a lot to cover in the P&L. Um, but basically that's the year-over-year difference as we see it right now. Any other comments, Bill?

**Craig Larsen:** Okay.

**Rich Newman:** Just jump in. P&L.

**Bill Simer:** I'm good.

**Rich Newman:** Um, so this is kind of an income uh looking, you know, groups. So your income up here kind of call this call racing um full racing income this year 325 um full um income and then it includes everything right so just to make it clear we are covering

um you know it includes the race fees here right um but it also includes the other things for Northwest Historic um spectator gate club car revenue which is some Spokane as well it's not all Northwest Historic um program advertising um additional race sponsorships.

**01:36:21**

**Rich Newman:** You can see all the blanks from 24 over here. So, net net on the income side and then by the way um we the way uh race entry fees, sorry, I'm trying to highlight things. Race entry fees \$44,000 higher um year-over-year, but that didn't doesn't include the race packages um that we had last year. So, this 41 and that 44 kind of a net \$3,000 difference. Again, race fees, we didn't increase race fees last year. Um, and it's a it's about the same. However, remember we added Spokane this year. So, that includes Spokane. So, our overall race fees, entry fees I should say, it's kind of at parity. And we did add one more race. So, and I'll talk about entries.

**Bill Simer:** Rich, can I also comment on that race entry fee?

**Rich Newman:** Yeah. Go ahead.

**Bill Simer:** Couple of things. And one of them is that on our entries, we're asked to make a worker fund contribution. And and that is included in that.

**01:37:23**

**Bill Simer:** I'm going to try and split that out. We've gotten really good at providing granularity on the expense side. Now focusing on the income in income side. In both 2024 and 2025, that donation to workers fund exceeded \$10,000. So you're going to see further down in the expense category some expenses for reimbursing uh workers for travel and for meals and for driver uh worker driver receptions. Well, we put up \$10,000 in each year to help fund that. And it doesn't appear on this statement. It's embedded in this race entry fees along with um smaller amounts for crew over buys and for um transponder rentals. So, hoping to provide you with some more granularity on some of that.

**Rich Newman:** Yeah, there's the numbers that Bill's talking about.

**Craig Larsen:** Thank you.

**Rich Newman:** Um, ironically, Bill, it's around \$11,000. Well, sorry. Yeah. Total worker expense.

**Bill Simer:** 300 is what it turned out to be in in 2025, but still close to that.

**Rich Newman:** Yeah. Yeah.

**Bill Simer:** And and Rich's comment on the um the fact that on the race entry fees we had an additional race this year that holds the same in the expense areas.

**01:38:39**

**Bill Simer:** So as we analyzed um some of these expenses, we look they may have increased over last year, but we have to look at what was the cost of having one additional race and it somewhat blunts the amount of

**Rich Newman:** Yeah.

**Bill Simer:** the increase. um fairly significantly.

**Rich Newman:** Yep. on the cost of sales, which is tied mostly to the racing portion of what we what we have. Um, golf carts, tents, tables, that category. And again, some of these categories are going to be a lot tighter next year when you look at 26 to 25 versus 24 to 25 because we do have a lot more granularity here. Things might be in the correct bucket now and they weren't in the past potentially. But I wanted to call out that this, you know, this part of it and again it includes all the things for the Pacific Northwest Historics that were part of the charity group before as well as Spokane and insurance.

**Craig Larsen:** Mhm.

**Rich Newman:** Also insurance was a pretty big change this year um year-over-year. All right.

**01:39:37**

**Rich Newman:** And then I'm going to skip down. I kind of hit a little bit of what Bill was talking about there. Um uh I wanted to show you ambulance. So ambulance again and ambulance is going to be even higher than this.

**Craig Larsen:** Yeah.

**Rich Newman:** So and again um I don't somebody else can probably speak to this better than I can but it'll be around 38k 13 grand more year-over-year based on um support there. Did somebody go ahead and uh somebody probably Oh, brilliant.

**Craig Larsen:** Sherry Sherry go ahead or Tom

**Sherri Masterson:** Um, Rich, just to let you know that that bill that you just got for Medic one is not Sovereign's bill and it's already been paid.

**Rich Newman:** Okay.

**Sherri Masterson:** Oh, I we didn't catch that been sent to you. So, um, you can totally ignore that 6,400.

**Rich Newman:** Woohoo. We just made six grand more. All right. Yeah, because I that's just my brain not working well.

**Bill Simer:** That's good. I didn't expect it, Sher. As I was looking at the activity, I thought, where'd the other six come from?

**01:40:36**

**Rich Newman:** I sent it to Tom and said, "Hey, do you approve this?" So obvious this is real time guys. This is within the last hour.

**Craig Larsen:** Yeah.

**Rich Newman:** All right.

**Craig Larsen:** Well, Sher Sherry, stick around. Stay alert there. You're helping a lot.

**Rich Newman:** Yeah, we need more money.

**Mike Lawler:** Wait, wait a second. Rich Rich, she saved us 6,000, but Bill's taking 3,000 of that. What kind of deal is that?

**Rich Newman:** I know.

**Craig Larsen:** We're We're still to the good, Mike.

**Mike Lawler:** Okay.

**Craig Larsen:** cup half full, buddy. Go ahead, Rich.

**Rich Newman:** All right, just rolling down. Um I'm going to just keep trucking here. uh AGM we're going to talk about sooner than later, maybe in December, I don't know. We need some more uh we need some more paid admissions there year-over-year. There's our uh admissions and uh income that we had. Gosh, this is annoying. I'll try to highlight it next next time. Um anyway, we want to do some work there.

**01:41:23**

**Rich Newman:** And then member dues, um just crazy. I mean, I've mentioned this before in a prior meeting, but look at the difference. I mean, it's like \$300 difference on a \$34,000 base. So, our membership is really solid in terms of um resigns year-over-year. Um love for it to grow, of course, but not having it go down is also great. And um I think that's pretty much what I wanted to highlight. Here's the net income piece um for this

year around 15 grand and it probably is closer to 10 then for sure and maybe even higher for the year to add to the coffers. Um, one other thing that uh I think you'll find interesting is this is the same P&L, but it's broken out. And I apologize. Let me see if I can make this a little bigger. Oops, that's not helping. There we go. Um, can you guys see that? Okay.

**Craig Larsen:** Yeah.

**Rich Newman:** Small. Okay. Um, this is by race.

## 01:42:20

**Rich Newman:** Okay. So, and where um Bill and I were talking about where is it? This is actually not as interesting except for the net of it all.

**Craig Larsen:** Mhm.

**Rich Newman:** So, gross profit.

**Craig Larsen:** There we go.

**Rich Newman:** This is where Bill was talking about the differences in the races. So, unfortunately, the columns don't care. There we go. CRC. Um, we did make money at CRC \$8,500. We'll see if anything else is coming. Tom might have an opinion there, but that was a good race for us. Fall finale, we did lose over 10 grand on the fall finale. Uh, Northwest Historic Allin, um, made 55 grand. That carried the year for us. Uh, Spokane lost a little just a bit over six grand. And then spring sprints, we lost a little bit over six grand. So, um, all all in total races made about \$41,000 on the income side. on the um uh oh this is driving me crazy jumping um actually I think I think that is that's kind of a bit of a wrap on the numbers you guys I wanted to go over some it's the same information At the end of the day, I I don't think going through by race and I've done this kind of through the season talking about the putts and takes of the different races.

## 01:43:50

**Rich Newman:** Bill, if you had anything else that you wanted to highlight, I think that just I did

**Bill Simer:** Well, Rich, I was going to say you did send it out to everyone and really this this actually is the best report that we have because it not only we I'm I'm really pleased that we can give you a combined report to show you what happened. But this report by event really shows you a lot. After this next year, I think it gives us some material to

work with.

