



Notes

Jan 14, 2026

SOVREN January Board Meeting Jan 14, 2026 at 6:00PM

Meeting records  Transcript

Attendance:

Craig Larsen, Jamie Buskirk, Shelby Clark, Bobby Kalben, Linda Grass, Corky Russel, Sherri Masterson, Loren Campbell, Phil, Jeff Kerney, John Allen, David Boyd, Martin Rudrow, Mike Lawler, Charly Mitchel, Brad Shinn, Michael Nau, John Rankin, Rich Newman, Tom Masterson, Mary Z, Michael Evans

Summary

Craig Larsen called the meeting to order, and the December meeting minutes were approved after Mike Lawler's motion and Jamie Buskirk second.

Participants, including Sherri Masterson, discussed event preparation, transponders, and conducted a quorum check.

The board approved confirming Corky Russell, Mike Lawler, and Tom Mastersonson as the race chairs for the 2026 season and approved up to \$2,000 for Loren Campbell to attend the 2026 VMC meeting, following motions by Mike Lawler, Rich Newman, and others.

The board voted to implement a 20-point bonus for all participants who sign up for the Fall Finale and to continue double points for Mission (BC Historics), Spokane, and the Maryhill Loops hill climb, as motioned by Rich Newman and seconded by John Rankin, to incentivize race attendance,

following discussion among Linda Grass, John Rankin, John Allen, Rich Newman, Sherri Masterson, and Jamie Buskirk.

Brad Shinn presented a detailed review of the Competition Committee/Race Day Management, outlining new rules, a four-level penalty framework, and an organizational structure aimed at improving rule enforcement and safety, which was discussed further with Michael Evans and Loren.

Rich Newman delivered a financial update, noting a 2025 profit of about \$300 and total race costs exceeding race fee income by about \$20,000, prompting discussions with Linda Grass, Sherri Masterson, and Craig Larsen on financial sustainability and operational costs.

Craig Larsen acknowledged the passing of Doug Kirk, leading to suggestions from Linda Grass, John Allen, John Rankin, Jamie Buskirk, Sherri Masterson, Lauren Campbell, Martin Rudow, Mike Lawler, and Brad Shinn for honoring his memory.

Mike Lawler reported new SOVREN chiefs, shirts for them, and the use of the chicane at the Columbia River Classic.

David Boyd confirmed IRDC's new emergency truck purchase and coordination with Corky Russell and Phil Edwards, while Charly Mitchel suggested logistical improvements including coordinating Bugatti tech duties with Mike Velure and a Bugatti tech inspector for the CRC and seeking a small cargo trailer to store race day supplies.

Details

- **Meeting Called to Order and Minutes Approval** Craig Larsen called the meeting to order at six o'clock, with Secretary Shelby Clark formally doing so. Shelby Clark

asked for any further changes to the minutes, having sent out a second version ([00:01:37](#)). Mike Lawler moved to accept the minutes, and Jamie Buskirk seconded the motion; the motion passed without opposition ([00:02:22](#)).

- **Membership and Quorum Check** Craig Larsen conducted a quorum check and noted that one member, John Allen, had not renewed their membership, which Sherri Masterson publicly identified ([00:02:22](#)). Craig Larsen then confirmed that the board was good to proceed ([00:03:10](#)).
- **Confirmation of Race Chairs** Craig Larsen introduced the first action item: confirming Corky Russell, Mike Lawler, and Tom Masterson as the race chairs for the 2026 season. Craig Larsen waited to bring this forward until Brad Shinn's review of the Competition Committee (Comp Committee) organization confirmed no significant changes in that category ([00:03:10](#)). Mike Lawler made the motion to approve, which Jamie Buskirk seconded; the motion passed without opposition ([00:03:59](#)).
- **Vintage Motorsport Council (VMC) Travel Approval** Craig Larsen proposed approving up to \$2,000 to send Loren Campbell to the 2026 VMC meeting in Ontario, California. Loren Campbell was interested in attending, and the VMC was interested in hearing about the YODA program. Rich Newman made a motion, and Mike Lawler seconded it, which then passed ([00:04:42](#)).
- **Double Points Events Discussion** Linda Grass brought up the annual decision on which events will be double points events for the 2026 season ([00:05:41](#)). Last year, the double points events were Spokane, the Maryhill loops hill climb, and Mission. Craig Larsen proposed keeping Spokane, Mission, and the hill climb as double points events to support attendance, particularly for Mission which is struggling with race numbers. Linda Grass noted that they would not have the SVRA Portland event this year ([00:06:46](#)).
- **Double Points Events Discussion Continued; Incentivizing Race Attendance** Linda Grass raised a concern about having only one sanctioned event as double points and two non-sanctioned events as double points ([00:06:46](#)). John Rankin suggested making the Spring Sprints a double points event earlier in the season to incentivize participants to gain points early ([00:07:48](#)). John Allen suggested considering points for partners like IRDC at the Ridge, but Craig Larsen deemed it a separate conversation ([00:08:44](#)). Rich Newman reinforced the need to find incentives beyond points to drive attendance at the beginning and end of the season, specifically mentioning the Fall Finale and Spring Sprints ([00:09:52](#)).

- **Double Points Events Discussion Continued; Group Points Opportunities and Driver Feedback** John Rankin inquired about ensuring an equal number of points opportunities for each group, noting that group-specific championships like the Emerald Cup do not affect the main club points ([00:10:59](#)). Sherri Masterson suggested consulting people who care about points, such as younger drivers and YODA's, before making a final decision ([00:11:55](#)). Jamie Buskirk supported the Hill Climb and BC events for double points and suggested adding one of the "shoulder races," Spring Sprints or Fall Finale, to the double points structure ([00:12:54](#)).
- **Double Points Events Discussion Continued; Alternative Incentive Strategies and Fall Finale Decision** John Allen suggested incentivizing with a larger point bonus for simply showing up, such as five points for entry or picking up tech sheets, instead of doubling all points ([00:14:06](#)). Rich Newman proposed adding double points to the Fall Finale, suggesting it would be a strategic play to see what happens, and Loren Campbell agreed. Sherri Masterson proposed a bonus of 20 points for showing up to one of the other events to drive registrations ([00:15:10](#)) ([00:16:50](#)). Rich Newman motioned to implement a 20-point bonus for all who sign up and pay for the Fall Finale and to continue double points for Mission (BC Historics), Spokane, and the Maryhill Loops hill climb ([00:21:42](#)). John Rankin seconded the motion, and it passed unanimously ([00:23:10](#)).
- **Acknowledgment of Doug Kirk's Passing** Craig Larsen acknowledged the passing of Doug Kirk and shared a powerful comment from Mark Eaton describing Kirk as the quintessential vintage racer who drove their beautiful race car to and from the track ([00:23:56](#)). Craig Larsen noted Kirk's endless contributions to posters and printed materials and their reputation as a "super clean racer" ([00:25:07](#)).
- **Ideas for Honoring Doug Kirk's Memory** Linda Grass suggested acknowledging members who are no longer with the club at the Annual General Meeting (AGM), possibly with pictures of their cars ([00:25:07](#)). John Allen proposed writing an article in the *Vintage Drift* honoring Kirk ([00:26:24](#)). John Rankin echoed the importance of using images of the car alongside the portrait for recognition ([00:27:21](#)). Jamie Buskirk indicated that the club was Doug Kirk's life and shared plans to set up a display at the Historic event with photographs and video to remember him ([00:28:18](#)).
- **Further Tributes and Legacy** Sherri Masterson highlighted Doug Kirk's dedication, particularly them showing up at the car show when few others did ([00:28:18](#)).

Loren Campbell offered to include words and a photo in the newsletter, and Martin Rudow confirmed they had written several hundred words about Doug Kirk for the next *Vintage Drift* ([00:30:22](#)). Mike Lawler suggested dedicating one of the races in memory of Doug Kirk, which Brad Shinn supported, suggesting something similar to the CSRG's David Love Classic ([00:33:19](#)). Craig Larsen advised taking time to consider what would be the most appropriate way to honor him ([00:35:29](#)).

- **Review of Competition Committee Day Organization** Craig Larsen initiated a review of the race day structure, including the roles of the Comp Committee and Race Director, following incidents at the last CRC ([00:35:29](#)). Brad Shinn presented an update on the work, which aimed to improve organization and rule enforcement ([00:36:45](#)). The objectives included establishing clear, understandable, and enforceable rules, commonality with other organizations, and encouraging a culture of responsibility and cooperation ([00:39:12](#)).
- **Development of New Rules and Framework** Brad Shinn explained that they used Artificial Intelligence (AI) to create model racing rules and organization structures based on several other clubs (SVRA, CSRG, VSCDA, and RMVR) ([00:41:56](#)). The Comp Committee reviewed and revised the initial drafts, and the next steps involve polishing the draft and seeking a broader review ([00:43:10](#)). Brad Shinn outlined a proposed organizational structure that includes a Race Director, a new non-current role, and a Race Steward supported by a Steward Peer Committee for higher-level infractions ([00:45:33](#)).
- **RACI Chart and Roles in Enforcement** Brad Shinn introduced a RACI chart (Responsible, Accountable, Consulted, Informed) to clarify responsibilities across the Board of Directors, Comp Committee, Chief Steward, Chief of Tech, and others regarding tasks like setting policies, determining penalties, and conducting investigations ([00:46:58](#)). They clarified that Race Chairs would be consulted, mainly for determining facts of infractions, and their role is not intended to be burdened with significant new responsibilities ([00:48:09](#)).
- **Core Principles and Rule Summary** The new rules focus on the "Vintage Spirit," with the foundation principles being the preservation of historic vehicles and driver safety ([00:49:26](#)). The spirit encourages courtesy and respect while discouraging aggressive behavior. Rules emphasize individual responsibility and prohibit careless, intentional, or retaliatory contact, stemming from lessons learned from a past fatality ([00:50:21](#)). The rules also cover responsibilities for

both overtaking and overtaken drivers to maintain situational awareness ([00:52:39](#)).

- **Penalty Framework and Infractions** Brad Shinn detailed a four-level penalty framework, moving from "misdemeanors" (Level 1 and 2) to more serious infractions ("felonies") requiring peer review (Level 3 and 4). Level 1 and 2 infractions, such as missing a flag, can result in immediate pain, like sitting out a session, while Level 3 and 4 offenses would lead to a hearing scheduled within seven days. The framework aims to ensure safety and maintain the event flow on race day while allowing for a more thorough investigation and review process post-race for severe penalties ([00:53:58](#)) ([00:57:33](#)).
- **RACE Rules and Review Process** Brad Shinn provided an update on the racing rules, noting that after internal review, the rules will be reviewed with the racers who will have to live with them, before bringing them back to the board for discussion and decision ([00:58:47](#)). Loren suggested including a "catchall" rule, acknowledging that no definition is complete, but asserting that participants agree to the process's results to prevent loophole arguments ([00:59:50](#)). Craig Larsen thanked Brad Shinn for their thorough approach to this work, noting it was more extensive than initially anticipated ([01:01:02](#)).
- **Discussion on Flag Usage and Definitions** Michael Evans raised a concern about Level 1 penalties regarding ignoring advisory flags, particularly near an incident where emergency crews might be endangered, suggesting a sliding scale approach ([01:01:02](#)). Brad Shinn clarified that the rules do not permit ignoring a flag, and mentioned that they and the committee intend to discuss flags and their meanings with the board to achieve consistency across clubs. Brad Shinn indicated they would seek Michael Evans' advice on the introduced terms "advisory" and "compulsory" flags ([01:01:59](#)).
- **Financial Update and 2025 Performance** Rich Newman presented a brief finance update, noting that Bill Simer had reconciled the bank statements through 12/31 of last year ([01:03:23](#)). Rich Newman reported that the club made about \$300 in 2025, but after accounting for a \$1,700 charge that should have been in 2024, the actual profit was around \$2,000 ([01:04:42](#)). This compares to about \$12,000 in 2024, showing an \$8,000 difference year-over-year that the finance team will analyze further ([01:05:43](#)).
- **Race Revenue and Expense Analysis** Rich Newman highlighted key income figures for 2025, including a total income of \$326,000, with car club revenue at

about \$10,000, and spectator gate revenue nearing \$40,000 ([01:05:43](#)). Race entry fees accounted for \$268,000 in income, while total race expenses were \$288,000, resulting in race costs exceeding race fee income by about \$20,000 ([01:06:47](#)). Rich Newman suggested that covering this \$20,000 through increased driver count, raising fees, or successful events should be a goal. The total gross profit for the year was about \$37,500, with the Historics race generating \$55,000 and the rest of the races showing an \$18,000 loss ([01:07:46](#)).

