




Notes

Feb 11, 2026

SOVREN Board Meeting Minutes - Feb 11, 2026

Meeting records  Transcript

Attendance:

Jamie Buskirk, Craig Larsen, Linda Grass, Corky Russel, Sherri Masterson (and Tom), Shelby Clark, Bill Simer, Mike Lawler, John Allen, Phil Edwards, Michael, Lori and Stephen Newby, Martin Rudrow, Michael Evans, Mary Z, John Rankin

Summary

Secretary SOVREN called the meeting to order, and the minutes from the last meeting were approved after a motion by Mike Lawler, seconded by Jamie Buskirk. The board voted nine in favor and two opposed to Craig Larsen's motion to accept approximate CAD at par for Canadian racers across five races, establishing a fixed fee schedule for the year. Jamie Buskirk reported on the Historics Peter Brock dinner planning, the new regalia and merchandise initiative that Corky Russell and Loren supported, and volunteer recruitment, while Craig Larsen announced that the Formula Atlantic series is joining the Spring Sprints and encouraged board members to improve customer service. Craig Larsen, John Rankin, Sherri Masterson, and Bill Simer agreed to discuss the policy concerning newer or non-vintage-appearing cars offline after John Rankin raised concerns about gridding them with classic vintage cars.

Details

- **Meeting Minutes and Agenda Items** Secretary Shelby Clark called the meeting to order at 6 PM. Mike Lawler moved to approve the minutes from the last month, which was seconded by Jamie Buskirk ([00:26:15](#)). Craig Larsen stated the intention was to move through the agenda quickly, mentioning reports and one action item regarding Canadian discounts, and noted that the race chair report would be added to the agenda after Sherri Masterson's administrative report ([00:27:41](#)).
- **Proposal for Canadian Racer Discount** Craig Larsen introduced the idea of a discount for Canadian racers, noting that a previously discussed \$50 discount for Spokane was deemed insufficient to be a "tipping point" ([00:27:41](#)). Larsen calculated that a \$575 race fee would be \$420 US dollars if set at approximate par, representing a \$155 discount from the US fee but allowing Canadian racers to pay the face value in Canadian dollars ([00:28:47](#)). Craig Larsen supported this measure to encourage more Canadian racers, citing the difficult political climate as a reason to embrace neighbors to the north, and mentioned they had under 20 Canadian racers last year, with only eight current SOVREN members ([00:30:04](#)).
- **Discussion on the Canadian Discount Proposal** John Allen questioned if the club would gain enough new racers to offset the \$1,000 loss from existing eight Canadian racers paying the approximate par rate, suggesting a smaller discount of \$50 to \$100. Jamie Buskirk supported the par entry fee for Canadian racers for 2026, including both members and non-members ([00:31:15](#)). Tom Masterson argued against the full par discount, citing rising costs for services like tow trucks and ambulances, believing the club cannot afford to give away \$155 per entry ([00:33:29](#)).
- **Arguments for and Against the Full Par Discount** Jamie Buskirk countered Tom Masterson's concern by saying "some money is better than no money" and compared the proposed discount to the "Yoda program" for drivers 40 and under, aiming to boost racer numbers ([00:33:29](#)). John Allen reiterated concerns about a net loss if not enough new racers are gained, suggesting the discount only be available to members and that the discount be limited to \$75 to \$100 ([00:34:34](#)). John Allen also proposed limiting the discount to only a couple of races, such as Spring Sprints and Fall Finale, or Spokane ([00:37:43](#)).
- **Final Arguments and Motion for Canadian Discount** Mike Lawler stressed the need to make racing affordable for Canadian participants ([00:38:22](#)). Craig

Larsen argued that the club has a fixed cost of doing business, so every additional racer beyond the normal set contributes to profit, needing only one extra racer to cover the discount for the initial few ([00:36:44](#)). John Rankin observed the risk of Canadians deciding they cannot race anymore if no discount is offered, suggesting they track the results if the discount is offered. Linda Grass reiterated that the approximate par discount is about \$155 per race and John Allen's preference for a smaller amount ([00:41:14](#)). Bill Simer and John Rankin agreed that offering the discount is a nice gesture to address stress between Canadian and American communities ([00:42:28](#)). Craig Larsen put forth a motion to approximate par for each of the five races, establishing a fixed fee schedule for the year for Canadian racers, which Mike Lawler seconded ([00:43:26](#)).

- **Roll Call Vote on the Canadian Discount Motion** The board proceeded with a roll call vote on the Canadian discount motion ([00:44:25](#)). Jamie voted yes, Bill Simer did not vote as they are not on the board ([00:45:48](#)). Corky Russell and Craig Larsen voted yes ([00:46:51](#)). John Allen voted no, John Rankin voted yes. Mike Lawler, Michael, and Loren voted yes. Shelby Clark voted yes, confirming they are allowed to vote as a board member, despite being Canadian ([00:47:58](#)). The final count was nine in favor and two opposed, and the motion passed ([00:49:06](#)).
- **Implementation of the Canadian Discount** Craig Larsen and Sherri Masterson discussed the implementation of the new fee schedule, with Larsen taking the lead on calculating and distributing the fixed rates, which Sherri Masterson agreed to. Sherri Masterson explained that the discount would be implemented as a coupon validated by a Canadian address, which is easier if limited to members but currently includes non-members by a manual tagging process ([00:49:06](#)). Loren agreed to lead the effort to disseminate the information about the discount widely within the Canadian racing community, suggesting they reach out beyond the club president ([00:52:35](#)).
- **Historic Committee Update: Peter Brock Dinner and Sponsorship** Jamie Buskirk reported on the Historic Committee's bi-weekly meetings. A new project involves hosting a banquet dinner with guest of honor Peter Brock to help defray their appearance fee, with the goal of getting the venue donated or finding a sponsor to cover catering ([00:57:02](#)). The current plan is a small event for 50-75 people at Pacific Raceways shop space, with tickets around \$100, featuring a talk and Q&A with Peter Brock, which would be convenient for attendees ([00:58:05](#)). Craig Larsen noted that the Old Cannery agreed to sponsor the pavilion where Peter Brock will be, contributing \$2,500 ([01:00:25](#)).