**Rich Newman:** Yeah.

**Bill Simer:** Um, I know it certainly does the Spokane race and I've talked to the group here and I'm going to I will share these amounts with them. So, they all have them. But, uh, to be able to look at a single event knowing that it's tied down, um, and in the right bucket, I think gives you a lot of, um, a lot of data that you can use to plan

**Rich Newman:** Heat.

**Bill Simer:** events going forward.

**Craig Larsen:** Yeah, this is uh this is so far ahead of where this organization was in 2023. Um and it uh it is uh super helpful.

**01:44:41**

**Rich Newman:** Definitely.

**Craig Larsen:** And um I also want to just remind folks that this sort of rhythm of uh where we make money and where we don't make money has been consistent for Sovereign for a long time. The historic basically bail us out and uh some of our events get close to breaking even CRC has actually been a bright spot for a few years now. Um so uh this is not you know we are a not for-p profit and this is not uh you know this is not much different from the normal sort of rhythm of how money comes into the organizations. However, um I would hope that this information is a starting point for people to think about uh adjustments in our um how we present our races and uh for next year and uh be thoughtful about where we can either generate revenue or um hold our costs in line. Uh any other questions uh for Rich or Bill at this point? Well, then I would ask you just to like spend some time over the next, you know, few days taking a look at this material.

**01:46:02**

**Craig Larsen:** I'm sure Rich and Bill would be happy to answer any questions that people have. Uh um and uh give us some thought about how you think this relates to 2026. Uh Bill, go ahead.

**Bill Simer:** Yeah, I think the final point is on our 990 is due Friday. I don't have it from our accountants yet. And so I reached out to them this morning um and asked them for a status report. uh if I have to I have uh access to software and we'll just go do it if for

some reason because the the package I prepare for our accounting firm to prepare the 990 virtually prepares the 990. So um we'll we'll file that one way or another. Um a best practice is to present it all to you before filing. And yet I'm I'm going to be candid with you. We will not have the option of doing that this year because I don't have it tonight. So, um I'm I just want to let you know that uh I will review it carefully and I'll provide it to um to the officers for their review, but we're going to have to move quickly on it and if necessary, I will prepare it um so it can be done on Friday.

**01:47:11**

**Mike Lawler:** Go for it, Bill.

**Craig Larsen:** Thank you. Uh, utility infielder Simer. Appreciate it, man. Um, somebody put a a a very colorful chart up here. Rich, is that you?

**Rich Newman:** Yeah, it's me.

**Craig Larsen:** Go ahead.

**Rich Newman:** Um, it's just a it's Sherry's chart, so she can probably speak to this better than I can. Any more details than I'm going to cover, but um this is 23 for entries, race entries, the number of drivers um or entries I should say for each race in 23, 24, and 25. And the one thing at the bottom line which is interesting, we had 425 entries this year, 53 of those came from um Festival of Speed in Spokane. If you took that away and just compared it without having Spokane in the prior, you know, couple years here um we would have ended up with 372 uh drivers. So or entries. So in a sense without Spokane, we would have actually lost a few comparatively to 385 386. And then the other thing I was going to highlight and then Sherry jump in if you want and then it'll probably roll into your piece here.

**01:48:15**

**Rich Newman:** But um this is really interesting. I thought Sherry has it broken out by how many entries we had. Did one one race, zero races all the way up to five races for this year. And over here in the pink column, you've got um a pretty big shift from the number of racers that did not race this year was actually 35 comparatively to seven and 15 the year before. And that's a pretty big number. And then when you look at the those that did one race um you know, you kind of combine these two numbers together and you get closer to that 42% of those that did one race last year, for example. So, some people sat

on the sidelines this year that maybe did one race last year. Um, and then um it's pretty at parody, right? 22%ish up to 30 for two races. Three races was soft comparatively 12% versus um 20 or so in prior years. But then uh you know the rest of it call this whole top section is about 30%.

**01:49:22**

**Rich Newman:** It's about the same 20 plus, you know, almost 10% did four races in the year before. So, it's interesting. They kind of th those those folks are just counted in this bucket. Um, so it's really those that did three or more races are kind of the same. And then what what I think the meaningful part of this is there are quite a few racers that did not race this year that raced with us in the P entries that racers sorry that me racer members that did not race with us in the 25. So hopefully they'll come back in 26. Sherry that I don't know what else you would want to say. I probably butchered what your your poor spreadsheet here.

**Craig Larsen:** Well, Sherry, why don't we just uh roll conveniently into uh your report as well, and you can pick it up from there.

**Sherri Masterson:** Yeah, I think everything that that that Rich's gone over really says says it all. Um, you know, there's a difference in the number of members that we have yeartoear that are racers and non-racers.

**01:50:15**

**Sherri Masterson:** And there was a time that we had a lot of people coming in and grabbing our membership and our license and went with it and never raced with us. um they never had an intention of racing with us, but it was a cheap comp license. You know, it was cheaper than buying their their SECA one or or something else. Um and I think that's kind of played around with um you can kind of see that in in numbers here and there too with what I can see. Um, so what I have is, um, for my membership report, um, we have 280 members, 183 are racers, um, and then there's five lifetime racers that that are included in that 188 on the the chart you just saw, 56 non-racers, 41 life. Um, and then not counted as 50 plus spouse and family members. Um, so when you fill out your paperwork for your membership, if you put your spouse on there or if you race and add your spouse, your spouse is free as far as your over crew. So it's always good to to, you know, put those on your membership form.

**01:51:22**

**Sherri Masterson:** Um, so you know, they all got cards, too, so they could come in. So within our racers, we have nine advanced, nine provisional, 107 licensed through sovereign. Uh 10 of these are Yoda and five of them are life members. Um there's 54 of our of our racer members are racing on other uh club licenses. Three of the Yodas are racing on other licenses. And there are people who have expired licenses. They expired either um as the year started or somewhere in the year and didn't renew their me their medical. um those there's 145 out of um sovereign races and you know those those are the racers that actually race this year. Um so one of the things uh is there any questions on membership?

**Craig Larsen:** Doesn't look like it. Go ahead.

**Sherri Masterson:** So um for for 2026 um there's a couple things that I I want to address and get answers to tonight. The first one is our standard early bird rate ends approximately two weeks prior to um our event. It actually ends on the Thursday prior two weeks prior to the event and I kept it on a Thursday so everybody knew Thursday is the day it doesn't matter which days we're racing but Thursday is the day it ends.

**01:52:50**

**Sherri Masterson:** However, for spring for fall finale this year, it would fall um on the 3rd of September, which is before our CRC. So, I propose making that date the 8th, which makes it less than two weeks, but it's after our CRC, which I think makes a lot of sense. Um, so that's the first thing.

**Craig Larsen:** Yeah, sounds sounds right to me.

**Sherri Masterson:** Um any any conflicts concerns with that?

**Craig Larsen:** Any objection to that? So, it gives So, it gives you a week after the CRC to still get the early bird or four days.

**Sherri Masterson:** Not quite not quite a week, but yeah.

**Craig Larsen:** Three days. Yeah. Yeah. I'll be one of those people probably. So, yeah, I would agree with that.

**Sherri Masterson:** Well, there's a lot of people that I mean, you get home and you mail it, you know. Uh I think it's so it works.

**Craig Larsen:** Right. Right. You don't you don't break your car. You sign up for the fall

finale.

**01:53:45**

**Craig Larsen:** So

**Sherri Masterson:** Yeah. um sign up before that and get the get uh insurance the insurance. Yeah. Um so changes I I I propose a change to our medical form. In the past um we've we use the same form as VMC and VMC really leaves it open to what each club wants to do for themselves. We have based in the past um with the exception of our 13 months for for our 70 plus um we've pretty much followed what SECA does because it works. It's a big club. It works for them. Therefore, you know, why not? Um it's going to take my proposal is to take the five-year and make it from instead of 18 to 35 make it 18 to 39. It gives our Yodas um another few years before they have to get their medicals. Um and then the same thing instead of taking it 36 to 69, take it 40 to 49 and then 50 to 69. Um for and again it's just stretching it out a little bit more, helping with insurance, helping with costs that are extra included with your medicals cuz you know you get your free medical but not everything's free.