- **Financial Sustainability and Operational Costs** Linda Grass raised a question about how the club will cover expected increases in track, ambulance, and tow truck costs without raising racing expenditures. Rich Newman indicated that a year-over-year comparison would help define issues and levers for change, mentioning they invested more in advertising and took on the Northwest Historics last year ([01:09:39](#)). Sherri Masterson reported that insurance costs will be less this year due to changes in how they are managed, and costs for track parade laps are included this year, saving \$350 per day ([01:10:45](#)). Craig Larsen emphasized the need for more partners and sponsors to achieve sustainable increases in revenue beyond the expected boost from special events like the Bugatti racers at the Columbia River Classic ([01:11:37](#)).
- **Annual General Meeting (AGM) Reflections and Attendance** Attendees shared positive feedback on the AGM, with Jamie Buskirk thanking Sherri and others for organizing a great evening ([01:12:40](#)). David Boyd thought the event was excellent, noting the main floor location and Steve Selen's curatorial work ([01:14:15](#)). Rich Newman suggested that future AGMs should consider honoring retiring drivers and volunteers to increase attendance ([01:15:23](#)). Sherri Masterson reported that AGM attendance was comparable to last year, around 120-121 attendees, and that the club currently has 101 members, including new lifetime member Loren Campbell ([01:17:19](#)).
- **Organizational Updates and Approvals** Mike Lawler announced that they have new chiefs for SOVREN, including two flag chiefs and a race chair, and are still looking for a media chief and course marshal chief. They made a motion to approve up to \$400 for new chiefs' shirts, which was considered a normal annual expense and did not require a formal motion ([01:19:19](#)). Mike Lawler also confirmed that the Columbia River Classic (CRC) could accommodate running both course types, chicane included and not, and coordinated with emergency trucks ([01:20:16](#)).

- **Equipment and Logistics Coordination** David Boyd shared that IRDC has approved the purchase of a newer emergency truck and offered to coordinate with Corky Russell and Phil Edwards on managing the course marshalling equipment and logistics, specifically regarding getting the trailer to the track ([01:20:16](#)). Charly Mitchel confirmed they would partner with Mike Velure and a Bugatti tech inspector for the Bugatti tech duties at the CRC ([01:22:38](#)). Charly Mitchel suggested creating a "Parc Fermé condition" area for Bugattis after they come off the track so spectators can view all the race cars together ([01:23:40](#)).
- **Additional Logistical Suggestions and Needs** Charly Mitchel suggested the ABFM use the standard Jag Club Slalom course, which is consistently used across the country ([01:25:31](#)). Charly Mitchel commented that the tent does not look bad when set up and likely does not need replacement this year. They are also seeking a small cargo trailer (4x6) for under \$1,000 to store tech and driver services gear, including possibly the PA system, and plan to coordinate with Tom, Mike Lawler, and Corky Russell to consolidate SOVREN race day gear ([01:26:38](#)).

Suggested next steps

- Craig Larsen and Loren will talk offline to discuss how the Vintage Motorsport Council meetings go and how to get a Yoda presentation on the agenda with Jim Johnson.
- Jamie Buskirk and Craig Larsen will put their heads together to get something for Loren to put in the bulletin regarding Doug Kirk's passing.
- Rich Newman will prepare a year-over-year comparison for the profit and loss statement for the next meeting to understand the puts and takes, focusing on racing from a revenue and cost perspective.
- Brad Shinn will bring the rule definition and consequences back to the board for discussion and decision after a broader review.

You should review Gemini's notes to make sure they're accurate. [Get tips and learn how Gemini takes notes](#)

Please provide feedback about using Gemini to take notes in a [short survey](#).



Transcript

Jan 14, 2026

Meeting Jan 14, 2026 at 17:16 PST - Transcript

00:00:00

Sherri Masterson: and then COVID hit.

Craig Larsen: I will deliver them to the uh local senior center thrift

Mike Lawler: It's Yeah,

Craig Larsen: shop.

Mike Lawler: it's all precoid stuff.

Sherri Masterson: Yep.

Craig Larsen: Yeah, I'll get rid of them.

Mike Lawler: Yeah. Thank you.

Corky Russell: If any if anybody's curious,

Craig Larsen: Yeah.

Corky Russell: Walt picked up his trophy

Craig Larsen: Oh, good.

Corky Russell: yesterday.

Sherri Masterson: Cool.

J Allen: Hey,

Craig Larsen: Excellent.

J Allen: don't we need car covers for the Bugattis? Those black things would work

Martin Rudow: All

J Allen: great.

Craig Larsen: As long as the Bugattis are round and and six feet

J Allen: That's about right.

Sherri Masterson: Yeah.

Craig Larsen: long.

J Allen: Cover part of it.

Corky Russell: There's one that is

Sherri Masterson: Well, they you know, use two of them. It should cover it that way, right?

Craig Larsen: I've got a cover picture of uh I don't know if people can see this,

Linda Grass: Cool.

Craig Larsen: but uh this is the cover of the the draft cover of the

Corky Russell: Yeah.

Craig Larsen: brochure for the event.

00:00:50

Corky Russell: Yeah. A bunch of 13s lining up

Mike Lawler: And and they're all on meth

Craig Larsen: There's another.

Mike Lawler: methanol.

Corky Russell: there.

Craig Larsen: Yeah.

Sherri Masterson: Nice.

Craig Larsen: Yeah.

Corky Russell: That's cuz you can't get leted gas anymore.

Linda Grass: I just hope they all have transponders.

Martin Rudow: right.

Corky Russell: No.

Sherri Masterson: They've already set that up to rent them.

Craig Larsen: They're going to rent a bunch of them are going to rent them. I think

Sherri Masterson: Yeah,

Linda Grass: I just hope we have

J Allen: They can have their own spotters and and figure out their own

Mike Lawler: It's not good.

Sherri Masterson: that's what I probably told them. There's only so

Linda Grass: enough.

Craig Larsen: well we told them we told them how many we had or sort of like about twothirds of what we had.

Sherri Masterson: many.

J Allen: stuff.

Craig Larsen: So uh you know we'll see they'll can't fix everything

Sherri Masterson: Just got to stress that everybody remembers to bring their own and have it

Craig Larsen: right.

Sherri Masterson: charged.

00:01:37

Craig Larsen: Well hell I'd give mine up. I don't care, you

Corky Russell: You asked too much.

Craig Larsen: know.

Sherri Masterson: No, you don't. Because timing cares. There's too many cars out there. You don't have one on there.

Craig Larsen: All right, folks.

Sherri Masterson: We don't we don't have people like Owen Huntington

Craig Larsen: It's the wishing hour. Oh, sorry, Sher. I didn't mean to cut you off, but it's six o'clock.

Sherri Masterson: anymore.

Craig Larsen: Shelby, welcome. Are you going to call us to

Linda Grass: Everybody, everybody mute.

Secretary SOVREN: Oh,

Craig Larsen: order?

Secretary SOVREN: sure. Yeah. I just say calling the meeting to order.

Craig Larsen: That's it. That's it.

Secretary SOVREN: Great.

Craig Larsen: And you see I changed usually uh Jamie would ask if there were any uh any uh changes to

Secretary SOVREN: Perfect.

Craig Larsen: the amendments and could they be approved.

Secretary SOVREN: Right. So,

Craig Larsen: So can you do that?

Secretary SOVREN: yeah, I Yeah. Are there any further changes to the minutes?

00:02:22

Secretary SOVREN: Hopefully, everybody got my last minute second version there that went out.

Mike Lawler: And I will make a motion.

J Allen: I think a lot of us couldn't open

Craig Larsen: Great.

Mike Lawler: And I'll make a motion that we accept.

J Allen: it.

Craig Larsen: Do we have a second?

SOVREN Historics: I will second that motion.

Craig Larsen: All in favor?

SOVREN Historics: Michael

J Allen: And are we recording?

Craig Larsen: I opposed. Nobody opposed. Great. Um I I'm assuming we have a a quorum here. Um one, two, three,

Sherri Masterson: One member is not uh has not renewed their

Craig Larsen: four.

Sherri Masterson: membership.

J Allen: I bet that would be

Craig Larsen: Let's let's let's publicly shame them.

Sherri Masterson: That would be you.

Craig Larsen: Sherry,

Mike Lawler: Wait.

Craig Larsen: who is it?

Sherri Masterson: It's John.

Craig Larsen: John.

Sherri Masterson: John Allen.

John Rankin: Yes.

Craig Larsen: Yeah.

John Rankin: Yes.

Craig Larsen: Yeah. John Allen.

John Rankin: John Allen.

Craig Larsen: That's right. Let's keep this straight.

Sherri Masterson: John Rankin. I got yours in the mail

00:03:10

John Rankin: Well,

Craig Larsen: Yeah,

John Rankin: thank you.

Craig Larsen: that's right. Ranking's on top of the stuff.

John Rankin: Appreciate I'm only on top of it because Sherry's on top of

Craig Larsen: So,

Sherri Masterson: today.

Craig Larsen: yeah,

Mike Lawler: Yeah.

Craig Larsen: I think we're good. I think we're good here. Um, all right. So,

Corky Russell: Call security.

Craig Larsen: uh,

Corky Russell: Get him out of here.

Craig Larsen: so let's, uh,

John Rankin: it.

Craig Larsen: let's, uh, get going here. Um, we have, uh, three action items.

Sherri Masterson: I might

Craig Larsen: Uh the first is confir confirmation of Corki uh Mike Lawler and Tom Mastersonson as our race chairs for the new year. I was holding off on bringing this to the board until uh Brad got far enough along in his review of comp committee day organization and I didn't want us to get ahead of ourselves but uh he's far enough along to know we don't have any significant changes of any kind in that category. So, uh, we're ready to, uh, appoint our three race chairs, thank goodness, for the 2026 season.

00:03:59

Craig Larsen: Do I have a motion?

Mike Lawler: I will make the

Craig Larsen: Uh, any, uh, I got a second.

Mike Lawler: motion.

SOVREN Historics: I'll second that

Craig Larsen: Thank you, Jamie. Uh, any conversation about this? Any discussion?

SOVREN Historics: motion.

Sherri Masterson: Just one one note for for Shelby.

Craig Larsen: Sherry.

John Rankin: All

Sherri Masterson: Tom is here. He's just in the background and he's a voting member.

So when you do your

Mike Lawler: All

Secretary SOVREN: Okay, great. Thank you.

Craig Larsen: Yep. All right.

Sherri Masterson: attendance

Craig Larsen: So, all in favor?

SOVREN Historics: All

Craig Larsen: I oppose.

Mike Lawler: right.

John Rankin: right.

Brad Shinn: Bye.

Craig Larsen: No opposition. All right. You you you three are in harness. Thank you all.
Thank you,

SOVREN Historics: right.

Craig Larsen: Tom, Mike, and and Corki. Appreciate it.

Corky Russell: What have I gotten myself

Craig Larsen: Yeah, it's too late,

Corky Russell: into?

Craig Larsen: buddy.

Mike Lawler: You're going to find out starting tomorrow morning.

00:04:42

Craig Larsen: You were supposed to think of that before.

Corky Russell: I

Mike Lawler: You're gonna find out tomorrow

Corky Russell: know.