- **Old Cannery Sponsorship Details** Lori Newby confirmed that the Old Cannery ownership, who are deeply connected to the Sumner Puyallup community and Multicare, are wonderful people who want to help ([01:01:34](#)). Although the Old Cannery has a big furniture sale during the Fourth of July weekend, they will be present at the Spring Sprints and Fall Finale and are exploring ways to have a presence at the Historics ([01:02:35](#)). Craig Larsen highlighted the responsiveness of the Old Cannery and their appreciation for the collegial, family-oriented nature of SOVREN Racing ([01:03:23](#)).
- **Promotion of Peter Brock's Appearance** John Rankin emphasized that Peter Brock is a "big deal" and a "catch," and suggested that the private dinner should be heavily advertised as part of the Historics event to entice more people, including those not involved in racing, to attend ([01:04:33](#)). John Allen suggested leveraging Peter Brock's ties to the Datsun Northwest group to draw more Datsun club members to the event ([01:06:28](#)).
- **Historic Regalia and Merchandise** Jamie Buskirk brought up the idea of creating t-shirts and regalia for the historic event, citing the positive experience of the Sprite Midget Challenge with on-site printing ([01:06:28](#)). They proposed purchasing 300 shirts at a cost of around \$2,300 to be sold at \$20 each, with a break-even point of 90 shirts sold ([01:07:42](#)). Loren supported the idea, noting that a hybrid approach of preprinted and transfer forms was successful and that the merchandise is a way to make spectators, drivers, and volunteers happy while generating revenue and cache ([01:09:00](#)). Lori Newby suggested that the t-shirts should include women's sizes and that other merchandise for women, like tote bags, should be considered since they are popular with ladies at the track ([01:12:25](#)). Craig Larsen concluded that the board has a consensus for the merchandise initiative, and Jamie Buskirk will proceed, with a summary of the plan to be presented at the next board meeting ([01:14:37](#)).
- **Vendor and Volunteer Recruitment for the Historic** Linda Grass confirmed that the vendors will be in a prime location on "vendor row" in the middle of the paddock, not in a remote area as has happened at previous invitational events ([01:16:31](#)). Jamie Buskirk reported that Bobby Cobvin and Phil Edwards are working on the car corral outreach to Northwest Car Clubs, including the Datsun Nissan Club. Jamie Buskirk is still seeking a "volunteer wrangler," a key position that was successfully filled by Chuck Ward last year, who must commit to three days and supervise 15-25 star volunteers ([01:18:15](#)).

- **Formula Atlantic Series Coming to Spring Sprints** Craig Larsen announced that the new Formula Atlantic series will be joining the spring sprints, which is expected to be good for both spectators and the SOVREN finances ([01:19:16](#)).
- **Policy on Newer Race Cars in Vintage Events** John Rankin raised a concern regarding inquiries from participants running cars newer than the rolling 25-year rule or vintage-appearing cars with modern components, such as a 1995 Mustang with an LS3 motor ([01:20:32](#)). They expressed reluctance to grid these cars with true classic vintage cars due to perceived negative optics, suggesting that if they must run, they should be in a separate grid, noting the difficulty of the "Exhibition" class being too small to run by itself ([01:22:09](#)). Sherri Masterson confirmed that Exhibition is currently small and not set up to run independently, with cars running with other groups ([01:23:16](#)).
- **Discussion on Car Eligibility and Exhibition Class** Craig Larsen noted that the club has previously allowed "special cases" like a 2006 West Coast Series Luminina ([01:22:09](#)) ([01:31:54](#)). Mike Lawler clarified that such cars can be accepted by the competition board and placed in the "Exhibition" area ([01:23:16](#)). Jamie Buskirk stated they do not object to tube frame or semi-tube frame stock cars within the same run group, emphasizing that driving ability and driving with a "vintage spirit" are their main criteria ([01:24:13](#)). Loren cautioned against frequently making exceptions to the 25-year rule, calling it a "slippery slope" that could erode the rule and create difficulties for administration ([01:26:20](#)).
- **Proposal for Policy Review on Non-Vintage Cars** Craig Larsen suggested that the issue of non-25-year-old cars needs a policy conversation to avoid an equity issue given past exceptions ([01:31:54](#)). John Rankin proposed that at minimum, any accepted car "has to look like it's 25 years old or older" ([01:29:37](#)). John Allen suggested placing the onus on those applicants to gather enough cars to build the Exhibition class as it is supposed to be ([01:31:54](#)). Craig Larsen proposed that a minimum of three volunteers—John Rankin, Sherri Masterson, and Bill Simer—should discuss the issue offline and bring a proposal back to the board ([01:33:03](#)).
- **Spokane Festival of Speed Update** Bill Simer reported on the Spokane Festival of Speed, noting that a planning meeting was held and another is scheduled for Saturday, the 21st, which will include Corky Russell. The central discussion revolves around making the event special while controlling costs, and the track committed to maintaining last year's rates ([01:27:29](#)). Bill Simer mentioned

efforts to build a local cadre of workers to manage costs, as the Spokane race worker costs are higher than other races ([01:28:34](#)).