**01:55:02**

**Sherri Masterson:** um you know so it just extends it out to help those and of course keeping the 70 plus at at 13 months.

**Craig Larsen:** Do folks understand what Sher just is proposing? Yep. I I certainly support it. Any objection? Hearing none. Sherry, you're you're batting a thousand right now.

**Sherri Masterson:** Okay. Um, our current membership pricing um is \$100 uh for a racer member. Um, and the license is another hundred for a sovereign license, whether it be provisional or advanced or whatever. A non-racer at \$50 and a lifetime is at 1,500. And that includes their racer license if they submit a uh valid medical. Um that's the same as this year.

**Craig Larsen:** And that's the same as this year.

**Sherri Masterson:** And actually the last um it hasn't changed since in 2023 it changed.

**Craig Larsen:** Thank you.

**Jamie Buskirk:** That's

**Craig Larsen:** Number here.

**Sherri Masterson:** Um we went from 50 to 100 for the license fee. Um and we only

started charging that license fee in 2022. Um everything else has stayed the same um since since uh 2022 2021. Um the family membership went away in 2020. So the we've really not changed a whole lot of anything um in the licensing other than you know cleaning up the licensing process and stuff.

**01:56:34**

**Sherri Masterson:** So I don't see uh a reason to change that at this point. We're pretty equal with other clubs. um within reason.

**Craig Larsen:** Okay.

**Sherri Masterson:** Um the volunteer donation that we take for the vintage drift, do we want to continue to try to collect that on membership on our membership forms? Um um we suggest \$20.

**Craig Larsen:** Sure. Why not?

**Sherri Masterson:** Um and a lot of people do it.

**Craig Larsen:** Sure.

**Sherri Masterson:** Some do, some don't. It it varies. Some make it more, some do more, some do considerably more. um mailing of the roster. Um I'm going to remove the um the question of do you want a a handbook because that what that's determined because we don't mail it. It's just how many handbooks we need to print to have on site um for the first part of the year and that's been pretty stable over the year. So, I think it's simpler just removing it off the um off the list as a question, but still leaving the fact that you can go and find it online.

**01:57:42**

**Sherri Masterson:** Um the roster being mailed um they have you have to sign up by the 28th of of February. Um it's been \$20. I propose it going to \$25 for because of the cost of mailing and uh envelopes and labels and you know that cost of increase of everything.

**Craig Larsen:** Uh, hold up right there.

**Sherri Masterson:** So no that's not true.

**Craig Larsen:** John Allen has a question. Go ahead, John.

**J Allen:** Oh, not so much a question as just a comment. Um, I believe SECA stopped printing anything several years back. So, I I think you're going down the path of what if

we don't Okay.

**Sherri Masterson:** That's untrue. um stewards get a copy the stewards and the chief registrars and select other people still get a copy hard copies of the GCR no updates we don't get the updates are all online but they've always been um

**Craig Larsen:** Okay, go keep moving.

**J Allen:** And maybe we could propose just Okay.

**Craig Larsen:** Uh, anything else, Sherry?

**Sherri Masterson:** so the \$25 for the roster mailing um and you know that ends up to be 20 or 25 people um it's it's not a whole Um, we do need to verify that we're keeping our race um, prices the

**01:58:49**

**Craig Larsen:** Right.

**Sherri Masterson:** same. Um, and I've got the whole breakdown of that if you you want that. Um, uh, uh, uh, uh, um, just a minute.

**Craig Larsen:** Not tonight. Good know it's the same.

**Sherri Masterson:** Well, no, I need I need because I need to get things prepared to open them.

**Craig Larsen:** Yeah.

**Sherri Masterson:** um the 2620 2026 cancellation policy. The one thing on the form that Rich was showing was there was a under the cancellation fee for 2025, it would say 41 or 71. Um CRC was the big one. It was 64. Those were six cancellations, but four of them had insurance. So we kept those that money regardless of what happened with the others.

**Craig Larsen:** And I think that totaled up to about 9,500 bucks for the year.

**Sherri Masterson:** Some of them were banked, some of them Yes. I Yeah, I I didn't add it up because So, um the cancellation policy, um basically says the same thing as last year at this point, unless somebody wants to change anything, that Sovereign will not be refunding online MSR

**01:59:52**

**Craig Larsen:** I did. I looked at the chart.

**Sherri Masterson:** entries in 2026. Um there are some exceptions out there that that we

make. Um, we've had some some issues that we've we've helped deal with. They can still bank it. Um, the paper entries is if they cancel before the early bird ends, it'll cost them \$50. Um, if they don't, if they cancel after early bird up until the track, it's \$150. So my question to you guys as drivers is especially if you've taken or looked into the insurance does this come out more expensive cost you more money than the insurance and I think we need to look at that and see um you know how much does that that insurance cost you for that race if it's 7% or if it's 5% or if it's 10% % you know what's it cost you versus \$50 or \$150. So that's the only thing I would look at for the cancellation fee for this year.

**Craig Larsen:** Uh, John Allen, go ahead.

**J Allen:** Do we have any data on the ones that were um part of the MSR uh insurance?

**02:01:26**

**J Allen:** How many of those were actually paid or how many were held up? cuz I did hear that we from one or two members that they've had some difficulties with that and that might

**Sherri Masterson:** There's so um Andy Collins was the first one to try it. He had no problems. They wanted pictures of the you know his clutch went out at spring sprints. They wanted a picture of the clutch. Didn't say it had to be his clutch, but they wanted a picture of a clutch and he didn't have the car. So, you know, he got a picture of the clutch and sent that in and said that's not a problem because you're you're making the effort to show there's something wrong. We've had a few drivers that have come up and said, "But I want a refund." They said, "But you bought the insurance." Yeah, but they're not going to cover it, and I don't want to do it all the all these steps that they want. That That's right. Um and and that's it.

**02:02:14**

**Sherri Masterson:** You're buying insurance. No matter what insurance you use, whether it be your home, your motor home, your race car, you still have to follow the steps.

**Craig Larsen:** Right. Right. And tonight we're not going to adjudicate people's insurance resolutions or lack of resolution.

**Sherri Masterson:** Yeah.

**J Allen:** Okay. I I just was curious if there was a any sort of history of is it 100% payback

or on claims or is it is it something less?

**Sherri Masterson:** I've I've heard the ones I've heard has done 100%.

**Craig Larsen:** It might be something. Uh, go ahead. Go ahead. Hang on. Hang on. Hang on. Uh, Bill, go ahead. You raised your hand.

**Bill Simer:** Yeah, you know, we had a lot of discussion on this last year and and we we were worried that it was going to be a really a bad experience and it wasn't and it was a great experience for

**Craig Larsen:** Yeah.

**Sherri Masterson:** Mhm. Right.

**Bill Simer:** this club financially. And so I I don't even think we want to contemplate going back unless there is a glaring problem with it and I don't see a glaring problem with it.

**02:02:55**

**Craig Larsen:** No. No. Right.

**Bill Simer:** So uh and it's good discussion but I think it's time that we move on and say yes this is how we do business.

**Sherri Masterson:** I'm I'm not questioning using insurance. My question is, are we charging enough on a cancellation fee for those who don't for those who don't buy insurance?

**Craig Larsen:** This is for paper. This is for

**Sherri Masterson:** I mean, that those um I have several Uh but I mean a couple of them like like Mr. Kirk were was medical.

**Bill Simer:** the paper. How many How many paper cancellations did you have?

**Sherri Masterson:** Um we had a couple of people that medically could not compete because of issues they had just had.

**Craig Larsen:** So you're so so what what was the fee in 2025 and what what are you proposing for 2026 if anything?

**Bill Simer:** Did you have less than 10?

**Sherri Masterson:** Um but they were all paper.

**Bill Simer:** Did you have less than 10?

**Sherri Masterson:** It was the \$50 and \$150. I don't really have an idea.

**Craig Larsen:** Okay.

**02:03:55**

**Sherri Masterson:** Um yeah, it's something uh just the amount of time or when they do it because you want to Yeah, it's when they cancel.