Craig Larsen: Remember that part where you raised your hand,

Mike Lawler: morning.

Corky Russell: Yeah.

Craig Larsen: Corki?

Corky Russell: Yeah. Yeah. Yeah.

Craig Larsen: All right. Um I also uh I'm not going to go to the VMC the Vintage Motorsport Council meeting and I a number of people had expressed a little bit interest. I pulled them and uh it uh Lauren is interested and I think the VMC is interested in the uh Yoda program and wants to hear about it uh from one of the instigators. Um and so I'd like to uh I'm proposing that we like we did with Sherry last year, we approve up to \$2,000 to send Lauren Campbell to the 2026 Vintage Motorsport Council in Ontario, California. Uh motion.

Rich Newman: I'll make a motion. I'll make a

Craig Larsen: Okay.

Mike Lawler: I I will.

Craig Larsen: Do I have a second?

Corky Russell: I I can do that now.

Mike Lawler: I'll second.

00:05:41

Rich Newman: motion.

Craig Larsen: All in favor? I opposed.

Corky Russell: I

Craig Larsen: No. Lauren.

Mike Lawler: I

John Rankin: What?

Craig Larsen: Uh I'll be happy to talk you through how those meetings go, how the Saturday part goes. and uh they want uh they have an opportunity for like a five minute report from each organization about what our year's like but I also think we should get a Yoda presentation on the agenda and Jim Johnson is the guy to we'll work through but you and I can talk offline about that. Um thank you.

Sherri Masterson: Lauren help you too.

Craig Larsen: Yeah, thank you. Thanks Lauren for being willing to go. It's a lot of fun. Um it just didn't fit with my schedule. Um, Linda Grass brought up uh we uh this time of year um we make a decision about what are going to be double points events in 2026 so she can get organized around that get her thinking around that. Um last year we did uh Spokane and Mission Sherry am I right or Linda am I right?

00:06:46

Linda Grass: We did Spokane uh hill climb and

Corky Russell: mission.

Craig Larsen: Oh, we did the hill climb, too. That's right. That's right.

Linda Grass: mission.

Craig Larsen: Um, uh, I I think that's a fine combination. I I would like to keep Spokane on the list just to get people heading over there. Um, Mission historically, we've supported Mission. They're really struggling up there with race numbers. Um, I don't uh those of us who were there last year, I think they were it was like 47 cars or something or 49 cars and they really they had to add a whole bunch of legend cars and stuff to get to that number. So, anything we can do to help them I think is good and similarly with the hill climb. So,

Linda Grass: And remember this And remember this year we don't have the SV Portland

Craig Larsen: uh that's

Linda Grass: event that that's going away.

Craig Larsen: right. That's right.

Linda Grass: I just have a little bit of an issue having only one of our sanctioned events being double points and then doing two non ones as double points.

00:07:48

Linda Grass: But that's just my opinion.

Craig Larsen: Well, you know, and we talked about that last year, Linda, and um I think there was a interest in not diluting the whole double point thing any further um by having more than one race uh on our end.

Linda Grass: I agree.

Craig Larsen: Otherwise,

Linda Grass: I agree that.

Craig Larsen: what's the point? Everybody's double points, you know. So um well so if that's uh acceptable to the uh

Linda Grass: Yep.

Craig Larsen: board um mission um oh uh John go ahead John

Martin Rudow: Thank you.

John Rankin: Yeah, I'm kind of I'm kind of um I I understand what you're saying about the

Craig Larsen: Ranken

John Rankin: double points, but I'm I'm sort of like um thinking that a different way to look at it might be trying to pump up the numbers of, you know, things like uh the spring sprints. you know, and get those numbers early. I can see where double points later is an incentive to people that already have plenty of enough points that they think they're in the contention.

00:08:44

John Rankin: But I think if you make double points earlier, that might make people uh figure, hey, I can get some some points piled up here now and see how I do. I I don't know. I don't have an opinion on it one way or the other. just a kind of a philosophical idea about, you know, if those people that care about points um might make a

difference.

Craig Larsen: Um the uh yeah the uh the points advantage of the spring sprints is you can work the novice weekend and uh pick up actually quite a few points doing that. So, um um any other proposals? The I guess I put on the table Spokane, the historic uh mission and the hill climb. Uh uh John, go ahead. John Allen.

J Allen: Not specifically the uh double points, but have we considered and maybe it's a different conversation considering points with something like IRDC like the Ridge or something? Um it was a good crossover last year at least with the Formula Ford group and it would be nice to get a couple extra points for that if possible.

00:09:52

Craig Larsen: There's a I think you're right, John. I think as far as it it being uh interesting, but also a separate conversation. Um it uh um yeah, the part the whole partnering thing is uh um is kind of a unique challenge. Um but uh let's shove that for now. Uh Rich Newman, go

Rich Newman: Um I just wanted to reinforce what John was where John Ranken was headed.

Craig Larsen: ahead.

Rich Newman: Um, I think to visit and it doesn't need to happen tonight, but to we need to approve it tonight, but to visit what the incentives are going to be, whether it's points or something else to drive the ends of the season, whether it's fall finale and spring sprints, you're going to see the numbers again, but you know, it'd be great if we or Spokane if it would be great if we could figure out ways to incent people to want to go to those races that may not attend. So I think fundamentally I don't I understand the the BC piece as well, right? Those are our colleagues up there in Canada and we want to do everything we can to incent that.

00:10:59

Rich Newman: Candidly, I don't know that points matter. I I I don't you know, and that's philosophical to his point, but I do think we need to try to focus on finding ways to incent people to put their cars out and drive those uh those other events.

Craig Larsen: Thanks, Rich. Uh, John Ranken

John Rankin: Um,

Craig Larsen: again.

John Rankin: turn my camera on. There we go. Um yeah, you know, I and I don't I don't know this um but I I guess one of the questions I have

Corky Russell: f***.

John Rankin: is how we um make sure that there's an equal number of points opportunities for each group. I mean, you know, the Formula 4s have the Emerald Cup and that kind of stuff and then the Sprite Midget Challenge. Are those nonpoints races within our race weekend or do they get

Craig Larsen: They don't really affect our

John Rankin: points?

J Allen: Good

Sherri Masterson: Vietnam

Craig Larsen: points.

J Allen: points.

Linda Grass: They only they only get the points for their races.

Sherri Masterson: points.

Craig Larsen: They're

00:11:55

Linda Grass: Their championship their championship and stuff is all something they do amongst

Craig Larsen: laugh.

Linda Grass: themselves.

John Rankin: Okay. I I just wanted to make sure everyone had an equal opportunity

Linda Grass: Yeah.

Craig Larsen: Equal opportunity to win that plaque at the end of the year.

John Rankin: there.

Sherri Masterson: I I think that I think that we should probably one of the things we should do is talk to some of the people who do care about points. I mean, most people on this call um have been racing long enough that they don't really care a whole lot. You know, some care more than they you know, let us believe, but um you know, maybe asking Shelby what, you know, she thinks and and you know, literally our Yodas and some of our younger drivers and and the people who do care about points are generally younger and um early into their racing career.

Craig Larsen: I got pretty excited when I won a couple years ago.

Linda Grass: Well,

Craig Larsen: I was excited about the last season.

Linda Grass: and I have Well,

00:12:54

Craig Larsen: I thought I better keep this car on the track.

Linda Grass: and I have to tell you that people say, "Oh, I don't care about points until they're not there and they're really close to being on top and then they care." So,

Craig Larsen: Yeah. Then they call you Jamie.

Linda Grass: yes, they do.

Sherri Masterson: Yep.

Craig Larsen: Go ahead.

SOVREN Historics: Uh to Rich's point, you know, um you know what the the the the intent uh behind uh these double points are are I believe to to incentivize people to come out and race with us more. Um so, uh Hill Climb, uh BC, um I don't have a problem with either of those. Do we want to consider adding a second sovereign race, you know, to the double points framework, either the spring sprints or the fall finale. They both need help in terms of attendance. Um, yeah, I I would uh I'd be a fan of uh adding one of those two shoulder races to to the uh double point structure.

Craig Larsen: Thanks, Jamie. Uh, John Allen again.

00:14:06

J Allen: I'm kind of in line with what you were originally saying. We're going to delete this down. If all the races or half the races become double points, pretty soon it's going to be they're all double points and some of them are half points. Um there might be a better way to incentivize like uh a bigger number for just showing up like a five point just for entry. Uh something larger than a per lap thing. And that might drive those

Linda Grass: So,

J Allen: two.

Linda Grass: so like five points for picking up your text sheets instead of

J Allen: Yeah.

Linda Grass: one.

J Allen: In like the the the races we're trying to drive. So you're not doubling all the points. You're just giving them a little bit more. I don't know. There's some, you know, I I

have mixed feelings about uh giving so many points to uh BC, which is not one of our groups. Um things like that. Uh, and I know people would probably say the same thing is why are we giving more to people who are not in our group than incentivizing our own stuff?

00:15:10

J Allen: But I don't want to make all of our races double points because we don't have that many races.

Craig Larsen: Right. Right.

Linda Grass: Got five.

Craig Larsen: Well,

J Allen: Yeah.

Craig Larsen: there are certainly lots of ideas about this. Uh Rich, we're back to you,

Rich Newman: I want to go with Jaime's suggestion that we put double points on fall finale.

Craig Larsen: buddy.

Rich Newman: I think it's worth a I think it's worth a play this year to see what happens. I love it that the fact that somebody's kind of got a car that's running at the end of the season. Could be a cra we already have something on spring sprints. Maybe we try it. It's in the heat of the moment. It's like, hey, you you don't know if you're going to win or lose on points, and you better go to the fall finale kind of deal.

Craig Larsen: Okay.

Rich Newman: I like that.

Craig Larsen: Okay.

Rich Newman: I'd vote for

Craig Larsen: Uh Sherry, go ahead.

Sherri Masterson: I was going to say give them a a bonus of like 20 points for showing up to to one of the other events.

00:15:58

Sherri Masterson: Um it's more than than the other things, but it's it's specific um to that event that for showing up on at the event. Obviously, if you cancel, you don't get them. um you get you get 20 points. And that kind of then gives those cars who just never

make it out of the trailer, so to speak, um at least something.

Craig Larsen: But it would but it would drive the registrations.

Sherri Masterson: And

Craig Larsen: Yeah.

Sherri Masterson: yeah.

Craig Larsen: Uh John Ranken, we're back to you,

John Rankin: Yeah, you know, I'm I'm I'm with both Rich and Sherry on this.

Craig Larsen: buddy.

John Rankin: I know that, you know, there's a there's a points given for just showing up at Mary Hill for the hill climb, just for just for, you know, entering and being there. And then I also think that the fall finale is a really good one because you get lots and lots of laps at that race.

Craig Larsen: You

John Rankin: I mean that could be a gamecher. You know, you just if you're trying to make it on points,

00:16:50

Craig Larsen: do.

John Rankin: you cannot afford to ignore that race because if you have double points and it becomes critical. So I I think that's actually a pretty good idea and I like the idea of having something running at the end of the season or people saying instead of saying, "Well, I'm just going to put it away and get at it next year." Say, "Well, I can't do that. I got to I got to

Craig Larsen: Well, then I'm going to call on Rich to make a motion then. Uh, I don't. Oh, Lauren, go ahead.

John Rankin: race.

Craig Larsen: I'm sorry. I missed you. Sorry, Lauren Campbell.

Loren: I just I think the same thing. If we're going to do another another double points, let's make it fall finale. Spring sprints already has the novice thing going on. Um and that would make you know, sometimes there's championships that are sort of done before fall finale and that would make

John Rankin: Yeah.

Loren: less of that. You know, there could be more dramatic swings and try it and if it doesn't work out, we'd do something different next year.

00:17:46

Loren: But I also agree with what John said, which is that I think it's worth taking a look at other ways to incentivize people to show up for those two events because I, you know, I points are moderately important to me and I know people for, you know, that don't pay any attention to them at all. And maybe there's another way that we can do that. I don't have any ideas, but I think that's worth some cogitation.