- **Administrative, Membership, and Race Chair Updates** Sherri Masterson reported current membership at approximately 167 members. She also noted the need to obtain the paddock form for Historics from Mr. Nall ([01:35:53](#)). Sherri Masterson later confirmed that ambulances, tow trucks, and golf carts are secured for Pacific Raceways, and she will provide accurate estimates to Rich for expenses, except for the unknown King County ambulance costs ([01:38:14](#)). Mike Lawler mentioned that new Chiefs' shirts have been ordered and they are still seeking a Media and Course Marshal Chief, expressing concern about media liability on the course ([01:39:05](#)).
- **Communication and New Track Standard at Pacific Raceways** Craig Larsen addressed an important note from Pacific Raceways regarding a new "pack it in pack it out" standard, emphasizing that they are no longer recycling oil, fluids, or allowing tires to be left behind, with substantial fines possible for non-compliance ([01:43:06](#)). John Rankin offered to donate half a dozen five-gallon gas cans for the club to use proactively for oil disposal to help address this new rule ([01:46:07](#)). Loren confirmed that this information is already included in the bulletin ([01:45:04](#)).
- **Victory Lane Advertising Discussion** Craig Larsen sought feedback on buying additional ads in Victory Lane magazine beyond the committed four-month buy, aiming for a consistent structure in interactions with Dan Davis ([01:46:07](#)). Jamie Buskirk suggested sticking with four months but potentially moving the timing to January through April or February through May, as October/November may be less useful ([01:47:12](#)). Mike Lawler questioned the return on investment of the ads, which Craig Larsen agreed is low, with little evidence of new racers joining due to the ads ([01:48:07](#)). Loren noted that future ads would include tracking metrics to measure clicks and website landing pages ([01:49:13](#)).
- **Focus on Customer Service** Craig Larsen delivered an important message urging all board members, committee chairs, and volunteers to increase their focus on high-quality customer service, emphasizing the need to welcome new people and demonstrate a collegial organization ([01:40:55](#)). They stressed the importance of this for the club's financial and overall future, noting that many people could be potential members if they could easily get past the initial threshold ([01:42:05](#)).

- **Suggestions for Publicity and Content** Lori Newby suggested reaching out to media like PBS, specifically mentioning Tom Lac who covered SOVREN previously, to create a story about the Historics ([01:51:21](#)). John Allen suggested cross-posting content from "Vintage Drift" to Victory Lane, as Martin already provides some content to the latter ([01:52:24](#)).

Suggested next steps

- Sherri Masterson will ensure the Canadian discount is implemented as a coupon for each event, validated through the Canadian address, and advertised on the MSR front page.
- Jamie Buskirk will reach out to vendors for the historic weekend, including any interested vendors whose information is passed to him.
- Jamie Buskirk will proceed with purchasing 300 shirts for the historic in both preprinted and transfer form, including women's sizes, and will bring a summary of the plan to the next board meeting.
- Loren will take the lead on making sure that we get the word out far and wide about the Canadian discount.
- Craig Larsen will call Martin Rudow at 9:00 a.m. tomorrow to discuss vintage drift and adding a video drip.
- Craig Larsen will call Loren tomorrow to discuss the Bulletin.
- Craig Larsen will take a look at the Canadian discount rates and get the proposed schedule to Sherri Masterson for confirmation before sending it to the board members.
- Mike Lawler will ask Patrick for recommendations on media people from his list to ensure they will not need to be supervised on the course.
- John Rankin will donate half a dozen five-gallon gas cans for the club's use for oil disposal at races.
- John Rankin, Sherri Masterson, and Bill Simer will discuss policy for non-25-year cars in the exhibition grid and bring back a proposal to the board.
- The group will consider moving the ad buy for Victory Lane magazine to a period later in the year, such as January through April or February through May.

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

Feb 11, 2026

Meeting Feb 11, 2026 at 17:22 PST - Transcript

00:00:00

Craig Larsen: Well, there you go. Many reasons.

Corky Russell: Yep.

Craig Larsen: I'm kind of hoping we can get through this agenda tonight pretty quickly. It's uh it's not that long. So,

Corky Russell: You're the boss.

Craig Larsen: uh

Corky Russell: Just say just read it and say meeting over.

SOVREN Historics: I

Corky Russell: Goodbye.

SOVREN Historics: I see that if it weren't for those uh troublesome Canadians, Craig, we wouldn't have an agenda at

Craig Larsen: I know. I know. Yeah. Well, you know,

Corky Russell: Yeah.

SOVREN Historics: all.

Craig Larsen: nothing like a bright idea to make a need for a meeting, right? So, yeah.

Corky Russell: Do they reciprocate?

Craig Larsen: H Well,

Corky Russell: Do they reciprocate?

Craig Larsen: in that our money goes further. Sure.

Corky Russell: No. Well, I mean, you know,

Craig Larsen: Naturally,

Corky Russell: we're going to give we're going to give them a

Craig Larsen: naturally they reciprocate.

Corky Russell: benefit.

Craig Larsen: Well, you know, the first time I went to mission, which uh wasn't that I guess it was a few years ago, uh in addition to it being cheap, you got a \$100 tow money.

00:01:06

Craig Larsen: That was like incredible.

Corky Russell: Oh,

Craig Larsen: I mean, I I was I was stunned.

Corky Russell: let's see. Last time I was in mission was 1968.

Craig Larsen: Um,

Corky Russell: So, I don't know. I think it's changed a little since

Craig Larsen: I remember 1968.

Corky Russell: then.

Craig Larsen: Not very well, but it was I'm sure I was in a bit of an altered state in 1968.

So,

Corky Russell: Somebody didn't give you something,

Craig Larsen: it's all it's all a little foggy.

Corky Russell: did they? I tell you how much I was against that. I was a drug counselor at a at a uh what they call a halfway house or something for people who overdose and stuff. So,

Craig Larsen: Where at?