**Craig Larsen:** Okay. Um why the difference between 50 and 150? Remind me please. When they cancel. Got it.

**Sherri Masterson:** So, you know, when I if you were buying lunches for everybody and they canceled after you made your lunch order, then yeah, you know, you're now you're out that cost as well as everything else.

**Craig Larsen:** Got it.

**Sherri Masterson:** So when you do a race I'll second but we need to and Tom seconded Bill.

**Bill Simer:** I would move that we retain the same cancellation fee for the paper entries in 2026 as we had in 2025. price.

**Craig Larsen:** Thank you. Any any objection to that? By consensus, that's our direction, Cherry. Yep. By consensus, we'll just do it.

**Sherri Masterson:** So, the last question um comes down to um Craig has already made his intentions known. Um is keeping our our race entries the same as they were in 2025 and 2024.

**02:05:01**

**Craig Larsen:** Uh yeah, I mean that's my proposal and I've made it three times publicly that we should hold our fees to uh what they were in 2025. Any objection to that? We need more racers, not milk the racers we've got. Any objection? Thank you for supporting your newly elected president in his in his bold initiative.

**Sherri Masterson:** So, the the very last thing I believe that I have um number one, we do need to set spectator prices um for uh our regular races as well as uh the historic just so we they as we get into publishing everything Um the last thing is the guest membership. Um we currently are zero for VMC members which is Vera, SV, CSRG, HMSA, Rocky Mountain, all of those including the Canadian um uh VMC members. Uh those that are nonVMC members are are uh 25 for non US.

**Craig Larsen:** What?

**Sherri Masterson:** So Canada, Australia, Europe. Um and we do get those drivers occasionally. And then for um uh US it's \$50. And that's what everything that we did last year.

**02:06:20**

**Bill Simer:** I would move that we not change spectator fees or any of the other visiting racer fees for the 2026 year.

**Craig Larsen:** So if you're Thank you.

**Sherri Masterson:** Repeat that the first part of that bill.

**Craig Larsen:** Thank you, Bill.

**Bill Simer:** I'd move that we not change our spectator fees or our visiting racer fees.

**Jamie Buskirk:** All

**Craig Larsen:** Do you have a second?

**Rich Newman:** Uh, I'll second that.

**Craig Larsen:** Thanks, Rich. All in favor?

**Bill Simer:** Hi

**Craig Larsen:** Opposed?

**Jamie Buskirk:** right.

**Sherri Masterson:** Um, Bill, one more thing for you to look into is as of October 1, um, the state is wanting to collect sales tax on ticket entries, which doesn't affect sovereign this year, but would next year.

**Bill Simer:** We'd have to add that to our ticket fee because that is paid that is paid by the purchaser.

**Craig Larsen:** Right. Right.

**Sherri Masterson:** Right. So that that we may have to adjust our ticket prices a little bit to somewhat, right?

**Bill Simer:** No, our ticket prices should stay the same. In addition to the ticket, you charge the sales tax.

**02:07:17**

**Rich Newman:** basically it's the same as if they bought something out of the store out of the Yeah, we just got to start charging sales tax and then I have to start reporting it that way.

**Bill Simer:** We have to collect it from them.

**Sherri Masterson:** And that's I said, so our prices actually get adjusted to fit all that stuff because you know Oh.

**Bill Simer:** Sherry, our prices don't change because if they do, we have to charge sales tax on the new price. So, the price of the ticket is the same, but it's just now subject to sales tax.

**Sherri Masterson:** Mhm.

**Bill Simer:** So, the person does pay more, but they they pay for the same price of the ticket sales tax.

**Sherri Masterson:** Just noted. It's plus tax. Yes.

**Bill Simer:** Yep.

**Sherri Masterson:** Plus tax.

**Craig Larsen:** All right, Sherry. Um, that is a comprehensive list of getting us ready for 2026. Um, do you have more

**Sherri Masterson:** Um, other than we need to get some clarification on the Yoda program. Um, just working with Lauren to get things more clarified with, um, he's got, you know, he's has a a list of like 18 drivers, but they never came through me with a membership.

**02:08:27**

**Craig Larsen:** Well, we can do that offline.

**Sherri Masterson:** So, so I guess we said there's stuff to do with with Lauren, but that's that that's directly with Lauren.

**Craig Larsen:** That doesn't have to be a board. Sure.

**Sherri Masterson:** Um, Linda has a question about Yoda, though. Well, I mean, it comes down to the same thing that Sher was just asking, which is, do they need to be a member in order to be part of the Yoda program? And Yoda is a member. So, it's it's it's the paperwork.

**Craig Larsen:** Can you guys your panel offline?

**Sherri Masterson:** It's the paperwork side that they're not doing that we need to get them to do. That's all.

**Craig Larsen:** Sherry, thank you for dogging all these details that get us lined up for the year and makes it possible for us to start putting stuff out online and generating money and all that stuff. So, thank you. That's thank you fellow deaf ears, but I meant it. All right. So, I'm looking to blast through the end of this agenda here um because I'm getting hungry.

**02:09:29**

**Craig Larsen:** Um so, uh we had uh I had a slot for um uh race chairs. Uh Tom, Mike, any I just held you a spot just in case. Tom, we okay?

**Sherri Masterson:** We're good.

**Craig Larsen:** Okay. Thank you.

**Mike Lawler:** Happy camper on my side.

**Craig Larsen:** All right. We like happy campers. That's good. Um uh Lauren, same for you. I just had left a slot for uh face of sovereign committee. There's nothing to report hot now. Good. Thank you. Um that was your chance, buddy. Um uh the uh the only president item I have is uh Sherry, this is one thing that was I'm betting was on your list, too. You and I have talked about it. Um, we're talking about just holding the price of the AGM the same for 20 for this year 2025 as it was last year, which was Sherry, remind me 65. If it's just 65 bucks, if it's just you, if it's a couple, it's 120. Is that right, Sherry?

**02:10:28**

**Sherri Masterson:** two two years ago, we when we were at the um the um Museum of Flight, um it was \$60 for or 120 for a couple and 65 for a single. That's really hard to keep track of. Um last year we charged 60. Um we could charge 65. By the way, Galuchi's is in the same cater as we had last year.

**Craig Larsen:** Okay, back hang on. Back up. Back up one step. So, last year it was 60 uh 60 and 120. Okay.

**Sherri Masterson:** Yes. The previous year was 60. It was 65 and 120. And this last year was what? Last year was just 60. No couple. No couple fee.

**Craig Larsen:** So, I'm I'm in the uh hold the line on cost. Um hold the line on what we're asking people to pay. Um does everybody in agree with that? We just do it like last year. Jamie, go ahead.

**Jamie Buskirk:** I just looking at the the loss uh you know on last year's AGM part part part of uh you know the reason we do the AGM is a recognition for our workers and volunteers you know and we've got to keep that in mind while we look at profit and loss considerations but I I wouldn't feel bad about paying 65 uh you per head.

**02:11:42**

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

**Bill Simer:** Yeah, I was uh I was still question I had a question mark on our fee last year. So it was \$60 per individual and therefore 120 for a couple of two people registered. Is that correct? Okay, good. Thank you.

**Sherri Masterson:** and Jamie, you know, if if we keep it at 60, um there's no reason why you can't pay 65 on the form. there is a donation or to you know you can either pay for an entire worker to attend or partial you know and we have people do both

**Craig Larsen:** Sherry, I love your alertness.

**Bill Simer:** And I will say

**Craig Larsen:** You are alert to the opportunities.

**Mike Lawler:** That's a wishy.

**Craig Larsen:** I like it. I like it. Rich Newman, you have your hand up.

**Rich Newman:** Um, I did I I just don't So, are we just kind of marching ahead then? I I agree with not changing fees. Um, but what I didn't understand is where the differences were last year to the year before and why our revenue was so much softer.