Craig Larsen: It's worth paying attention to. So, so let me clarify though. Uh, it's either it's is it double points or is it Sherry's idea or um which uh which do people prefer? I want to I want to tie a bow around this and get a vote here. Uh uh Jeff, go

antonia kerney: Yeah, I I agree with with Sherry's approach uh is that for the

Craig Larsen: ahead.

antonia kerney: uh spring sprints, we get 10 points when we help with the novice program and that uh that's early in the season and it does give some people some extra points. Uh, and I I like giving, you know, somewhere 10 20 points for to incentivize people to come to Spokane, the historic BC Historic and Mary Hill.

00:19:02

antonia kerney: Um, I guess for Mary Hill, you already get the 10 points just to sign up, right,

Linda Grass: You get You get Two.

antonia kerney: Linda?

Linda Grass: You get two for a run.

Craig Larsen: two

antonia kerney: Tuper,

Linda Grass: Two points for a run.

antonia kerney: you get points just to go through tech.

Craig Larsen: points.

Linda Grass: No, because the only time you get a point for going getting a text sheet is a sovereign

antonia kerney: Okay.

John Rankin: Thank you.

Linda Grass: event. The other the other events were just you get the points per

antonia kerney: Okay. Yeah,

Linda Grass: run.

antonia kerney: I think that's the better with what what Sherry was proposing because

uh it it also equalizes it a little bit across the different run groups because some run groups get a lot more laps. You know, I hate to point fingers at the Ford Formula Fords, but there's a reason why the Formula V's always seem to have a lot of points at the end is because we run pretty consistently and and in the past Fords have had shortened races.

00:20:01

antonia kerney: Okay? So, I think if you just give people 20 points or whatever to show up to Spokane, they know they're going to get 20 points and it's a done deal.

Craig Larsen: Okay, thanks Jeff. Uh, John Allen, we're back at

J Allen: Uh well,

Craig Larsen: you.

J Allen: one of the other things that we could consider is and maybe it's not even the two end races, but uh we tend to have uh problem keeping and maintaining people throughout the weekend. Maybe we do something like we did with the Formula Ford Emerald Cup, which is the points aren't awarded until the second day race. And if you stick around till the end or do the the finale race, you get more points.

Craig Larsen: Let I understand what you're saying, but you know the the point of the double points, see if I can add see if I can put points in this statement more than twice. Um the point of double points is getting people to register and pay

John Rankin: What's your

J Allen: Yeah,

John Rankin: point?

Craig Larsen: uh more than stick around.

00:20:56

J Allen: right.

Craig Larsen: I don't care if they stick around, you know. Um it's like I want them to pay.

Linda Grass: The corner workers

Craig Larsen: So, uh,

Linda Grass: do.

Craig Larsen: so, uh,

Sherri Masterson: Yeah.

Craig Larsen: somebody give me a motion that we can vote on. I want to end the conversation. Let's vote. Rich,

Rich Newman: I I can make a motion. I can make a motion,

Craig Larsen: go ahead.

Rich Newman: but I wanted to clarify and make sure I understood Sherry's proposal. So if they registered for Spokane or they registered for fall finale for example, they just get a straight 20 points. Is that what we were saying? Because that's f I mean whether it's based on laps or whether it's based we want

Craig Larsen: Spokane. Spokane.

Rich Newman: registration.

Craig Larsen: I I I thought we were just going to I thought the double or the 20 point or whatever it was that Sher mentioned was just going to be for like the fall finale.

Sherri Masterson: Falinelli or spring

00:21:42

Craig Larsen: And everything else runs the same. Double points for mission,

Sherri Masterson: sprite

Craig Larsen: double points for Spokane, double points for the hill climb, a 20 point bonus if you sign up for fall finale.

Sherri Masterson: in addition to the to the one point per race

Craig Larsen: Yeah. In addition, Yeah. You get a bonus of 20 if you go to the fall

Sherri Masterson: lap.

Rich Newman: And Linda, that would be easy, right?

Craig Larsen: finale.

Rich Newman: That would be easy to track. We could just see, you know, incrementally.

Sherri Masterson: Yeah.

Rich Newman: Okay. Okay. Um, can I make a motion then?

Craig Larsen: Yeah,

Rich Newman: And and actually,

Craig Larsen: please.

Rich Newman: I guess the highlight is whether it So, I make a motion that we just inscent on the fall finale and that anybody who signs up for the fall finale will get an extra 20 points and not necessarily count laps.

Craig Larsen: Okay.

Rich Newman: I mean,

Craig Larsen: And double point.

Rich Newman: count laps normally.

Craig Larsen: And then double points for the other

00:22:29

Rich Newman: count laps normally.

Sherri Masterson: End

Craig Larsen: three.

Rich Newman: We'll double points for the ones that we've already talked about.

Craig Larsen: Yeah.

Rich Newman: So VC and hill climb I think were the other ones,

Craig Larsen: And Spokam.

Linda Grass: has spoken.

Rich Newman: right?

Sherri Masterson: of

J Allen: Clarify the 20 points is you not for signing up but for showing up.

antonia kerney: Yeah,

J Allen: Big difference.

Craig Larsen: Well,

Sherri Masterson: for showing up.

Rich Newman: If they pay us,

Craig Larsen: uh,

Rich Newman: John, if they pay us,

Craig Larsen: yeah.

antonia kerney: there.

Craig Larsen: They pay us.

Rich Newman: I'm good.

Craig Larsen: They get it. They pay us.

Rich Newman: You can

Linda Grass: So that so that's if they put a wheel on

Craig Larsen: They get No, they pay

Linda Grass: track.

Sherri Masterson: If they walk onto the track,

Craig Larsen: us.

Sherri Masterson: if they walk into the premise,

Rich Newman: Yeah.

Linda Grass: So again,

Sherri Masterson: they show up.

Linda Grass: if they take their text sheet.

Sherri Masterson: Basically,

Linda Grass: Okay.

Sherri Masterson: there might be a few exceptions in there.

00:23:10

Linda Grass: Okay.

Craig Larsen: Okay.

Linda Grass: Just making sure I have it in my head.

Sherri Masterson: We'll take care of those exceptions,

Linda Grass: Yeah.

Sherri Masterson: Linda.

Craig Larsen: John Ranken.

John Rankin: God,

Linda Grass: Okay.

John Rankin: you know, I'm really trying to stay out of this, but it just occurred to me that uh that with the uh with the Portland race, are we going to get substantially less laps because of the Bugatti thing?

Craig Larsen: No, I don't think so.

John Rankin: Okay.

Craig Larsen: I don't think so because we're uh we have a scheme to uh um move the autocross off the

John Rankin: Okay.

Craig Larsen: track and get back to a regular schedule like a regular weekend. Um so yeah,

Sherri Masterson: We're also not restricted by time by the track as much as we are at

Craig Larsen: we'll be fine.

John Rankin: Fair enough.

Craig Larsen: Okay,

Sherri Masterson: Pacific.

Linda Grass: Isn't that

John Rankin: Okay.

Craig Larsen: we have a motion from Rich.

John Rankin: I'll second that

Linda Grass: 3D?

Craig Larsen: Oh, thank you, John.

John Rankin: motion.

Craig Larsen: Um, all in favor?

00:23:56

Corky Russell: All right. Bye.

John Rankin: All right.

Craig Larsen: I opposed?

Rich Newman: All right.

SOVREN Historics: All right.

Craig Larsen: None. All right, it passes. You know, when I worked in government, if the issue, if I was bringing a budget proposal that was like for a million dollars to the county council, they'd approved it like nothing. If it was like for \$50, man, they would just grind it. So, I'm I'm not saying this was like that,

John Rankin: There's a

Craig Larsen: but lots of conversation,

John Rankin: lot.

Craig Larsen: but we got there. Thank you all. Um uh shifting tone here. Uh people wanted to acknowledge Doug Kirk's passing uh this last uh Sunday. Um, and I just uh I wanted to say that uh Mark Eaton came up to me at the AGM and made a really powerful comment to me that uh that uh Doug was like he was in some ways like the quintessential vintage racer. He drove to the track in a beautiful race car, switched the tires, went racing, come back in at the end of the weekend, switched the tires back to street tires, and drove it home.

00:25:07

Craig Larsen: And uh you know you know that that's a minor piece but it's just a little insight from uh just how his impact of uh what his impact made on Sovereign. Not not to diminish the endless number of posters and printed material and things that he just did like rain off a roof, you know. Um, and uh, and I also will say in my 15 years with Sovereign Racing, um, uh, Doug was a super clean racer and it was great to see that car out there. Um, and we're all going to miss him. It's it's a tragic circumstance, but um, I wanted to give people an opportunity to say something. Um, Linda, go ahead. Oh,

microphone.

Linda Grass: Jerry and I have been kind of talking about this too. And one of the things I would like to see us do and start doing is that the

Craig Larsen: Sure.

Linda Grass: AGM uh acknowledge those people that are no longer with us. It could I mean and if we have pictures of their slides, you know, cars that they can be part of the show.

00:26:24

Linda Grass: Um,

Craig Larsen: Mhm.

Linda Grass: but you know, we've had a lot of really important people lately die and nothing is said about them at our prime gathering.

Craig Larsen: Yes, Doug's not the only person. That's for sure. Yeah. Uh, thank you, Linda. Uh, John Allen.

J Allen: I not that I want to write this, but I propose that it would be a good place to put it in the vintage drift and have a some sort of article. And reiterating what you were just saying, how he drove to the track and all that stuff, which uh and on top of which that is a gorgeous car that I hope stays in the area and comes back out. But um we're I think he's when people look from outside, they see that car as one of the highlights. So, we should honor him in some way.

Craig Larsen: Uh, John Ranken.

John Rankin: Yeah, I you know I I I echo all of those things. I I think you know relative to what Linda was saying, I as I have told people at the uh uh at the driver's meeting, you know, I I don't know you by your face.

00:27:21

Craig Larsen: Sure.

John Rankin: I know you by your car. And I think that the idea is a good one to have, you know, something that, you know, to have pictures of the car so people immediately know who we're talking about. And you can also have a a portrait or a snapshot or whatever alongside it. But I think the car is a important thing to help everybody, you know, know who it is that we're that we're honoring.

Craig Larsen: Go.

John Rankin: So,

Craig Larsen: Go.

John Rankin: and and I was I was telling Jake Angel, I said, "I was just happened right before I got that that news about Doug, I was watching a an old VHS tape of 1996 historic and he was in there. In fact, the very first clip was Doug's car by, you know, and that's 30 years no matter how you cut it,

Craig Larsen: Yeah.

John Rankin: you know, and and that's that's a lot of a lot of miles,

Craig Larsen: Yeah.

John Rankin: a lot of time to put in a car like that. And it obviously took a lot of dedication to keep it on the track.

00:28:18

Craig Larsen: Yeah. Yeah. Yeah. Thanks, John. Uh Sherry, go ahead.

Sherri Masterson: Doug was um you know,

John Rankin: Yeah.

Sherri Masterson: we had our conflicts between the two of us, but you know, Doug was the person who always showed up at that car show when nobody else wanted to. And until last year, I mean, it was just usually him and his car with a few others tossed in because, you know, last year came along and we've got this board now that is very active and wanting to do that kind of stuff, but for so many years it was just him that did it. And um you can't beat that.

Craig Larsen: Yeah. Yeah. Uh Jamie, go

SOVREN Historics: I think for better or for worse,

Craig Larsen: ahead.

SOVREN Historics: uh you know, this club was Doug's life, you know, for as long as I've known him, um he didn't really have a lot else going on and he was completely dedicated to the club. He uh it meant a lot and um Yeah.

00:29:14

SOVREN Historics: Yeah. He's he was uh I believe the the the most senior member of the club at this point. I don't know, Martin, you could probably speak to that, but in terms

of an active racer, I don't think anybody Yeah,

Martin Rudow: Park Avenue.