Corky Russell: I was at the opposite end of drug consumption.

Craig Larsen: Where? Where at?

Corky Russell: What?

Craig Larsen: Let's see.

SOVREN Historics: I could see that being a nice uh segue right into tech

Corky Russell: Seattle.

Craig Larsen: Before

SOVREN Historics: inspector.

Craig Larsen: we get to your car,

00:02:16

SOVREN Historics: Yeah. Like I'm looking at your wonder substances you were

Craig Larsen: I have some questions for you.

SOVREN Historics: on.

Corky Russell: Would you mind making a deposit in this little plastic

Craig Larsen: That's right.

Corky Russell: cup?

Craig Larsen: Yeah. Sherry, did you see I I passed my physical

Corky Russell: your shirt

Craig Larsen: She's turned on.

Linda Grass: You're muted.

Craig Larsen: She didn't want to

Corky Russell: off.

Linda Grass: You said yes.

Craig Larsen: reply.

Linda Grass: I read her

Sherri Masterson: I I did say yes.

Linda Grass: lips.

Sherri Masterson: I did. I was trying to find my screen.

Corky Russell: It just shows you miracles still do

Craig Larsen: That's okay. Miracles still do happen.

Corky Russell: happen.

Sherri Masterson: Sorry.

Craig Larsen: Yeah. Yeah. Well, the gal I uh the doctor I see in Shelton is uh older than I am. Um, but she's a complete car nut. I mean, she's like, she had a a 456 Ferrari for a long time that she finally just sold. She had a magnet that she completely restored and uh reupholstered and had new had repainted and the whole thing.

00:03:17

Craig Larsen: And uh she's just like a total car person. So, I go to visit her and we just talk about cars and racing and we kind of work in a physical around it all, you know. So,

SOVREN Historics: Sounds like you might be getting a pass.

Craig Larsen: yes. Yeah, exactly.

SOVREN Historics: I'll point

Craig Larsen: Exactly. Yeah.

SOVREN Historics: by

Craig Larsen: She's inclined to say yes, you know, which makes it good. So, uh,

Linda Grass: Why don't you recruit her to and put her on the E

Craig Larsen: well, I've talked to her. I said, "You should go racing.

Linda Grass: crew?

Craig Larsen: You should get a car, you know, but she's got,

Corky Russell: No. Ecrew.

Craig Larsen: you know,

Corky Russell: E-crew.

Craig Larsen: Yeah.

Corky Russell: She needs to be there in case you bump your little

Craig Larsen: Right.

Sherri Masterson: like

Craig Larsen: Right. Exactly.

Corky Russell: head.

Craig Larsen: Yeah. Yeah. She's a She's a hoot. And they they you you you guys would get a kick out of this clinic.

00:04:01

Craig Larsen: It um they don't take insurance, they don't take checks, and they don't take cards. It's cash only.

SOVREN Historics: Bitcoin.

Craig Larsen: And uh there's and there's no internet connection. I mean, they have internet connection, but they don't keep electronic files. Everything's paper. I mean, this is this is like Shelton all the way.

Corky Russell: This is like Shady all the

Craig Larsen: Yeah, it's great. But I mean,

Corky Russell: way.

Craig Larsen: what what an ideal profit center, you know? So they're just like, you know, there's four four people there and they're busy all the

SOVREN Historics: Craig,

Craig Larsen: time.

SOVREN Historics: is there a hitching post out front for your

Corky Russell: Of

Craig Larsen: Almost.

SOVREN Historics: horse?

Craig Larsen: There's always a lot of pickup trucks.

Corky Russell: course.

Craig Larsen: Of course, that's Shelton, too.

Corky Russell: Yep.

Craig Larsen: Yeah, it's hilarious. Well, it was a beautiful day around here.

Sherri Masterson: Almost.

Craig Larsen: I hope it was everywhere

Corky Russell: Oh no,

Linda Grass: That was

Craig Larsen: else.

Corky Russell: it was terrible.

00:04:59

Corky Russell: Clear blue sky. I couldn't believe it.

Linda Grass: nice.

Craig Larsen: I just uh went and got the Porsche out of the garage and went for a drive this morning and uh man, that was uh it was perfect. It was beautiful

SOVREN Historics: We've had two perfect days in a row.

Craig Larsen: day.

SOVREN Historics: So, it's it's g I've got a very bad feeling.

Craig Larsen: Well, I I was looking at the grass at the shop. Man, I'm going to have to start mowing. This has been such a mild winter that uh you know, the daffodils are up like that high and uh the trees are all budding out and the grass is growing

Corky Russell: Yeah.

Craig Larsen: and uh

Corky Russell: Yeah. My neighbors have already been mowing their lawn.

Craig Larsen: yeah.

Corky Russell: I've uh the daffodils have been blooming for over a week now.

Craig Larsen: Oh, no kidding.

Corky Russell: So yeah,

Craig Larsen: Wow. Wow.

Corky Russell: it's summer or spring, excuse me.

Craig Larsen: It's spring.

Corky Russell: I don't think I don't think Western Washington is going to have a winter this

00:05:48

Craig Larsen: Yeah.

Corky Russell: year.

Craig Larsen: I well, you know, we dipped we dipped well,

Corky Russell: I'm saying that in hope that we they we do because I said

Linda Grass: Yeah.

Craig Larsen: you know,

Corky Russell: that

Craig Larsen: we dipped below freezing over here. Uh, and I don't know what it was like at your place, Sherry, but um I think we had three nights, maybe four nights that it actually froze. Um, but other than that, it's been

Corky Russell: Wow, we've had more than that.