**02:12:35**

**Rich Newman:** And I don't know if it's Tacoma, I don't know if it's Seattle, people not coming down. I'm not really sure. But I haven't we haven't really talked about it. I guess do we care? Because it was, you know, thousands of dollars difference.

**Sherri Masterson:** Um, are you looking at the cost of the catering and the facility or are you caught looking at the trophies, the whole thing?

**Craig Larsen:** Oh, That's

**Rich Newman:** No, just the entries actually, Sherry.

**Sherri Masterson:** The whole

**Rich Newman:** It's I mean, glue cheese was a little bit more money, but um all the puts and takes and whatnot, it was really we just didn't we we didn't have we had a decent I think part of it too was we had a fewer drivers paying for tickets and maybe volunteers were higher. Um we just had a different balance of those that were paying versus those that were there and eight. I don't know. We haven't spent a lot of time.

**Craig Larsen:** it.

**Rich Newman:** I don't know who's in charge of AGM per se.

**02:13:21**

**Rich Newman:** Whether that's being looked at, I just thought I'd highlight it.

**Sherri Masterson:** That is always an issue. You never know how many people are going to show up. We We know how many people We don't yet, but we're working on it. How many workers qualify? Um what we don't know is how many will attend of workers or drivers. I was going to say you don't know the ratio. Yeah, the ratio is never known and you know the weather uh ends up to be an issue. There's, you know, people will cancel, you know, at a certain point out when they still can um because they don't like to people don't like to drive at night. Um the cost of food has gone up extremely uh within the catering area. Um and of course, every facility has a list of cers you have to use.

**Craig Larsen:** Right.

**Rich Newman:** Maybe we can pump it up marketing.

**Sherri Masterson:** So the cost at the H this year with Galuchi's even though Galuchi was not the highest offered um you know it it it it's a lot different than um the group that we had before and makes a

**02:14:13**

**Craig Larsen:** No, they weren't Bill, you have your hand up. Go ahead, Rich. Is somebody still talking? I'm sorry. Bill, you have your hand up.

**Bill Simer:** I had my hand up. Um, we really had a lot very few racers last year at the event and it's really too bad. It was a great time to see all of our racing friends, those that work in the corners and that wear white in our events, but very very few drivers. And you know, Craig, as president, I don't know how you encourage people to be there, but um it's it's really disappointing when the people that enjoy this activity don't come to that event, and we need to extend some effort to uh to coersse them, make them feel bad about not coming. So, um that's that's just my two cents. I agreed with Rich on that

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

**Rich Newman:** Yeah, I was just going to say similar thing. Um, not exactly the same though, which is, um, we we need to promote it maybe more this year.

**02:15:16**

**Rich Newman:** Um, I I think that if you're getting an award, by gosh, you better be there

kind of thing, too.

**Sherri Masterson:** Yeah.

**Rich Newman:** There are a lot of people that, well, where's Billy Joe Ray Bob this year? You know, won second place. It wasn't there. So, it's like, all right, fine. They can pay for their own trophy if they don't show up. I don't know. But um but but but um and then uh at the museum they actually did just Yeah, we're not sending it to them, right, Tom?

**Sherri Masterson:** I like that.

**Rich Newman:** Um but at the museum, they did just have a brand new display launch, too, which is super cool. It's like supercars and there's some pretty cool cars there. So, you know, come on. It's a It's the place to be in the Northwest. Um what else are you doing in January? So, we probably should get the word out somehow, maybe differently.

**Sherri Masterson:** I think well it was on it was on the fall finale schedule.

**02:15:59**

**Sherri Masterson:** Um I think that you hit the nail on the head um getting the word out uh a lot more than than previously has been done. And when you go to a venue for the first time, you're not quite sure what to expect. Now we know what to expect so we can push it harder. you know, we know that we can go in and and look at all the displays and and we know where the you the room's going to be at and we know, you know, just all the inner workings of things makes it easier Oh,

**Craig Larsen:** Mr. Newbie, your turn.

**Lori Newby:** Yeah, actually Rich took the words right out of my mouth with the uh with the supercar exhibit that's going on right now. Um there's some pretty spectacular vehicles in there and I think we need to support that too and you know let people know that that's there. It is a year-long event. Um, so you know, yeah, let's get the word out to say, "Hey, come on out and have a look at a you know what we got.

**02:16:48**

**Sherri Masterson:** good.

**Craig Larsen:** Lauren, let's you and I talk bulletin um for that um soon. All right, folks. Um that's all I've got except uh there's lots of uh rumblings around the Bugatti event. It's getting bigger again at the Columbia River Classic. Um it uh we're back up to 25 race cars and uh probably up to 40 touring cars. You know, these numbers come and go all

the time, but it's uh they're uh psyched about the CRC. We're less psyched about the CRC, but we're going to make it a great event. So, uh yeah, it's uh it's uh growing. That's it for me, but Rich, you have your hand up. Go ahead.

**Rich Newman:** Just real quick, are do we talk about like the awards for AGM and whatnot and the nominations in the December meeting or does that come out in a bulletin?

**Craig Larsen:** No, there no the awards uh Linda's got the awards list and I have delegated to Lauren to uh organize the trophies this year, Lauren Campbell.

**Rich Newman:** How do we Um, it was more about the nominees, the volunteers, that kind of stuff.

**02:17:55**

**Craig Larsen:** Um uh so he's going to be organizing it.

**Mike Lawler:** Here we do.

**Craig Larsen:** Was that your question?

**Rich Newman:** The awards we give out beyond the race.

**Craig Larsen:** Tom handles all that. Tom Masterson.

**Sherri Masterson:** Yeah, I'm working on it.

**Rich Newman:** Okay.

**Craig Larsen:** Does that answer your question? I think it may be done completely. You good?

**Rich Newman:** Yeah.

**Craig Larsen:** Okay. John Allen.

**J Allen:** I just want to take the opportunity to give a shout out to Brad for doing all of his hard work on the uh rules committee that we were working with. Uh doing a great job. So hopefully we'll have

**Craig Larsen:** Yeah, you all are. You all are. Thank you very much. Yeah. Yeah. Sherry, go ahead.

**Sherri Masterson:** It's no actually it was for me.

**Craig Larsen:** You didn't want John to have the last word. I know.

**Sherri Masterson:** Uh just to let you know the people who are getting the awards are I have not had anybody else questioning them.

**02:18:43**

**Craig Larsen:** Oh.

**Sherri Masterson:** Uh November 15th is the cutoff. So, as far as I know, the standings are good and you can take your list from there and they're online.

**Craig Larsen:** Yes. Yes, ma'am. Uh uh Steve, go ahead. Steve Nbie send

**Lori Newby:** Yeah, I have something for the go to the order actually. Um I think we're we're all with Martin here. We'd like to know how his uh how his surgery went.

**Martin Rudow:** You need back here.

**Lori Newby:** Can you give us a thumbs up or sideways?

**Mike Lawler:** Where's this done?

**Lori Newby:** Likewise. Okay. Okay. Fair enough. Thank you.

**Craig Larsen:** sending you good thoughts, Martin.

**Lori Newby:** Yeah.

**Craig Larsen:** Always always um John Allen.

**Sherri Masterson:** Just too late. Oh,

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

**J Allen:** I was just going to say uh some of those awards are nominated by previous or past uh recipients. Um I have yet to do anything on that and I was just curious if uh what the uh responses are so far.

**02:19:46**

**Craig Larsen:** Yep. Uh, you mean people's ideas for who should get an award?

**Sherri Masterson:** heat.

**J Allen:** No. Well, like um I'm I'm I'm falling down on the job here by not putting a nomination out there, and I just want to make sure that the other uh people who have received the awards in the past that require a nomination like that uh are doing their their due diligence and are we able to reach out to them, remind them

**Craig Larsen:** Oh yeah, the the wheels are turning.

**Mike Lawler:** Yep.

**Craig Larsen:** Yep. Yep. No worries. Uh Sherry, but I bet it's Linda.

**Sherri Masterson:** Yeah, it is. I was just going to let you know that I did was in uh email contact with Martin since Martin's mic's not working. Uh just a couple days ago, he said the surgery went well. Uh he has got some sight out of it. He's still not being able to do victory circle yet. Vintage or vintage drift, but Yep.