SOVREN Historics: I don't know when he joined 88, 90, I mean, club was quite young when he joined up. And um Mark uh Mark Eaton, who you uh mentioned, is um he and I are talking about um doing a little something for the historic. Uh we're going to ask for maybe one lane uh not two lanes but one lane in the big bore area and um we're going to uh try to present uh you know photographs um video perhaps we have a screen on a easel and um we will uh encourage people uh to contribute anything they might have to mark uh in terms of uh video files uh JPEGs that kind of and we'll put together something and uh we'll have a a little place where people can come by and remember him.

Craig Larsen: Thanks,

00:30:22

SOVREN Historics: That's all I

Craig Larsen: Jamie.

SOVREN Historics: got.

Craig Larsen: Lauren, go

Loren: I I didn't know Doug very well.

Craig Larsen: ahead.

Loren: I didn't know Doug at all, frankly. I I recognized him, but boy, I you know, I recognized his car, as other people had mentioned, for from my very first year in Car Corral, which was, you know, probably 2015,

Sherri Masterson: What happened?

Loren: 2014. I mean, it's an iconic car and what everybody else said. He brought it out and drove it and drove it clean and it was almost always there. And um I I will miss that presence for sure. Um also I I would love to have some words to put in the newsletter. Um I am not unfortunately the person who's is I'm not qualified to write them. So you know it doesn't have to be big and long. It doesn't have to be a vintage drift level um piece. But, you know, a three or four sentences and a photo would be fantastic if somebody can contribute that.

Craig Larsen: Thank you, Lauren. Uh Sherry, go ahead.

00:31:30

Sherri Masterson: Um, Doug became a member in 1991. He became a lifetime member in 2011.

Craig Larsen: Mhm. It's a lot of years.

SOVREN Historics: Craig,

Craig Larsen: Um,

SOVREN Historics: would uh you and I would you like to put your head together with me uh and we'll get something for Lauren to put in the

Craig Larsen: sure. Yeah, absolutely.

SOVREN Historics: bulletin?

Craig Larsen: Yeah. Yeah. Happy to do that. Yeah. Why don't you uh send me a send me something and we can talk about it. Yeah. Uh Martin, go ahead. You're next,

Martin Rudow: Now I'm writing.

SOVREN Historics: Perfect.

Craig Larsen: buddy.

Martin Rudow: I've got about several hundred words written on Doug for the next mini trip.

Craig Larsen: Great.

Martin Rudow: Still looking for a photo of Doug. I've got tons of his car. But if anybody wants to think of something later that you'd like to say about Doug, you can send it to me. U I just need it in the next couple of weeks.

00:32:23

Martin Rudow: But I've got quite a bit on him. I've been working with Debbie and uh on this and a couple of other people because of course, you know, we also lost a guy named Jerry Theoro, who some of you may remember who is a good friend of Doug and a good friend of mine and a hell of

Mike Lawler: Yeah.

Martin Rudow: a good friend of Sovereign.

Craig Larsen: All

Martin Rudow: I think that idea of recognizing people who have left us at the AGM is a great idea. remember they did that at the Oscars,

Mike Lawler: Heat.

Martin Rudow: you know, they always have. Anyway,

Craig Larsen: right.

Martin Rudow: that's not a bad group to take our lead from. But anyway,

Craig Larsen: Mhm.

Martin Rudow: uh that's for next year. For now, anybody that has anything to say about Doug that you do want in Vinnie Drift, you know, please send it in. And if you have a picture of Doug in his driving suit, you know, so you can see him, that'd be great, too.

Craig Larsen: you know, an image of Doug in his driving suit just popped up today.

00:33:19

Craig Larsen: I saw one and I think it was uh as people were sort of trading tributes around or memories of Doug, um it might have been one that Debbie sent. It was a picture of him standing in his suit looking very uh very ready to go racing. So,

Linda Grass: It was in

Craig Larsen: uh oh,

Linda Grass: Facebook.

Martin Rudow: It's on Facebook.

Craig Larsen: that's it. That's it.

Martin Rudow: Okay.

Craig Larsen: Any uh any other comments um about our friends passing? Oh, Mike, I'm sorry. Your hand went down. I'm sorry.

Mike Lawler: I got tired of waiting.

Craig Larsen: Go ahead.

Mike Lawler: Why don't we here here's here's an idea.

Craig Larsen: Yeah.

Mike Lawler: Why don't we uh just one of our races in memory of Doug Smith Doug Kirk just something of the corner in memory of one of our races.

Craig Larsen: Yeah. Yeah. A large hor

Linda Grass: Well,

Craig Larsen: race.

Linda Grass: does did he have

Martin Rudow: story.

Linda Grass: family?

Martin Rudow: He had a brother and a son, but I don't believe he and his son were in contact.

00:34:19

Martin Rudow: His brother came up and helped take care of him. Poor

Corky Russell: Yeah, I used to I used to go over and get the uh tech stickers from and stuff.

Martin Rudow: Dan.

Corky Russell: So, I would spend maybe an hour, hour and a half at his place and I never saw anybody else.

Craig Larsen: Uh uh Brad, go ahead.

Brad Shinn: Yeah, Mike, of all the things I've heard tonight, actually, what Mike Lawler just said struck a real chord with me. Um, for people like Doug who put their, you know, a lot into the club. Um,

Craig Larsen: All

Brad Shinn: you know, CSRG has the David Love Classic. Um, Why don't we why don't we do something similar where one instead of instead of spring sprints it's you know the Doug Kirk uh classic for lack of a better of a creative way. But anyway, worth some worth some thought. Um I I think one thing we shouldn't do is rush into things without deep consideration. But I'm I I was really kind of moved,

Craig Larsen: right.

00:35:29

Brad Shinn: Mike, by your by your thought. If we want to recognize someone, do something that that that keeps them with us for a long long time.

Craig Larsen: Thanks, Brad. Um uh yeah, and I I share your uh your comment about it's always best in a situation like this to let some time go by and then decide what's appropriate because it um there's there's a rush to do something and let's let's ponder a little bit. Martin, did you have your hand up again? Nope. All right. Um thank you. That's not the last we'll hear about this. Um uh but uh thank you for your thoughts. Um uh so moving on to the second information item uh coming out of the last uh day of the CRC was a number of incidents that ended up having us reook at um how that day ended, but also how do we structure our uh race day? How do we structure our um our competition committee versus our race chair? Sort of the whole or our race director or whatever.

00:36:45

Craig Larsen: Um how that whole thing works and is there a way to improve it? And I asked Brad to spend some time with uh the race chairs and uh comp committee and think through um what might be some adjustments that we should consider uh going forward. And I I ask Brad to uh up out of that extricate some thoughts to share with us today. That make sense? Is that fair? Brad,

Brad Shinn: Yeah, sure.

Craig Larsen: can you do

Brad Shinn: Um, yeah. Uh, so I'm going to share my screen.

Craig Larsen: that?

Brad Shinn: I've got a uh I've got a little presentation that I want to walk us through. Um, give me a second here. have to find the right thing. I'm not used to working on um Windows here for sharing. Okay. Tell me when you can see a a thing.

Craig Larsen: You see a thing? I do.

Brad Shinn: Okay. All right. Um I'm going to hope this all works works just fine because I'm sitting in Miami tonight and I keep getting messages that my um internet is is crappy.

00:38:06

Brad Shinn: So, all right. So, first off, let me uh let me just say that this is uh just a an update. There's lots more work to do. Uh a lot of work been done by John Ranken, uh Jeff Kernney, uh David now has been uh in involved as well. So, um we're not done yet. Um so, let me just start there. Um so let me give you a quick overview. Um there's a there's a per uh a part of this is purpose and objectives. I want to share with you how we developed the proposal in the first place and that kind of drives h some of the philosophy behind it. I want to spend the most time on the three major elements to satisfy those purpose and objectives. The organization the the rules and and then how we handle infractions. And I'll talk a little bit about next steps. Um the purpose and objectives. Uh Craig kind of said it. It it I think it goes back further than this.

00:39:12

Brad Shinn: Uh a little over a year ago I think you know John expressed some some

desire to have some enforceable rules uh and and John Rankin and wanted to dive in and do some. Um, I remember when I was president and after the fatality, um, I had a I had a Stewart tell me that we we just don't have enforceable rules and and we're out of control. So, this goes back a ways, right? Um, but kind of coming out of Craig's right, the the real instigation, kind of coming out of the uh uh CRC, we we had some motivation. Um, some of the things that I kind of drew on were that we needed clear rules. They need to be un easily understood and enforceable. Um, we felt like having some commonality with other organizations were important. I mean, we've had a number of conversations, John and Jeff and I, about, you know, different different flag uh what what different flags mean in different organizations, what uh what you should do about um certain certain rules, if you will. Um and we wanted to we wanted to try to eliminate some of the risk of confusion and make what's important common across some clubs.

00:40:36

Brad Shinn: um the process uh separate what I called felonies from misdemeanors, separate punishment from probation, uh and then encouraging a culture of responsibility and cooper cooperation. I think this is a really important um inflection point for us because one of the things that when we were trying to enforce our our handbook was without their intending to be and I think that the fact that they we tried really hard not to there was there was subjectivity that crept into what we were doing and you'll see as I go through some of the later slides that that we're trying to separate out the the ordinary stuff where you you're racing and you just miss a flag. Okay. Um from from some stuff that we see pretty typical either careless or or intentional. We want to separate those things out. Um and then finally, we've seen this for a while. Um going back, you know, several comp committees, there is a burden uh on the comp committee to to try to do a lot. Um, I think what bleeds into that is they are they are the the legislature, the the justice department, the sheriff.

00:41:56

Brad Shinn: Um, they they're having to play a lot of roles and and we can use our existing infrastructure uh better, our our stewards and and some of our other roles. And you'll see that in a second. And then there's finally the the kind of reduce the the race day justice, right? We were trying to get everything done on race day and you know get

get investigation penalties everything done and and we wanted to try to reduce some of that. Okay, let me talk about how we developed this. So I used artificial intelligence to create model racing rules. Um, I asked I I I spent a good part of a Saturday creating a series of prompts to get what I needed, what I wanted out of AI using SVR, CSRG, VSCDA, and RMVR. So, the the point of that was to look out to all of the other organizations who are running successful clubs and say, "What are your rules?" and and without me trying to or anybody else trying to spend a lot of time uh amalgamating all those things, I used AI to do that.

00:43:10

Brad Shinn: I also used AI to create uh from the same group across um what's your organization for enforcing rules or or managing rules and then um what's their process, right? So that's what we started with. Um the comp committee did a first review. We looked at it and went, "Okay, well, AI is not the smartest thing in the book, but we got something to work with here." So, we did some revisions. We did some reworking. We spent a couple of Saturday afternoons talking about and commenting on this stuff. Um, that was in uh early November. Um, life took a complication for me at work and so I've been working from from late November through just this last weekend trying to get through the the comments that Jeff and John and Craig have given me um on on the second revision. And so now a lot of what we're doing is identifying some ancillary impacts. I've got a section in there on the importance of different kinds of flags. And so we've got a conversation going about what's the meaning of a white flag.

00:44:21

Brad Shinn: Um we're going to we're going to my approach to that is we're going to identify those and say, "Okay, those are they're relative to the rules, but they're not the rules." And so we're going to put those out and say we've got to fix that next. And really where we are right now is this polishing. Uh, I'm going through and taking what Jeff and John have given me and ma working out all of the the the little kinks and everything and then we'll go back through it again um with the comp committee and then we need to get a broader review, right? So, people who are directly affected um people who have been around a long time and kind of know what what right looks like with regard to the rules. That's kind of our next step. Um let's talk about the major elements uh the

organization. Um I was shooting for a division of responsibility and what what kind of came up was this developing right whether it's developing the rules or developing policies but the board and the comp committee are really responsible for that.