Craig Larsen: uh

Corky Russell: I can remember I go to the gym at 5:00 in the morning. So,

Linda Grass: Mhm.

Craig Larsen: f***.

Corky Russell: we're standing out there waiting for the door to open and you we look at the thermometer and everything else. And I think we had one that was like 24 degrees couple days, but usually under 30 38 has been a high for a while. It's there's a couple of days it was in the 40s, but not much. So,

Craig Larsen: Yeah, it's uh it's beautiful.

00:06:42

Craig Larsen: Beautiful

Corky Russell: Yep. And these are the days I don't like people from out of town to come and

Craig Larsen: weather.

Corky Russell: visit.

SOVREN Historics: Does anybody know anybody who went to the uh Seahawks celebration

Linda Grass: No.

Sherri Masterson: Mhm.

SOVREN Historics: parade?

Corky Russell: Not that rich.

Craig Larsen: He just meant the parade.

SOVREN Historics: Yeah,

Craig Larsen: No, I uh

SOVREN Historics: they they're expecting three quarters of a million people.

Corky Russell: Well, I don't know where they get it. They must be selling drugs or

Craig Larsen: Well, you know,

SOVREN Historics: Corky

Corky Russell: something.

Craig Larsen: when the uh the last uh parade like that I went to was when the Supersonics won the championship and it was it was a while ago.

Corky Russell: Yeah, that's a little while

Craig Larsen: It was pretty amazing.

Corky Russell: ago.

Craig Larsen: It was a pretty amazing deal. And uh um yeah. So uh what was the parade? Was from like all the way through Seattle or down to the Kingdom or what? Or I mean Kingdom

00:07:37

Corky Russell: What's out of

Sherri Masterson: I went down to the

SOVREN Historics: It looked like it was downtown.

Corky Russell: here?

SOVREN Historics: I saw a map with a big red long elongated rectangle.

Sherri Masterson: sun.

SOVREN Historics: Looked like from Pike Place down to the

Corky Russell: Actually, it went the other way.

SOVREN Historics: stadiums.

Sherri Masterson: Yeah.

Corky Russell: That's when people they were complaining because it went the last time it went from the uh from Pike Place down to the stadium. This year it went from the stadium up to Piplax Pike Place area. So,

Linda Grass: Yeah, they they said they said that they did it that way because they didn't have enough room for everybody to go back to the

Corky Russell: Seattle Center.

Sherri Masterson: Okay.

SOVREN Historics: Sounds

Linda Grass: stadium.

Corky Russell: And as usual, there were people had their cars towed.

Craig Larsen: better shopping opportunity at the market also.

Corky Russell: Yeah.

Sherri Masterson: That's it.

Craig Larsen: Yeah.

SOVREN Historics: well. I used an implement today I'd never used before. I borrow the neighbor's uh disc harrow and dragged it around behind the tractor.

00:08:34

SOVREN Historics: Yeah.

Corky Russell: Oh, you got enough acreage to drag a disc.

SOVREN Historics: Yeah. Yeah.

Corky Russell: Wow.

Craig Larsen: So, so, so what are you planting there?

Corky Russell: What are you

SOVREN Historics: Put me mix

Craig Larsen: Uh,

Corky Russell: planning?

Craig Larsen: farmer Jamie. Oh,

SOVREN Historics: wild flowers and native grasses.

Craig Larsen: there you go.

Corky Russell: Native grasses.

Craig Larsen: Cool.

SOVREN Historics: Yeah.

Craig Larsen: So,

SOVREN Historics: You know, you know the

Craig Larsen: yeah.

Corky Russell: Yeah. Cannabis,

SOVREN Historics: kinderg

Corky Russell: right?

Craig Larsen: Do you have to put down like yellow rattle first?

SOVREN Historics: rattle. Don't know what it

Craig Larsen: Yellow rattle is a yellow rattle is a plant that is a parasite to

SOVREN Historics: is.

Craig Larsen: grass. And a lot of people who plant meadows, they put down yellow rattle first and let it sink in for uh I don't know how long, a season or half a season or anyway just to get a start. And it uh it impedes the grass and so it lets wild flowers come up more easily.

00:09:26

SOVREN Historics: Yeah. Yeah. Well, they uh there are species that kind of crowd out the rest. That's their strategy.

Craig Larsen: That's

SOVREN Historics: Like Douglas Douglas fur in this neighborhood.

Craig Larsen: it.

SOVREN Historics: Yeah. No, I didn't uh I didn't do much. You know, this this ground it'd been a construction site, you know, and before that I think they'd uh staged logs, you know. took took a bunch of logs out. So, uh there wasn't a whole lot of grass, but uh it was pretty compacted. It needed a little bit of help to little seeds to uh have a chance.

Craig Larsen: busy busy people.

Corky Russell: Where is everybody? Nobody wants to come in early, I guess.

Craig Larsen: They're only there for the business.

Linda Grass: especially

Corky Russell: Yep.

Sherri Masterson: The dynamic to Gotham

Corky Russell: Six people.

Craig Larsen: That's okay.

Sherri Masterson: City.

Craig Larsen: I'll make it really quick. I'll catch the Warriors game at 6:30 at that

Linda Grass: with not not a

Craig Larsen: rate.

00:10:28

Corky Russell: Don't bet on it.

Linda Grass: worm.

Craig Larsen: Our our record so far is about 40 minutes. So, uh, not impossible.

SOVREN Historics: Well, we know Rich isn't coming.

Craig Larsen: Rich isn't coming. Brad's not going to be here. He's in Florida. Rich is in Florida. Um,

Corky Russell: Did they have a invitation for something we weren't invited to?

Craig Larsen: uh, they're both working.