**Craig Larsen:** Uh but you got to get yourself right first.

**02:21:02**

**Craig Larsen:** That's what counts.

**Sherri Masterson:** Yep.

**Craig Larsen:** All All the rest all the rest doesn't mean anything. So we can we can certainly wait um for all that other stuff. Um uh Mr. Newbie, I'm hoping you have the last word, buddy.

**Lori Newby:** Hey, I'm taking the last word here. So, John, um, you know, you really need to step up and, you know, start making some recommendations for trophies, you know, and not just leave it for everybody else. Um, but that being said, a lot of those trophies have to be held in confidence because so many of them are surprises to so many people.

**Craig Larsen:** Yeah.

**Lori Newby:** Um, you know, and I want you to know I'm not voting for you as rookie of the year.

**Mike Lawler:** your eye.

**Craig Larsen:** Uh, you can see how crest fallen he is already.

**Lori Newby:** Yeah.

**Craig Larsen:** Oh.

**Lori Newby:** No matter no matter how bad you drove, I'm not voting for you.

**J Allen:** How about Yoda of the year, you know?

**Mike Lawler:** Okay, just wrap this up.

**Craig Larsen:** All right, folks.

**02:21:59**

**Craig Larsen:** Thank you all for joining us. Martin, get better, buddy. Um, see you all uh someplace, I hope, in the near future. Happy Thanksgiving to folks. Um, I hope you enjoy a great holiday.

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

**John Rankin:** Move to Did we adjourn?

**Sherri Masterson:** Dinner time. Yep.

**Charly Mitchel:** Not at all.

**Jamie Buskirk:** Good night, everybody.

**Phil Edwards:** Hey Jamie, how I'm doing?

**Jamie Buskirk:** Phil, how are you doing?

**Phil Edwards:** How you doing?

**Jamie Buskirk:** I'm okay. Um, taking the last couple of notes here. I I spent last weekend at Willow Springs.

**Phil Edwards:** Oh, well that goes for more support.

**Jamie Buskirk:** Yeah. Yeah. I uh I've got a buddy who I finally talked into buying a B production Corvette. He's never raced in his life and he had his novice race with VR at uh the Big Boy Bash last week and I went down to lend him actual and moral support. Had a great time.

**Phil Edwards:** Cool.

**John Rankin:** What's that car behind you, Jamie?

**02:23:00**

**Jamie Buskirk:** Yeah. Uh that is a 1970 Alfa Romeo Jr. Zagato. Craig. Yeah, that's a a cute little thing.

**John Rankin:** Yeah.

**Jamie Buskirk:** Yeah. Yeah. It's a got a hot rod 2 liter in it. It was born with a 1.3 of course. So, it's uh packing about 175 horsepower now and doesn't weigh anything, of course. So, it's fun and pretty, too.

**John Rankin:** Yeah, for sure.

**Jamie Buskirk:** Big news in the garage here as I got my twoost lift erected uh less than a week ago. It's uh it made the move.

**Phil Edwards:** Nice.

**John Rankin:** I don't want to hear about your erections.

**Jamie Buskirk:** Yeah. Yeah. It's a mighty uh erection indeed. Yeah. Yeah. No, that's a it's a a relief to have it out of the weather and in in here and bolted to the concrete.

**John Rankin:** Yeah. Yeah.

**Jamie Buskirk:** Yeah.

**John Rankin:** Is it two post?

**Jamie Buskirk:** Yeah. It's a two post. I bought it uh six years ago, I think, and I've just I moved it.

**02:24:00**

**Jamie Buskirk:** So, um, it's a rotary, uh, 7,000 lb capacity.

**Phil Edwards:** Breathe.

**Jamie Buskirk:** It's not a heavy duty lift, but, you know, I just use it for cars.

**John Rankin:** Yeah. Yeah.

**Jamie Buskirk:** I had to put it in the short position.

**John Rankin:** Yeah.

**Jamie Buskirk:** It's 11.4 or 11 feet 4 in total height. Now, the ceiling is just a little bit less than 12. So, I couldn't go full height, which is 118. No, no, just across just the crossbar on the ceil.

**Phil Edwards:** Sorry.

**John Rankin:** Does it have a bar between the two uh stanches on the floor? It's clear.

**Phil Edwards:** What's the question?

**Jamie Buskirk:** Yeah.

**John Rankin:** And it's bolted to the floor.

**Jamie Buskirk:** Yeah. Yeah. I've got five big expansion bolts on each uh on each foot.

**John Rankin:** Yeah. Yeah. Cool. Nice.

**Jamie Buskirk:** Yeah. Yeah. It's a pretty darn nice thing to have in your home garage. That's all I can say. Yeah. You get to be our age and uh Yeah.

**02:24:43**

**John Rankin:** Yeah.

**Jamie Buskirk:** You just get tired of rolling around on a creeper and jacking cars up and letting Yeah.

**John Rankin:** Yeah. No, I get that. I get that. Well, you guys have a good evening. I'm gonna sign off.

**Phil Edwards:** See you guys.

**Jamie Buskirk:** Good to see you in the meeting, Craig. Thanks for Thanks for turning up. Hope to uh see you at the AGM. What else you been up to, Phil?

**Phil Edwards:** Oh, go to work, come home, you know, twink around, do stuff.

**Jamie Buskirk:** Told you what I've been doing. Yeah.

**Phil Edwards:** This week I've been sick, so it hasn't been fun.

**Jamie Buskirk:** All right. Charlie's keeping you busy.

**Phil Edwards:** But been years I've been sick. I hate it.

**Jamie Buskirk:** Oh, okay. Um, so, uh, you've been working with Charlie Mitchell, but, uh,

you've picked up some crud, huh?

**Phil Edwards:** Yep. Yep. Yep. We're going to work anyway. Went to work the last three days.

**02:25:36**

**Jamie Buskirk:** All right. Well, yeah.

**Phil Edwards:** Been dragging.

**Jamie Buskirk:** Well, I hope uh wish you a speedy recovery, whatever whatever kind of bug you got.

**Phil Edwards:** Yeah, I'm getting better every day. So, Oh, we had a track day.

**Jamie Buskirk:** Yeah. Good. Good. Um, when's the next Alpha Club event? Did that already happen? They've got one.

**Phil Edwards:** Whenever that was Wednesday last Oh, no.

**Jamie Buskirk:** Yeah, recently.

**Phil Edwards:** Yeah, it was a driver's school in the second. So we had two morning track in the afternoon.

**Jamie Buskirk:** Yeah, this second. Yeah. Did you get some laps in?

**Phil Edwards:** Oh yeah.

**Jamie Buskirk:** That's good. That's good. Yep. How was the weather? Tolerable, huh?

**Phil Edwards:** Was nice.

**Jamie Buskirk:** Good.

**Phil Edwards:** We've been really lucky. It's amazing.

**Jamie Buskirk:** Yeah.

**Phil Edwards:** Lucky.

**Jamie Buskirk:** Well, I sure saw some beautiful alphas at the uh big board bash. There were some nice alphas coming out of LA and San Diego.

**02:26:32**

**Phil Edwards:** Yeah.

**Jamie Buskirk:** Yeah, there's a kid in a GTA who's just about as fast as Parker McKeen. I think they're kind of button heads when they run into each other. They're about the same.

**Phil Edwards:** Cool.

**Jamie Buskirk:** Yeah. Yeah. He was uh leading the midbore pack.

**Phil Edwards:** Excellent.

**Jamie Buskirk:** Yep. Carrying the flag. Um, yeah. Yeah. What else was interesting? Yeah. A lot of big board cars, so made me excited. Probably wouldn't interest anybody else, but yeah. Have you ever, you know, I was uh chatting with a guy. He was pitted just two cars down from me, and he was borrowing a car. A friend of his was loaning loaning him a uh like a 65B production Corvette for the weekend and he was thinking about getting a license again.