00:45:33

Brad Shinn: Um there there is somebody that needs to be kind of the the executive liaison from the board to um enforcing all these rules on race day. What Oops. What most clubs have is a race director, right? someone who's making sure that um as it as it relates to the function of your rules and safety are are on top of things. And so I've added a race director in this. Um we can get into a little bit more of the detail, but this is not a current role that we have anywhere. It's not something that we've had in the past. It's it's also not something that is um the ultimate uh the the the sheriff in town, if you will, right? Uh in terms of enforcement, where the where the sheriff is, that's our race steward. Uh right now, that's John Mortonson. Um and and then as infractions kind of rise in importance, there'll be a Steuart peer committee. Um this is this is still kind of I'd say in development uh kind of kind of how is this going to work?

00:46:58

Brad Shinn: Um but effectively once once you get to a certain level of infraction you're going to say all right um you need to take a break. We're going to talk about this. a hearing scheduled in seven days and the race steward assembles this race peer committee, if you will. Um, at the after a race, uh, review of of everything, review of a safety to race, review of our compliance and enforcement, all those things really comes back to the board. Um, and there's some details in that. Let me let me try to clarify that with I thought this was kind of a fun thing. Um, I can't see everybody's hands, but does everybody know what a racy chart is? We use this in in in large organizations or in project groups when you've got a lot of different people with a lot of different responsibilities and different kinds of responsibilities. Right? So, REI stands for responsible, accountable, consulted, and informed. So, here's a set I I won't say they're all of them yet, but here's a set of tasks or activities that are going to happen in in the course of our our conduct, right?

00:48:09

Brad Shinn: There's setting of policies and rules, determining immediate penalty, conducting investigation, so on and so forth. You can you can read those. And then across the top, the major players, board of directors, comp committee, race committee, chief steward, uh, chief of tech, um, has a role in this, uh, the Steuart panel, race chair, and drivers. Two things that Craig and I spent a little bit of time talking about recently is the race chairs really don't have a significant role in enforcement of rules. where they could where they could be supportive is in conducting investigations or um uh determining facts of inf uh facts of infraction. What that see is is consulted if sometimes they're the first ones out on the scene of an incident and and they can see stuff more clearly than anybody else. So they they might be they might be asked to to clarify some things. That's really what we're asking for from race chair. This does not add a new responsibility to the already fairly burdened um roles of a race chair. But what we're trying to do is show here where you have accountability, where you have responsibility, where you're consulted, and where you're informed.

00:49:26

Brad Shinn: Right? That this this chart we'll we'll spend some more time. Um John and Jeff, you guys haven't seen this before. This was This came directly out of a conversation Craig and I had when Craig was like, "So, how's this going to work?" Um,

Craig Larsen: actually was how is this going to

Brad Shinn: and I I put Yeah. Well, I got a cold,

Craig Larsen: work?

Brad Shinn: so it sounds a little squeakier. Um, let me keep moving on because Craig's giving me a very short leash here.

Martin Rudow: Come

Brad Shinn: Um, major elements of the rules. Now, these aren't everything.

Martin Rudow: on.

Brad Shinn: when when we're done, you'll you'll see that there's more here, but I'm trying to I'm trying to give you a taste of what we're what we're working with. So, the vaunted vintage spirit, what does that mean? And to a lot of different people, it means a lot of different things, but I'm trying to to kind of codify them here. The vintage spirit and core principles, the the foundation principle, the preservation of historic vehicles and driver safety are the highest priorities.

00:50:21

Brad Shinn: Um, nobody has a higher kind of skin in the game element than the driver, right? And we need to we need to start to make sure that the the culture of our our organization, our drivers kind of makes that a core principle, right? It's no matter what our rules are, you behind the wheel have more both skin in the game and interest in and ability to race safely. And and that's kind of a core principle for this. The vintage spirit racing is conducted with courtesy, respect, aggressive behavior is discouraged without stifling that competitive spirit, right? Um ah this thing keeps advancing on me. Um individual responsibility drivers are expected to avoid and the need for infractions. We also talked quite a bit in in the kind of a preamble lead up to this that we want to encourage drivers to talk with one another.

Craig Larsen: Okay.

Brad Shinn: Most of my most meaningful um interactions with other drivers were when they came up to me afterwards after a race and said, "Hey, you remember out there when you did this thing?" And I said,

00:51:31

Brad Shinn: "Yeah." They said, "Okay, well, here's what's going on. Let's talk about that." And it wasn't it wasn't a finger wag. It wasn't anything else. It was really just a hey, here's two drivers respecting one another and having a a mature adult conversation about two things that are important to them. This in individual responsibility is kind of part of that. Um, and then last thing, prohibited conduct. Careless, intentional, or retaliatory contact is forbidden. Um, this for me kind of goes back, excuse me, it goes back to the fatality. Um I learned some hard lessons during that period and one of them was people telling me that you are not hard enough. You sovereign are not clear enough that that this will not be tolerated. So I've included this in here pretty strictly but remember this comes these rules kind of come out of an amalgamation of a lot of other clubs. I'm going to hit the a rule summary. These are these are core. This is not all of them.

00:52:39

Brad Shinn: Um there's this there's this aspect of overtaking driver responsibility. Um but there's also this responsibility of the overtaken driver and what they need to do and and they're um you can't say I just didn't see them. I mean you can but your responsibility and our expectation is that you will see them. And so there's some there's some what your job is and what your responsibilities as an overtaking driver, but also we want to make sure that there is responsibilities for the driver being overtaken that they they can't just be booping along not paying attention to anything. And there's a there's a direct absolute direct correlary to this in CRC where in a 4- secondond video, a 4- secondond clip, a driver committed at least four violations of situational awareness, right? And resulted in being uh uh crashed into and causing quite a bit of damage. So, no bueno. Um we have we have still a little bit of discussion to talk about um track limits and what we're trying to achieve there. Um but we're toying with that as well.

00:53:58

Brad Shinn: So the the penalty framework is is interesting and I think we still have some work to do on this. But remember I said a moment ago there's there's kind of this notional um uh misdemeanors versus felonies. Um, as you go from level one and into level three, you're kind of going from, uh, what we'll call misdemeanors, uh, parking violations, if you will. Stuff that, um, look, we need you to stop doing, but it's it's not it's not endangering people in and of itself. If you keep doing it, it could, or if something happens as a result of you doing, it could. So, that's where we drive into repeated minor errors, blocking, ignoring command flags, those kind of things. Okay. Um, you're going to get you're going to you're going to feel some pain right away. Um, level three and level four, these are where you're going to sit down and you're going to face a penalty in front of your peers, right? That's what this Steuart committee uh is all about. This is this is where um penalties start to really matter um in this penalty framework.

00:55:10

Brad Shinn: So, a little bit more on that. There's also I didn't get into it here because I was kind of running out of time, but there's also what happens on the day of the race. So, for example, um you're booping along on the track, you don't see that black flag

waved at you three or four times. the steward can when you come in have a little chat with you and say, "You know what? Next race you're at the back of the pack or just the next session you're sitting out. You're just going to you're just going to cool your heels and think about your choices in life. That's that's kind of what we're we're working towards is is what what a stu what the stewart can do right now to affect your behavior. Right? Hey, um knock it off, buddy. couple flicks of the forehead, you're gonna you're gonna you're gonna find yourself in serious timeout if you don't start paying attention out there versus um you just spun wiped out three cars because you were you were acting crazy.

00:56:20

Brad Shinn: Um, maybe that results in you sitting out the rest of this weekend or maybe not, but it's definitely going to involve an investigation and some finding of fact and an application of of penalty. Um, one thing that we talked about, uh, or we found when we did the the, uh, search across all is is there seems to be a a a standard of what what we want people to operate at, right? We're we're not expecting everybody out on the track to be Graham ill. Um, but we are expecting them to have ordinary skill and to operate through a racing incident. um with just that, right? It you can't avoid every incident and there are racing incidents. And so we define that um so that so that the Stewart and our rules can be applied fairly without saying, well gosh, you know, our hands are tied. There was there was contact, so tough nookies, you're going to have to pay a penalty. Um we've got a way to manage that out. Um I mentioned the day of the race and the after race.

00:57:33

Brad Shinn: the day of the race. What we're really trying to do is ensure safety at the event, maintain the flow of the event, preserve evidence where we can, um employ some short-term cooling off or resets, and the focus really on those level one and level two. Um after race day, um there's not a rush to judgement here. We we the I think the timeline we have is within 7 days a hearing has to be scheduled wherein we we we present the evidence we've gathered. We find whatever fact that the driver in question is included in that. Um we assemble a group of peers. we understand the facts. And then any kind of permanent infraction like uh suspending your license or or or worse needs to

needs board consultation, right? We want to we want to make sure that that we're doing it right and that that level really kind of drives that level of infraction or penalty really drives a a bit of a higher level uh threshold. Okay, last slide. Next steps. Um, I'm working on a final uh draft so that I can get it out for uh John, Jeff, and Mike to review.

00:58:47

Brad Shinn: Um, after that's done, I I'm not expecting a lot of changes from that. But after that's done, then we'll review with the racy individuals. Um, those folks who are going to have to live with this thing. And then my intent is that we'll bring it back to the board for discussion and decision. So, there you are, Craig. There's my um Now I got to figure out how to get back to our cl our our meeting. There we go. Uh let me let How do I turn off my Oh, stop presenting. Okay, there we go. That's about about 14

Craig Larsen: You're great.

Brad Shinn: minutes.

Craig Larsen: That's great, Brad. Thank you. Um, and thank you, Brad, and the committee you're working with for all the hard work. Um, it it's lots of progress. Um, I don't want to generate a long conversation about this, but does anybody have things that they just like to mention to Brad that might help the work going forward? Uh, Lauren, go ahead.

00:59:50

Loren: I anytime something like this comes up in racing or anywhere where you're trying to define rules and consequences, the the you know the famous Supreme Court judgment about pornography always comes to my mind, which is that we can't exactly define it, but we know it when we see it. And I think that's somehow it's important to roll something like that in here that we acknowledge that this is not a complete definition of every single possible thing that could happen, but the process is going to sus it out and as as being a an entrant in our event, you are agreeing with the results of the process so that we don't end up with somebody saying, "Well, you don't have a rule that says that in counterclockwise tracks I can't cross over three wheels, you know, like some ridiculous thing like that. There just needs to be a little bit of a I would like to see anyway a kind of a catchall in it. Does that make sense?

Craig Larsen: Yeah, thank you, Lauren. Um, anything else that people like to say beyond,

uh, thank you, Brad?

01:01:02

Craig Larsen: Brad, I really appreciate you diving in on this and, uh, it's turned out to be, um, based on your thorough approach, I think more work than we expected. You know, it's taking it's taken you more of your time. Uh, and I just want you to know how much I appreciate the effort. Um uh um Mike Evans, go ahead.

Michael Evans: Ju just a question uh I guess directed at Brad. Uh might be a little bit careful about your level one when ignoring um advisory flags. Uh that ramps up when you're near approaching an incident. So you're going to have to have a sort of a sliding scale where you know cars getting to around to an incident as opposed to at the incident when it endangers our emergency crews. That's all.

Brad Shinn: Yeah.

Michael Evans: Just spit it.

Brad Shinn: Yeah. I appreciate that, Mike. Uh,

Michael Evans: Yeah, that's

Brad Shinn: let let me just let me let me put your concerns at ease.

Michael Evans: all.

Brad Shinn: Um, that nowhere in the rules does it say it's okay to ignore a flag.

01:01:59

Brad Shinn: That cre that crept into my late night PowerPoint uh last night.

Michael Evans: Okay.

Brad Shinn: I do however I do however I'm just going to flag I'm going to flag this um there's there's a desire by

Michael Evans: Which finger was that?

Brad Shinn: Jeff Middle finger middle finger not the middle finger um there's a it is a desire by the com kit committee and myself to have a discussion at the board about and about flags and their meanings, right? Uh what to do with a yellow flag, what to do with a white flag, because one of the things that we want to accomplish is having some consistency across clubs, right? If we're doing something different in Sovereign than other clubs, what is that? How does that support our our goal for drivers knowing what to do and then doing it? So, we'll Mike, I'm going to I'm going to call on you at some

point here in the not too distant future to help us work through I introduced a term um advisory and compulsory. Um there's a reason for that that that gets to the kind of ignore flag that you you that you called out.