Corky Russell: Oh,

Craig Larsen: Um,

Corky Russell: that kind of a fourletter

Craig Larsen: well, Rich is doing a some Rich is at some kind of a trade show or something like

Corky Russell: word.

Craig Larsen: that, I think. Um, but yeah.

Corky Russell: Must be tough to go to

Sherri Masterson: Well, Tom's here.

Corky Russell: Florida.

SOVREN Historics: That makes

Craig Larsen: What was that,

SOVREN Historics: seven.

Craig Larsen: Sherry?

Sherri Masterson: Tom is here.

Craig Larsen: Tom's here. Good. Good. Um, we've already got one, two, three, four. Yeah, we'll get it.

Corky Russell: 56.

Craig Larsen: We need seven. Oh, we got five.

00:11:28

Craig Larsen: We got five. Yeah. So, we're we're almost there.

Sherri Masterson: There you

Craig Larsen: We can We can ram through that Canadian discount before anybody gets

Sherri Masterson: go.

Craig Larsen: online.

Linda Grass: Yeah,

Sherri Masterson: Yeah, that's what he said.

Linda Grass: maybe.

Craig Larsen: Yeah, no comments from the peanut gallery there, buddy.

Corky Russell: As long as they bring cheesies down, I don't care.

Craig Larsen: Well, I sent a message to to Gail uh B and Bob Williams uh late in the day just to get their reaction. I haven't I haven't heard back from them unless they sent me something since then. Uh just to see if it made any difference to

Sherri Masterson: Stop.

Craig Larsen: them.

Linda Grass: They could always bring me an

Craig Larsen: You never you never know about incentives, you know.

Linda Grass: island.

Craig Larsen: You never know if it's going to, you know, what the value is. Sorry,

Linda Grass: That's okay.

Craig Larsen: Linda.

Sherri Masterson: Hey,

Linda Grass: Oh,

Corky Russell: All of a sudden,

Sherri Masterson: Scotty.

Corky Russell: this cat appears out of

00:12:41

Linda Grass: it's Mr.

Corky Russell: nowhere.

Linda Grass: the same time Bill shows up.

Craig Larsen: Yeah, there's a giant gray mountain in front of you,

Corky Russell: Uh oh, there. So, how many we got now?

Craig Larsen: Sherry.

Corky Russell: We got Bill and Mike here. So, we must have a quorum.

Craig Larsen: No, Bill's no longer uh officially part of the program here, you know.

Corky Russell: Oh,

Craig Larsen: He's uh he's just uh he's in the he's a hanger on now,

Corky Russell: I thought we only needed one more mics

Craig Larsen: buddy.

Bill Simer: I'm lurking. I'm lurking,

Craig Larsen: You're

Corky Russell: here.

Bill Simer: Craig.

Sherri Masterson: What's

Bill Simer: I just came down into low Earth orbit to see you guys

Craig Larsen: lurking.

Bill Simer: and

Corky Russell: I can tell by your

Sherri Masterson: that?

Craig Larsen: Well, well,

Corky Russell: background.

Craig Larsen: you're welcome.

Bill Simer: right.

Craig Larsen: You're welcome to be in low Earth orbit.

Linda Grass: Cool.

Bill Simer: I thought you might want to know what's going on with a festival speed anyway.

Craig Larsen: Well,

00:13:26

Bill Simer: So,

Craig Larsen: that would be good to get a Festival of Speed report.

Bill Simer: yeah.

Mike Lawler: I'm going to be quick.

Bill Simer: Yeah,

Craig Larsen: We We would We were talking briefly about the fantastic weather we've been having,

Bill Simer: right.

Craig Larsen: Bill.

Bill Simer: Has anyone whined about the lack of snow? I've been up skiing once and I have two season

Linda Grass: Oh dear.

Bill Simer: passes.

Corky Russell: Well, I haven't been skiing since I delaminated a set of heads at at um oh, was that Winter Park in Colorado? That was in 69. No, 70.

Craig Larsen: where this this is the uh this is the evening of ancient history.

Corky Russell: 70.

Bill Simer: Corky,

Craig Larsen: Oh,

Corky Russell: Yeah.

Bill Simer: the equipment has gotten a lot

Craig Larsen: I remember I drapped in my skis in 68.

Bill Simer: better.

Corky Russell: Yeah. I'm I'm reminiscing about times before half these people were born.

Linda Grass: So, Bill,

Sherri Masterson: Thanks.

Linda Grass: are they going to give you a reimbursement on your season's

Bill Simer: No,

00:14:38

Corky Russell: No,

Linda Grass: pass?

Bill Simer: those you know they are they are struggling to stay in business and you could

Corky Russell: no.

Bill Simer: buy insurance at the start of the year kind of like our insurance and I said ah heck

Corky Russell: Yeah.

Bill Simer: we won't need that it's okay you see the older

Corky Russell: Yeah.

Craig Larsen: Mhm.

Corky Russell: Right.

Linda Grass: Ah,

Bill Simer: you get the cheaper the season passes are because they know you don't ski in

Linda Grass: that's true.

Bill Simer: the weekend. I mean, why would you?

Craig Larsen: Why would

Linda Grass: I know. Yeah, that was Bobby's

Bill Simer: Yeah.

Craig Larsen: you

Bill Simer: Yep.

Linda Grass: philosophy.

Bill Simer: So, Shelby, how are things in Canada?

Secretary SOVREN: No complaints up here.

Bill Simer: Good.

Craig Larsen: All

Corky Russell: Oh, you live in Canada, Shelby?

Secretary SOVREN: Yeah.

Craig Larsen: quiet.

Corky Russell: I'm going to have to have you be my my cheeses connection.

Secretary SOVREN: Oh, the

Corky Russell: Yeah, I love those.

Secretary SOVREN: Hawkins.