**Phil Edwards:** Fire.

**Jamie Buskirk:** He hadn't been racing in 20 years since he was in the middle of a giant f\*\*\*\*\* wreck at Road America 2005 Brian Redmond Invitational and uh he sent me a link to the video uh on YouTube.

**02:27:38**

**Jamie Buskirk:** It is f\*\*\*\*\* stupendous. I didn't know that kind of thing happened in vintage racing. just a totally f\*\*\*\*\* up start and uh somebody pulled out of line and accelerated just as the lead cars were according coordinating back. You know, they got on the brakes because the guy kind of half showed the green flag and then tucked it away and uh was f\*\*\*\*\* horrendous. Like 20 cars got towed away.

**Phil Edwards:** Yeah, I heard I heard about that actually.

**Jamie Buskirk:** Yeah. Yeah. Yeah, this this guy uh John Kyland was right in the middle of it with a car that uh was restored in sisters by a guy named Bibler. John Bibler. This guy's in lives in Las Vegas, but the car was restored by a guy who called Bergas used a lot. So anyway, local connection on his car, but uh yeah, it got wrecked. Yeah, Bill Carter was in the middle of that and one other uh Northwest Razor Steve Mclofflin or McConnell or something and a blue Camaro. Yeah.

**02:28:52**

**Jamie Buskirk:** Yeah. What a deal.

**Phil Edwards:** Yeah, stuff happens. What do you do?

**Jamie Buskirk:** Yeah. Well, that was the biggest stuff happening I've ever seen at a vintage event. Jesus. Yeah. Well, what uh what else you what else are you up to?

**Phil Edwards:** You know, you know, no. Just getting stuff ready for winter and twink

around while it's still nice out.

**Jamie Buskirk:** Yeah. Yeah. I spent all day outside. Yeah. Yeah. Taking advantage.

**Phil Edwards:** Yeah.

**Jamie Buskirk:** Yeah. Yeah. Yeah. It's uh it's not going to last forever.

**Phil Edwards:** No, no, not surprised as warm as it's been. Not complaining.

**Jamie Buskirk:** Yes, in the 50s here. It's supposed to start raining tomorrow.

**Phil Edwards:** Yeah, sounds like here.

**Jamie Buskirk:** Yeah. Yeah, pretty much. Yeah, we'll probably get just a little bit less statistically.

**Phil Edwards:** 53 tomorrow.

**Jamie Buskirk:** I uh I uh I got my snow blade. I got a bulldozer blade for my tractor.

**02:29:55**

**Jamie Buskirk:** uh you know with a little feet that you can ride above the asphalt with. But uh I got that and fitted it to the tractor and had the necessary hoses and fittings uh made where necessary. So ready to rumble there to snow removal.

**Phil Edwards:** Yeah. What do you get for a tractor?

**Jamie Buskirk:** It is an LS. Have you ever heard of LS?

**Phil Edwards:** Yeah, it's a motor by GM.

**Jamie Buskirk:** This is a Korean tractor like so many others. Uh they actually build uh tractors u uh under contract, you know, for New Holland. All of New Holland's small smaller tractors are LS and they're the same color.

**Phil Edwards:** All right. Yeah.

**Jamie Buskirk:** They're blue. Um so this one's got a 40 horsepower and it's a enclosed. It's got a cab with heat and air conditioning and wind.

**Phil Edwards:** Oh, nice.

**Jamie Buskirk:** Yeah, it's pretty luxurious.

**Phil Edwards:** Wow.

**Jamie Buskirk:** Yeah. So, I've been using it a lot through over the summer, you know, for both moving stuff around and chipping.

**02:30:55**

**Jamie Buskirk:** I've got a PTO driven uh chipper strapped on the back of it or I can strap

it on the back on the three-point. I wore out two sets of blades on the chipper.

**Phil Edwards:** Oh yeah.

**Jamie Buskirk:** So, yeah, it's just two and a half acres, but it was a new build, you know, in the middle of the woods.

**Phil Edwards:** How much property you got?

**Jamie Buskirk:** So, um, most of the property is, uh, you know, unimproved and kind of a mess. So, you I'm just trying to clean up clean everything up, limb the trees, pick up all the dead stuff off the ground, chip it all, and, uh, clear the brush, and, uh, try to come up with some kind of coherent plan for landscaping. So, yeah, early days.

**Phil Edwards:** Yep.

**Jamie Buskirk:** It's looking good, though.

**Phil Edwards:** That's good.

**Jamie Buskirk:** Yeah. Yeah, it is rewarding. You do something and uh makes you smile. That's always nice.

**Phil Edwards:** Yeah, it wasn't bad.

**Jamie Buskirk:** Yeah. Yeah. Well, what was the turnout like at the uh Alpha Club track day?

## 02:32:01

**Phil Edwards:** We had quite a few drivers and we had a whole ton of people for the driver schools.

**Jamie Buskirk:** Good.

**Phil Edwards:** A whole lot of them.

**Jamie Buskirk:** Yeah. Lots of uh teenagers and uh ladies and the usual.

**Phil Edwards:** Yeah. Yeah. only about.

**Jamie Buskirk:** Yeah.

**Phil Edwards:** Yeah.

**Jamie Buskirk:** Yeah. Well, it's a great uh it's a great program that Fred's running. Yeah. Nothing but respect for him and the club for keeping that going.

**Phil Edwards:** Yeah.

**Jamie Buskirk:** Yeah. He didn't seem to enjoy his time in Sovereign much. you know, he had that little orange GTV jab okrit GTV and he uh it was just gorgeous. But uh he didn't seem to hang on to it too long. He went to pros three almost immediately.

**Phil Edwards:** Yep. Yeah, he did.

**Jamie Buskirk:** Yeah. Yeah. Well, I think that car is uh still available. Mark Colbert's got it. I think it's in Florida.

**Phil Edwards:** Oh, you could buy it.

**02:33:00**

**Jamie Buskirk:** Yeah. Last time last time I talked to Mark, he said I could have it for 50 grand.

**Phil Edwards:** Add it to your collection.

**Jamie Buskirk:** I don't know. I uh I tell everybody who asked me that uh the right number of race cars to own is one anything more than one.

**Phil Edwards:** Yep.

**Jamie Buskirk:** You run ragged and broke.

**Phil Edwards:** Yep.

**Jamie Buskirk:** Yeah.

**Phil Edwards:** Yes. I got still got my RX7 for about three years. I ran a V. I ran them both. That was uh entertaining.

**Jamie Buskirk:** Yeah. Yeah. Yeah. Yeah. You know, I like to look at the cars for sale like everybody else, but uh when I start actually thinking about the mechanics of buying one and laying in a spare parts inventory and all the tools, it's like really? Oh boy.

**Phil Edwards:** Yeah.

**Jamie Buskirk:** Guess I'm lazy.

**Phil Edwards:** What's wrong with that?

**Jamie Buskirk:** We're not rich enough to pay somebody else to do it all for me.

**Phil Edwards:** Well, yeah, if you were rich, but

**02:34:06**

**Jamie Buskirk:** Yeah, not rich enough. I uh my car is up in Port Orchard at Preston Russell. Um swapped out the diff, put in a rebuilt diff. He re went through the transmission. Um all new constant velocity and new joints. uh wheel bearings and uh yeah, a fresh alignment and few other odds and ends. Cleaning up the interior a little bit. So, it's Yeah, it's been two years since went through the back of the car, so it's time.

**Phil Edwards:** Good. You're almost ready to go.

**Jamie Buskirk:** Yeah, it's a Corvette. That stuff wears out fast.

**Phil Edwards:** Yeah. Unfortunately, and bring your checkbook.

**Jamie Buskirk:** Yeah. Yeah. So, I expect to get the call soon that I need to come get my

car. But, yeah. Yeah, he's pretty smart. He has he does online billing uh periodically, you know, during the course. So, there's usually I don't owe him much by the time it's time to pick up the car.