01:03:23

Brad Shinn: So, just be aware that um I'm coming to get some advice from you.

Craig Larsen: Thank you, Mike. Um, Brad, thank you. Thank you for dialing in from Florida. Um, appreciate it very much. They got They're dragging you all over the world these days, aren't they?

Brad Shinn: Um, next week I'm in San Jose, uh, Miami, and New Orleans.

Craig Larsen: Do you get to keep the flyer miles?

Brad Shinn: I I give them up in a heartbeat.

Craig Larsen: Well, thank you, sir. Appreciate it. Um, we're looking forward to hearing more. Um, so that takes us to uh Rich, maybe a brief finance update or uh uh um the one you want to do. Go ahead, sir. I see a chart, but I don't hear you, Rich.

Rich Newman: Oh, sorry. I was on mute.

Corky Russell: Mike.

Rich Newman: You can see the chart. That was what I was asking. Cool. Um,

Craig Larsen: Yep.

Rich Newman: so I sent a brief note out just prior to the meeting just calling out Bill Simer can't join us tonight, but he went through and reconciled bank through 1231 for last year.

01:04:42

Rich Newman: And um we uh I sent out the reports. Those are preliminary. We are still working through a lot of things, but provides a pretty good picture for those that want to go through detail. What I thought would be helpful tonight is to actually quickly go through the profit and loss and just give you a little bit of a heads up on and I'm focused more on racing and from a revenue and a cost perspective at a at a larger level. The next the next step maybe for the next meeting is to do a year-over-year comparison so we understand kind of the puts and takes. And I'll frame it this way. We made if you look at the P&L, we made about \$300 last year at the end of it. You'll see it here actually at the bottom. However, we had a Stop laughing, Craig. Um,

Craig Larsen: I'm laughing and crying at the same

Rich Newman: it's good that we made it's a positive number.

Craig Larsen: time.

Rich Newman: Um, and it might shift a little, but we had a \$1,700 charge in 25 that technically should have been in 24. So, all in, we made about two grand this year, just like if it was all correct.

01:05:43

Craig Larsen: Mhm.

Rich Newman: Last year, we made about 12 grand. You take that 2,000 out or 1,700 out, we made about 10 grand. So the difference is about \$8,000 year-over-year from 24 to 25 at least preliminarily of what it looks like. Our job is to look at all those things and figure out where those differences are and come back to you know generally and say here's where we did you know whatever we'll get all that done as the next step. What I thought would be helpful tonight um was to go through kind of a high level of um of our P&L and there's been some chitchatting. So right right at the top here is just total income. So total income was 326 right here. Um car re car club revenue was around \$10,000 and there is some chatting um about uh and then spectator gate was almost \$40,000. So I know there's some chatting around taxes and a variety of things. So I just thought that would be helpful to someone this call to understand kind of the bigger numbers on those pieces to consider for 26. The other thing I wanted to highlight was race entry fees.

01:06:47

Rich Newman: So, we made about in income \$268,000 last year in race entry fees. You add all that together and you end up at 326. Any questions on income for now, the 368 is going to come back to us and I'm going to talk some more about or 268, I apologize. 268 is going to come back to us. So, now I'm going to roll down here and this is cost of goods sold and I'm not going to really highlight anything on this you guys. This is stuff we have talked about. These are all the different pieces and the puts and takes. This is basically our cost to race. But when you come all the way down to the bottom that I have highlighted here, you have total for race expenses. Our total for race expenses in 2025 was \$288,000 and change. Okay, going back to that 268 number I gave you, we,

you know, it cost us about \$20,000 if you were to break out all the race costs um more than we took in just for race fees.

01:07:46

Rich Newman: Okay, not necessarily a bad thing, but if we ever got to a point where we're like, hey, you know, we need to have this many more drivers and race fees or, you know, maybe fall finale will be a big boon with our, you know, extra 20 points or whatever to get that 20 grand. That's that should be a goal for us, right? Or we have to raise fees 20 grand if we don't have any changes on driver count and blah blah blah. But that's one way to think about it and looking at it.

John Rankin: Jesus.

Rich Newman: Gross profit before um well gross profit on those two things together, we made about \$37,500 for the year. And then just as a highlight, I'm not going to go over the individual races, but basically the historic, we made \$55 grand. So on all the rest of the races, it's race specific, we lost about \$18,000. So that's kind of how that nets out. Any questions there? Again, just useful kind of high level info. Okay.

01:08:41

Rich Newman: And then the rest of what's below that line is really things that relate to administration, running the club, advertising, you know, all of the different costs that are not racing necessarily specific and incomes because we have incomes for AGM. We have membership income, all that stuff. I'm not getting into that tonight. That's what actually rolls you down to this three \$330 in net. So, that's plus the 1700 that I mentioned was kind of a year-over-year shift or whatever. That's kind of what I wanted to show tonight, Craig, was just sort of a high level get you thinking, think about 26, you know, grounding. And then next year we'll get into next maybe next month we'll get into a little bit more detail around damn insurance was like five grand more and that's where, you know, or whatever it was. I don't know whether that's a real number by the way. So, okay.

Craig Larsen: Rich, thank you.

Rich Newman: Any any questions?

Craig Larsen: Um, no. Yeah.

Rich Newman: Yeah.

Craig Larsen: Any questions from folks?

01:09:39

Craig Larsen: Uh, Linda, go ahead.

Linda Grass: Well, my question is um given the fact that we didn't want to raise the racing uh expenditures, how are we going to cover the increase for the track and the ambulances and tow trucks and things that typically go up yeartoear? Craig Craig's 20 new drivers and 200 two \$20,000 in donations or sponsorships is um getting kind of

Craig Larsen: It is getting

Rich Newman: Yeah,

Linda Grass: thin.

Rich Newman: that make that make a huge difference,

Craig Larsen: better.

Rich Newman: Linda. I think it's a I know your question is general, not necessarily to me specifically, but I do think and that's kind of, you know, I'm baiting you guys, right?

Because that is the kind of conversation we need to start having if if and that could be very well the reason why there's a difference between 24 and 25. I will say we spent more money on advertising. We're trying to invest in the club. We updated some things this year. We took on the Northwest Historics this year, which was very much a learning experience.

01:10:45

Rich Newman: We had some good and we had some bad, you know. So, there's some things that that definitely will break out in the next level, but I think when we go into the next detail from a year-over-year perspective and understand driver count and all the different things, I think that will actually help us define where the issues are and where we can affect them, what levers to pull and what ones we can't pull as easily. Like insurance is going to go up another 10% to your point. If it is, it's not. But well, I don't know. Tom,

Craig Larsen: Yeah,

Rich Newman: off to

Craig Larsen: everything. Uh, Sherry, go

Rich Newman: you.

Sherri Masterson: insurance did not go up.

Craig Larsen: ahead.

Sherri Masterson: They changed the way they're doing things, but overall we're going to pay less this year than we did last year for insurance. Um, so and our track days where we had to pay this last year,

Craig Larsen: What?

Sherri Masterson: we had to pay for those parade laps. It's included this year.

01:11:37

Sherri Masterson: So there's 350 right there a day.

Craig Larsen: That's excellent. Um, and Linda, your your comment is uh right on. Um, it uh we need more partners. Uh, a lot of that's on me. Um, and we're going to get lucky with more racers this year, I believe. Um, but it's not a sustaining increase. you know, we're going to get we're going to get 25 Bugatti racers at the Columbia River Classic. That means that race is going to make money, but that's not an every year thing. That's a one-year thing. Um, what's more important is uh building up the racer me racer numbers at every race, but also getting some sponsors that maybe we can con we can count on for the long term. And uh Jackie and I have talked twice just in the last week about that. and I'm trying to get us ready to start having some meetings with folks that uh I would hope would generate some cash. So, um but you know, when it comes down to it, you know, when as I've said many times, you know, when our racers show up, we do fine.

01:12:40

Craig Larsen: When they don't show up, we're in trouble. Um and uh it's the it's the future of the club. You know, if if we're not doing something that uh that people appreciate and they're not racing with us for some reason, we better know that. But your comment is right on target, Linda. You are right on it. Um, Rich, thank you. that that's a a great summary to lead into the next month's conversation to get people thinking about it because it it's also um I think everything we spend money on is up for debate and everything that we earn is up for debate and uh I think that's that's the way we'll build understanding but also maybe a trajectory that's more sustainable. Um, last up, I just wanted people to have a chance to uh reflect on uh the AGM and uh which I thought was a ton of fun. Um, but uh anybody have anything they want to share about that um

before we move into the preseason? Yeah, go ahead Jamie.

SOVREN Historics: I'd just like to say thank you to uh Sherry and uh I'm not sure who else was really behind the scenes putting the AGM together, but uh I thought it was a great evening and again the caterer did a fantastic job and I don't know what the headcount was like relative to last year, but it it uh it looked pretty well attended to me and uh thank you Sherry.

01:14:15

Craig Larsen: Uh, Corky, go ahead.

Corky Russell: I got Yeah. Uh, I did lose my price ticket.

Craig Larsen: Uh, well, there you go.

Mike Lawler: Yeah, wait till next year.

Craig Larsen: Yeah. Yeah. Wait till next year. Maybe you'll get lucky. Bruce.

Mike Lawler: They'll teach

Craig Larsen: Bruce David.

David Boyd: Yeah, I just like to say I thought it was great. Um, of course I did get a lifetime membership out of it, so that could have elevated my, you know, uh, but yeah, I thought I thought the event was excellent. Um, I was surprised they put us on the uh we were on the main floor. Uh, which is great. Uh, Steve Selen's presentation there, he put all that together. He was the curator of that. Uh, I thought went really well. And one of my very best friends, 57 Corvette was right there in the front when you first walked in. So,

Craig Larsen: That's right.

David Boyd: yeah, it was a good good evening for us.

Craig Larsen: Yeah.

01:15:23

David Boyd: Yep.

Craig Larsen: Yeah.

David Boyd: So, yeah, thanks for all that.

Craig Larsen: You bet. You bet, Bruce. And thank you. Um, Rich,

Rich Newman: Uh,

Craig Larsen: go ahead.

Rich Newman: I was just going to since Bruce just spoke, one of the things I thought

about when we were talking about Doug Kirk and what we could do at AGMs and what we could do quite honestly to make them more interesting overall is I also, you know, uh, we should consider retirements. So people that are actually retiring, like we, you know, spoke highly of Bruce at the AGM and I think I know you can't have us there for four hours, but maybe there's a way to talk about, you know, the people that are retiring and honoring them, whether they're drivers or volunteer or or or I think that's a cool way to kind of wrap the year and a thank you. Um, and I just wondered if there's a way to kind of make that I don't know what other clubs do, but is there a way to kind of do that, you know?

01:16:14

Rich Newman: Um, and and and I do and I say that because I'm trying to hook more people into going to that. It's still it's preliminary numbers, but it's a lot like last year. We spent about twice what we did in income. And I don't know, maybe we get more people to show somehow. Uh, yeah. So, that I I just I think I think that uh yeah, that that's enough said. That's basically another

Craig Larsen: One of my uh duties was to thank all our visiting guests uh from Multicare and um and John Ramsey and and others. And uh the message I was getting back from folks uh was that they uh were really s a little bit surprised by the warm uh uh atmosphere, the vibe of the organization and how much people cared about each other. um and express that during the evening and in the presentations, which I thought was really cool, which, you know, maybe I don't think about because I'm in it, you know, or we don't think about it because we're in it, but as an outsider looked at us, uh they were pretty impressed with how uh tight the club was.

01:17:19

Craig Larsen: So, that that bodess well for us. Um yeah. All right, folks. Um that's it.