Linda Grass: Their

Corky Russell: I can't I can't stand our American varieties.

00:15:39

Corky Russell: That cheese is much

Secretary SOVREN: Yeah,

Corky Russell: better.

Secretary SOVREN: real

Linda Grass: Nimo bars are better,

Secretary SOVREN: cheese.

Corky Russell: Yeah, I've had a person that lives up near Naimo who used to be a frequent visitor to

Linda Grass: too.

Corky Russell: our event who told me she was going to bring me a Naimo bar every time she came back down and she hasn't brought one yet. So,

Craig Larsen: rough rough rough life,

Corky Russell: but you got to go over to the island to get it though.

Craig Larsen: buddy.

Corky Russell: That's the problem.

Secretary SOVREN: That is the

Corky Russell: I can't believe how expensive that Perry

Secretary SOVREN: problem.

Bill Simer: You ought to fly there, Corki.

Corky Russell: was.

Bill Simer: I landed at Nimo and we had to scare the bear off of the runway before we could uh could land. So, you're just going to fly over one pass, the bears kind of, you know, take off for the woods and then you can come back down and

Corky Russell: Well,

Bill Simer: land.

Corky Russell: sorry. I sold my helicopter 30 years ago.

00:16:35

Corky Russell: I haven't fly a

Bill Simer: Well, I I was I was uh in the right seat,

Corky Russell: sh.

Bill Simer: not the left seat, so I was just observing.

Corky Russell: You can fly from

Craig Larsen: But you But you had to But you had to buzz them first,

Bill Simer: I have

Corky Russell: there.

Craig Larsen: huh?

Bill Simer: Yep.

SOVREN Historics: You don't know that that bear is not going to get his

Bill Simer: You don't hang around for long,

Craig Larsen: You're coming

SOVREN Historics: buddies.

Bill Simer: Jamie. You get in, you get

Craig Larsen: back.

Bill Simer: out.

Corky Russell: Uhoh, trouble arrived.

Linda Grass: Hi, Skye.

SOVREN Historics: It's double trouble.

Corky Russell: Yeah, with a capital N.

Craig Larsen: So, Steve and Lori, um, we've been talking, you guys, thanks for all that work on, uh, figuring out if we can get a display case in the in the office. I was going to ask you guys, and I thought I'd just wait till we this meeting, how uh, how much space do they have? Is it like did you get a sense of what they're willing to take?

00:17:40

Craig Larsen: I mean, we're going to need at least like 3 feet wide, I

Lori Newby: Yeah,

Craig Larsen: think.

Lori Newby: I think that um you know there there's no real issue. It's just a matter of where they want to put it in there. But yeah, definitely at least a three-

Craig Larsen: Mhm.

Lori Newby: foot wide um you know, obviously we don't have too many you know things to put in there.

Craig Larsen: Right. Right.

Lori Newby: But um I think whatever we can find for donation or whatever the case may

be or if you know somebody's got a you know you know an old trophy case in their room that they're not using anymore or something like that. It definitely needs to be glass fronted

Craig Larsen: Yeah. Yeah.

Lori Newby: though.

Craig Larsen: Well, I'm finding a bunch of them for under a hundred bucks. Like 50 bucks, 25 bucks, something like that. Um, so once I get uh get a minute, I can get out and look at a couple. You know, that kind of bargain shopping, you're driving around a lot,

00:18:32

Lori Newby: Yeah.

Craig Larsen: right? So, but that's okay.

Lori Newby: Yeah.

Craig Larsen: It's there's some over here on my side. So, I'll uh I'll take a run at it.

Lori Newby: Okay, sounds good.

Craig Larsen: And thanks for the list, Lori, of all the

Lori Newby: Oh, you're welcome.

Craig Larsen: sizes.

Lori Newby: I think that's going to be the biggest issue is making sure that the shelves are adjustable because that one plaque is quite large.

Craig Larsen: Right. Well, and Andy brought me a I made the mistake of having lunch with Andy Collins and he offloaded like three more boxes of stuff to me, including a couple of trophies. One of which is like the thing is like two 30 inches tall or something or 24 inches tall. It's crazy. It's like it's like for I don't know rookie of the year or some damn thing. I don't know what it was. I didn't even look at it. I just like threw it in the back of my truck. Placed it nicely in the back of my truck.

00:19:25

Craig Larsen: But uh yeah,

Corky Russell: Angie's not on,

Craig Larsen: be beware of of lunch with former presidents,

Corky Russell: is he?

Craig Larsen: man. Oh man.

Corky Russell: I'll remember that next

Craig Larsen: Yeah. remember that next year. Right. Exactly.

Corky Russell: year.

Craig Larsen: Yeah. I did give away all the tablecloths though. The senior center was happy to get them. So,

Lori Newby: Perfect.

Craig Larsen: yeah. Yeah.

SOVREN Historics: I think Sherry's coaching that cat. She's going to have it say a couple of

Corky Russell: Yeah.

SOVREN Historics: things.

John Allen: Hey, Stephen. Did I hear that your car is not only sold, but sold again?

Lori Newby: Yes.

John Allen: Yeah. New person in your group one. He's going to beat your ass. You know that, don't you?

Lori Newby: No, he won't.

John Allen: Ah, did you put a hole in the piston or leave some parts out?

Lori Newby: No, it's old age and treachery.

Mike Lawler: It's Steven's rebuild.

Corky Russell: I want to know who's old age and who's treachery.

00:20:40

Lori Newby: He is.

Corky Russell: Oh, that that's only one.

Lori Newby: He gets to be both.

Corky Russell: He's either one or the

Lori Newby: No.

Linda Grass: No, he's

Lori Newby: No.

Craig Larsen: Got it covered.

Linda Grass: both.