**Phil Edwards:** Oh, doesn't seem to hurt that bad at that point, huh?

**02:35:13**

**Jamie Buskirk:** Well, yeah. Death by a thousand cuts, right? Yeah, it's a good cause. He's a got three kids and another one on the way. He's a f\*\*\*\*\* maniac.

**Phil Edwards:** Yeah. Well, there you go.

**Jamie Buskirk:** Yeah. Yeah. He's uh he's ambitious, but he's he's not he's his race racing uh car business has dropped way off. He's he's uh looking for other income streams at this point.

**Phil Edwards:** What kind of heat you running?

**Jamie Buskirk:** uh heat.

**Phil Edwards:** Your garage is heated.

**Jamie Buskirk:** Oh, um you know, the uh air handler is in the garage, you know, for the uh I've got an air pump outside and the air handler is in the garage and the uh guy who built the house put a uh it's not supposed to, but he put a uh a louver right at the base of the air handler. So, it just it just uh has a stream of either cooled or heated air coming out into the into the garage, whatever the system's running. So, it's generally 10 degrees colder than the house and it's not bad.

**02:36:23**

**Phil Edwards:** Yeah, there you go.

**Jamie Buskirk:** Yeah, it's fine. It's h cool enough in the summer and warm enough in the winter.

**Phil Edwards:** Yeah. I wish mine was heated, but it's not.

**Jamie Buskirk:** Yeah. Yeah. And that was actually kind of clever, you know, to to just tie it into the the whole house system. We had a the building inspector did a my inspection, you know, so you got to close that up. That's, you know, that's code doesn't allow any any uh way for carbon monoxide to enter the house from the garage. You know, you need to close that loop. I said, I'll do that. I'll get right on that. Yeah. I don't think so. It works.

**Phil Edwards:** Yeah, because it might not be a bad idea to have a closable one, but long as you Oh, yeah.

**Jamie Buskirk:** Yeah, it is. It is. It's got the little It's got the little slider on it. You know, you can close it.

**02:37:16**

**Phil Edwards:** There you go.

**Jamie Buskirk:** Yeah. Yeah. If you happen to think about the fact you left your car idling in a closed garage, if go back out and close that lure or you might shut the car off and open the garage doors.

**Phil Edwards:** That'd be a concept.

**Jamie Buskirk:** Yeah. or just remember to turn your car off. I don't know. I don't know. It's one of those what ifs that's so so far out there. So, yeah, that's not going to happen.

**Phil Edwards:** Yes, that's good.

**Jamie Buskirk:** Well, well, what you going to do with the rest of your evening?

**Phil Edwards:** Just hang out. Probably actually be reading for about an hour, then I'm going to go to bed.

**Jamie Buskirk:** Yeah. Yeah. Yeah. I didn't sleep at all on my trip to Southern California. We stayed in Mojave uh at a Best Best Western which happened to be right across Highway 14 from a railroad track and the trains ran all night.

**Phil Edwards:** That's your question.

**02:38:16**

**Jamie Buskirk:** Well, three nights in there and I I was up at 1:00 a.m. every f\*\*\*\*\* morning. Yeah, I was I was wiped when I got home. I can barely see straight or walk. But my buddy uh had a pretty good uh inaugural race, oddly enough. Um he did two uh Friday day uh test and tune sessions. Then he came in, he said it was missing. And then so pull checked all the plug wires, you know, and everything was tight. And I pulled the distributor cap off and the the f\*\*\*\*\* distributor lost one screw and it just wiped out the inside of the cap and bent the conttor, you know, the rotor the rotor.

**Phil Edwards:** Oh yeah.

**Jamie Buskirk:** Yeah, it was the rotor and cap were were mashed, hashed. I started looking at uh the advanced mechanism, you know, and the plates were all kind of

peened and wavy and look like they could possibly ride up on each other and get jammed. It was f\*\*\*\*\* weird. Um anyway, we came up with another cap and rotor and threw it together and he went out and it uh it stopped running completely.

**02:39:24**

**Jamie Buskirk:** Had to get it towed in and he popped the hood open and saw something I've never seen. Uh the radiator the excuse me, the distributor cap would split and the rotor came out of it.

**Phil Edwards:** Yeah.

**Jamie Buskirk:** The rotor was sitting on the firewall and the cap was, you know, you could see the crack, but it was closed up again. So, it opened up enough to pop give birth to the rotor and then it closed up tight again. f\*\*\*\*\* hilarious.

**Phil Edwards:** I had an 850 Fiat. The rotors held on with two screws and I was revving it up about taking it off and hit about 7500 which wasn't abnormal in that car and it just went boom and quit and I'm going wow it done

**Jamie Buskirk:** Now,

**Phil Edwards:** blowed up and opened the hood up and one of the the screws came out and and uh roer went through the cap and easily Haven't shut it off.

**Jamie Buskirk:** Y yeah.

**Phil Edwards:** What a concept.

**Jamie Buskirk:** Well, it shut itself off if you weren't up to the task.

**02:40:32**

**Jamie Buskirk:** It uh Yeah. So the we started playing with a car and we uh brought it around to TDC um number one cylinder and the rotor was not pointing the right way. So at that point it's like you need a distributor but we pulled it out and the gear was partially stripped.

**Phil Edwards:** Oh boy.

**Jamie Buskirk:** Yeah. I personally think the top end uh got all out of balance and uh first and uh and uh maybe the gear was wearing faster than it should have anyway when things really s\*\*\* the head up top when it split the cap it also stripped the gear at the same time in the sump.

**Phil Edwards:** Oh, where where' the gear? Where' the broken gear go?

**Jamie Buskirk:** Yeah, it's bronze.

**Phil Edwards:** Change it. Comes out.

**Jamie Buskirk:** It won't hurt anything. uh couldn't find a new uh MSD Pro Billet distributor anywhere in Southern California for sale. Uh nobody had one in stock. Um so uh another competitor brought his over because he just dropped a valve and he was done for the weekend and uh put it in and uh Brett got uh three races in. So, it's kind of a maritable.

**02:41:56**

**Jamie Buskirk:** Anyway, it was fun seeing a different club in operation and uh yeah, enjoyed the weather, enjoyed the uh surroundings.

**Phil Edwards:** Oh yeah.

**Jamie Buskirk:** It is high desert. That's a pretty cool place to have a racetrack.

**Phil Edwards:** It seems like it' be hot in the summertime.

**Jamie Buskirk:** Yeah. Yeah, it no doubt is. Yeah, it is. It's it's it's got some elevation. I think it gets windier and f\*\*\* in the summer, so I don't know. Maybe maybe cools down a little.

**Phil Edwards:** Yeah, it wouldn't be so bad, I guess. But system.

**Jamie Buskirk:** Yeah. Well, it uh it was nice to be It's, you know, it's Willow Springs has been in the background for, you know, so much racing uh so much racing over the years. It's nice to be there.

**Phil Edwards:** Yeah.

**Jamie Buskirk:** Yeah. The uh track changed hands recently. It's been purchased by a private equity group and uh Singer Automotive is the lead partner. You know, they make the Porsches.

**Phil Edwards:** Is it? Yeah.

**Jamie Buskirk:** And I would guess they're they've got an 18month renovation shutdown on the schedule. And I would guess when they open it, it's going to be a members uh you know, country club thing.

**Phil Edwards:** Oh yeah.

**Jamie Buskirk:** Yep. I would guess. At any rate, it's going to be very expensive for clubs to rent it. So, yeah.

**Phil Edwards:** Yep. That's how it works.

**Jamie Buskirk:** Yep. I wonder if there's a limit to how many goddamn country club tracks that just open track guys uh you know use uh how many how many there can be you know and remain viable. There's one in Phoenix and there's one in Parump and

there's one at Thermal. That's three down there.

**Phil Edwards:** Yeah. Yeah.

**Jamie Buskirk:** Yeah. Yeah. The public is not welcome at Apex, Thermal, or Spring Mountain. Yeah.

**Transcription ended after 02:44:35**

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