Sherri Masterson: Our numbers

Craig Larsen: Oh. Oh, go ahead, Sherry. Go ahead.

Sherri Masterson: um were pretty much comparable to last year. Um I think that we were somewhere in the high teens last year of actual attendees. Um and this year we were just right around 120 121. Um I don't have the exact number at this point. Um we reserved more this year. Um actually they came out to about the same. we were really

low and then we we increased it the last bit of it, but it's really it's too soon to get any final stuff on it right now. Um I want also want to state that um we've sitting we're sitting at 101 members right now. That's with our lifetime members. Um we do have an additional a new lifetime member this year. Um and he's a member of our board and that's Lauren. Um,

Craig Larsen: Thank you,

01:18:22

Sherri Masterson: so I always give a a hats off to to uh those people who step out and and become lifetime

Craig Larsen: Lord.

Sherri Masterson: members. Um, thank you, Lauren. Um, other than that, um, Craig, you want to say anything about a possible date for the uh,

Craig Larsen: Oh

Sherri Masterson: quarterly meeting in April? Not everybody was on when you were talking about that earlier.

Craig Larsen: yeah. Um and for Mike, I also forgot your item that you want to bring up. Um uh yeah, I'm I think we're looking uh at Sherry's and my conversation uh at the beginning of the meeting somewhere around April 11th at uh Open Bay Garage uh for the spring quarterly. Um, more will be coming out of that. Maybe we'll even know by the Bolton. Um, so yeah. Um, yeah, Mike, sorry, Mike, that I forgot you. I wrote it on a little tiny piece of paper and then I couldn't see it. It was too

Mike Lawler: Mine is mine is real quick.

Craig Larsen: small.

01:19:19

Mike Lawler: Real quick. Uh this year I have a few new chiefs um for sovereign. I have two new flag chiefs and a race chair. I'm still looking for a media chief where and a course marshal chief and I may have be changing out our uh chief stewart. Sovereign in the past has always supported and provided our chiefs with their shirts and usually Doug Smith takes care of that. So I'd like to make a quick motion to the board that u they approve about \$400 for their shirts.

Craig Larsen: Uh that is a that's a basically an annual expense as long as you know

when we have new people.

Rich Newman: Second.

Craig Larsen: So uh yeah. Do we have a it's a motion to approve up to 400 bucks for shirts for stewards and

Mike Lawler: and chiefs. Yeah.

Rich Newman: I think to your point,

Craig Larsen: chiefs?

Brad Shinn: I second

Rich Newman: we don't even need a motion. I think there I don't think we

Mike Lawler: Okay.

Brad Shinn: that.

Mike Lawler: I I just want to be sure nobody jumps up and down on that.

01:20:16

Craig Larsen: Normal expense.

Rich Newman: need

Craig Larsen: Okay.

Mike Lawler: Okay.

Craig Larsen: You're good.

Mike Lawler: Thanks. My last item is that last last we're discussing the chicanees at CRC for the Bugattis and I know it was going back and forth and uh we don't see we as Tom and Corgi and I see we shouldn't have a problem if we want to go both ways. Uh we have emergency trucks down based at down at the tower prior to Bugattis going out. They can close off the chicane and pick them up afterwards. So we can run with both both both typ types of courses.

Craig Larsen: Great. Perfect. That'll make it work.

Mike Lawler: That's

Craig Larsen: All right. Uh Bruce, go ahead.

David Boyd: Yeah,

Mike Lawler: it.

David Boyd: I just wanted a quick comment. I was on the IRDC meeting the other night and they have pretty much approved the purchase of a new emergency truck. uh they're going to get a much newer uh probably a four-door pickup um which will make a big difference in horse marshalling assuming Sovereign's renting all the equipment in order to get the trailer from Howard's over to the track as opposed to using a personal vehicle for that.

01:21:31

David Boyd: So, um I don't know if you've had conversations with anyone RDC wise, Craig, as far as that goes.

Craig Larsen: No, I have not.

David Boyd: Well, and I can help coordinate a lot of that because I know all the different players.

Craig Larsen: Please.

David Boyd: Um but as that starts to come together, um I can get with Corki too on how we're going to manage the course marshall thing. and Phil Edwards is also a piece of that pie, an important piece of that pie actually um to make all that happen. So as that develops uh uh I'll keep people

Craig Larsen: Please,

David Boyd: apprised.

Craig Larsen: uh, if you can handle it, that handle it, that's great because it it it never stays on my list. So,

Sherri Masterson: is on my list.

David Boyd: It's

Craig Larsen: uh,

Sherri Masterson: Tom's aware of this,

David Boyd: pretty

Craig Larsen: I just I'm just telling the truth. Thank you.

Sherri Masterson: too.

Craig Larsen: Thank you, Bruce. Uh, Charlie, go ahead, sir.

Charly Mitchel: Yeah, I have a grocery list of things I want to bring up here.

01:22:38

Charly Mitchel: Um, I don't first of all, I don't know when the uh Bugatti meeting moved from from the Fenale to the CRC. I don't have a problem with it, but I didn't also surprise me to see that. So, one of the things is uh for the Bugatti race, I would like to be in contact with the tech inspector for the Bugattis from the club so I can get familiarized with the different little parts of the of the Bugattis. Um, so it would be nice if I could get with that person. And I'm not sure if I am going to be solely responsible for teching the

cars or if we let them tech their own cars. Anyway, that's one item. Um,

Craig Larsen: Well, well, let's let's well,

Charly Mitchel: another

Craig Larsen: let's tackle that, otherwise I'll get lost. So, um they uh the Bugatti people are are they're going to have their own tech.

Charly Mitchel: Okay.

Craig Larsen: Uh Mike Velure has also offered to help and I want I would like you to partner with them.

Mike Lawler: Yeah.

01:23:40

Craig Larsen: So,

Charly Mitchel: Yes.

Craig Larsen: so it's but it's the three of you.

Charly Mitchel: Yeah.

Craig Larsen: uh effectively a three-legged stool that's going to do

Charly Mitchel: So, so I take my position pretty seriously and I feel it's imperative that I look at

Craig Larsen: that,

Charly Mitchel: those cars because that's my duty to approve those cars for use on the track.

Craig Larsen: right?

Charly Mitchel: So, anyway, so that's that.

Craig Larsen: Yeah,

Charly Mitchel: Okay,

Craig Larsen: that you and I are in complete agreement,

Charly Mitchel: good.

Mike Lawler: That

Charly Mitchel: Good. Okay.

Craig Larsen: Charlie.

Charly Mitchel: Now, I have another thought here. Um, and this may be way out of line, but I'm thinking that um, when the cars come off the track, the Bugattis, that we should put them in a park for May condition, not a real park for May, but just park them all together and then the drivers can get out of their cars and they can all chat with each other and the spectators will be able to see all the race cars at one time in a spot at the I would guess somewhere in the tech area.

01:24:31

Charly Mitchel: Um, so just a thought I had. I think it would be really good to to do that because once they once they leave the track then they go back to their paddic and they may not all be together. They may be with uh other touring car Bugattis or whatever. So I just thought that'd be a good idea.

Craig Larsen: Yeah. Uh, interesting. And there's a paddic layout uh thing that uh Tom and I

Charly Mitchel: Um

Craig Larsen: and Ed Godshock uh who's representing the who's the kind of the Bugatti

John Rankin: There it is.

Craig Larsen: guy um have been talking about and um there's more to happen on that

Charly Mitchel: Okay,

Craig Larsen: to make we we want the we want the Bugatti to be like we laid out the historics

Charly Mitchel: good.

Craig Larsen: where there were groups of cars that were the same so people could understand it. We want a a basically a Bugatti street in the paddic.

Charly Mitchel: Yeah. Yeah. Yeah.

Craig Larsen: Um

Charly Mitchel: I to see a big advantage to having them all grouped as they come off the track at one time before they get a chance to go into their trailers or wherever for the spectators.

01:25:31

Charly Mitchel: Um, okay. Now,

Craig Larsen: yeah.

Charly Mitchel: I have another comment here about the ABFM. Um, I saw a lot of comments about the auto cross or the the giant slalom that they have down there. Um, and a north paddic, south paddic. I didn't realize there were two different paddics there, but now I realize that. So, I have run in Jag Club Slaw uh events quite a few times in the North Paddic in that lot there. And it's about a oh, I think it's about 250 by about 150 foot layout that they use there. And it's the same course all across the country. So,

everybody's got the same exact layout. just the only thing that's different is the surface you're on and the weather. So, I would suggest that the ABFM use that Jag Club Slaw course and it's a it's a three laps around a course. It's a uh first lap is uh like an hourglass and I think the second lap is a figure eight and then the third lap is a big oval.

01:26:38

Charly Mitchel: Um, I think it would be I guess that was some some coordination with the Jag Club to to say yes, we can do that. We can. And the Jag Club has allowed other cars into their slalom also. So So that's just a thought there. Um, and let me see uh what is my uh other my other item is uh oh the tent. There was a mention that the tent was looking pretty pretty ratty here. couple board meetings ago and you know it doesn't look bad when it's up. It looks really bad when it's all folded up and and we're trying to move it around. You can see the faded part but it doesn't look bad. So I don't think that we need to replace that tent u this year anyway. Maybe in a couple years out maybe we could think about that. Um, and I think that the only other thing I had was I am looking for a small cargo trailer to store all of my my two services, all the gear in for the tech services and the driver services.

01:27:44

Charly Mitchel: So, if anybody knows of anything available out there, uh, about a 4x6 trailer, I just need a small trailer to put the tents in and all the the clipboards and all that stuff. And and there's all been mention also been a mention of maybe carrying the PA system in that in that cargo trailer and storing it, which I'm fine. So anyway, just uh I'm think I'm going to talk to Jake or somebody to see if I can get something in the bulletin that I'm looking for a small trailer. So I'd like to buy something for under \$1,000.

John Rankin: Yeah.

Charly Mitchel: Um and I don't want a ratty looking trailer. I want something presentable also. I don't want a homemade looking trailer. So anyway, I think those are all of my I think I got through my whole

Craig Larsen: Well, Charlie, on that last one, uh, thank you. And on that last one, can you coordinate with with Tom,

Charly Mitchel: list.

Craig Larsen: Mike,

John Rankin: What's up?

Craig Larsen: and Corky? Um, because I be nice if all the sovereign race day gear was in the same place.

01:28:40

Craig Larsen: You know, your stuff, the the PA system, the sandwich boards,

Charly Mitchel: Yep.

Craig Larsen: all that stuff was in the same spot because uh this would advance my goal of getting it out of my

Charly Mitchel: Yep.

Craig Larsen: garage and uh and into somebody else's.

Charly Mitchel: Yep.

Craig Larsen: And uh I got finessed at the fall finale last year and it all ended up in the back of my pickup truck and uh it doesn't belong there. I know. Well done, Bruce. Life member.

Charly Mitchel: So,

Craig Larsen: Either there's the solution or it's showing up at your house,

Charly Mitchel: so it is it is

Mike Lawler: Then we left town.

Craig Larsen: Bruce.

Charly Mitchel: a struggle to get all of those pieces in my rig. Um,

Craig Larsen: Right.

Charly Mitchel: and so yes, to have a a trailer would be a lot easier and a lot more beneficial. So, anyway, okay.

Craig Larsen: Thanks,

Corky Russell: Hey,

Charly Mitchel: Thank you.

Corky Russell: surely that tent is surely that tent is four years

Craig Larsen: Charlie.

Corky Russell: old.

Craig Larsen: Okay, you guys, we'll take that offline.

Corky Russell: He wouldn't mute on

Craig Larsen: All right.

Corky Russell: me.

Craig Larsen: Anything else for the good of the order? Do I have a motion to adjurnn? Thank you all. Thank you all. And Brad, again, thank you. I guess Brad rang off, but uh

thank you Brad for all your hard work, buddy.

Transcription ended after 01:30:15

This editable transcript was computer generated and might contain errors. People can also change the text after it was created.