Corky Russell: other.

Lori Newby: No. I'll take it. I'll take the

John Allen: now. For those of you who don't know,

Lori Newby: blame.

John Allen: this looks like Coley Typton's joining your group. So,

Mike Lawler: Good.

John Allen: I asked him if he why he wants to go slower, but

Mike Lawler: What did he buy?

Lori Newby: Yeah. He told me that as long as he stays ahead of you, John

John Allen: hey, his times will probably still beat mine.

Mike Lawler: What did Kolivi

John Allen: I've known him for a long time and he's a Tech eraser.

Linda Grass: Nobody's answering you,

Lori Newby: Yeah. Oh, he bought Steven's

Linda Grass: Mike.

Lori Newby: midget.

John Allen: He wanted to keep the number one, but I told him that was probably not going to

Mike Lawler: Yeah,

Lori Newby: Not No.

00:21:42

Corky Russell: Mike wants to talk.

John Allen: happen.

Corky Russell: He has to turn off his turn on his microphone.

Lori Newby: Mhm.

Corky Russell: Turn. He's muted.

Linda Grass: Well, now he is, but he

Mike Lawler: I turn it on when I

Linda Grass: was

Corky Russell: Now we're in trouble. Sorry.

Lori Newby: Yeah, you know, you're talking about Coley. I raced against Coley's dad back in the mid70s. So that that's how long I've known Coley.

John Allen: Yeah. Well, you know, that's a long time. I've known Wes for a long time, too, but not that

Lori Newby: Yep.

John Allen: long.

Craig Larsen: So that so selling that card does that mean you can you don't have turn sideways in your shop anymore, Steve, or

Lori Newby: Um, no.

Craig Larsen: uh

Bill Simer: So Steve,

Lori Newby: You know, it's funny.

Bill Simer: what else is there that we should know

Lori Newby: Well, I I made space and then all of a sudden, you know, that space magically filled back up again.

Bill Simer: about?

Lori Newby: It's like

00:22:42

Craig Larsen: yeah,

Lori Newby: rabbits.

Craig Larsen: that's the way it works, I think.

Corky Russell: Yeah,

Craig Larsen: Yeah. Yeah.

Corky Russell: it it usually takes me about two or three weeks for my garage to get dirty again after I clean it. So,

Craig Larsen: Oh

Corky Russell: and I'm not doing anything, but it's not it's just my garage

Craig Larsen: god.

John Allen: I save step.

Corky Russell: just

John Allen: It never gets

Craig Larsen: Yeah.

John Allen: clean.

Craig Larsen: Yeah. As soon as mine's cleaned, it's cluttered again.

John Allen: So, Steve, Stephen, are you uh building another midget? I guess I haven't followed the whole story line yet.

Lori Newby: Say again, John. Are you building another midget? Oh, yes.

John Allen: What car are you building?

Lori Newby: Yes. Yeah. Building another one currently for Devon to race.

Sherri Masterson: Where is

John Allen: How about

Sherri Masterson: this?

Lori Newby: Me? No,

Corky Russell: That's

John Allen: you?

Lori Newby: I've already got a racing.

Corky Russell: glory.

Lori Newby: And I have three others that I I could build, too.

00:23:36

Lori Newby: So,

Craig Larsen: Yeah, John is is not a problem,

John Allen: Okay.

Lori Newby: no. No.

Craig Larsen: John.

John Allen: Well, I thought that was your your nicer car. That's why I was surprised to see it move.

Sherri Masterson: What's it

John Allen: So,

Lori Newby: price was

Sherri Masterson: say?

Lori Newby: right.

John Allen: yeah. Yeah. the uh first owner decided they didn't want to race or after they got

Lori Newby: Well,

John Allen: it.

Lori Newby: yeah, there there were some some some issues, let's just put it that way. Yeah. And uh yeah,

John Allen: Okay,

Lori Newby: needed to finance another business venture.

John Allen: gotcha.

Lori Newby: So yeah.

John Allen: Damn finances always get in the way.

Craig Larsen: Yeah.

Lori Newby: Yeah. Well, my my next uh project will be the uh the bugeye sprite that I bought that uh was originally shipped to Nassau for Speed Weeks in 1958. Yeah.

Corky Russell: Wow.

Lori Newby: Martin Rudo said that he had all kinds of information on the car.

Corky Russell: Well, he is muted, but we still can't hear him.

00:24:50

Martin Rudow: Really?

Corky Russell: You have to get closer than that,

Linda Grass: It's It's very faint,

Martin Rudow: Nobody.

Corky Russell: Martin.

Linda Grass: Martin.

Martin Rudow: All right. Can you hear me

Corky Russell: Just

Craig Larsen: Yes.

Martin Rudow: now?

Corky Russell: barely.

Mike Lawler: But we only see her forehead.

Linda Grass: Yes.

Martin Rudow: I've got everything cranked up to the max, too.

Craig Larsen: It just makes us all listen more carefully, Martin.

Martin Rudow: I will say today we'll be out You're

Lori Newby: Hey, Bill. Bill,

Corky Russell: I

Lori Newby: is there um you know,

Bill Simer: Yes.

Lori Newby: failing me looking it up, is there a driver's school in Spokane this year?

Bill Simer: You know, not that I'm aware of. I know they've got some skills days planned.

Lori Newby: Okay,

Bill Simer: I think the Porsche Club does, but uh I'm not aware of driver's school. Um at least one that would be robust enough for our purposes.

Lori Newby: got it. Got it. Okay.

Bill Simer: Yeah.

Lori Newby: Yeah, I had somebody asking

00:26:15

Bill Simer: Yeah. I wish we did.

Lori Newby: I think that's something that we need to look at for

Linda Grass: Could

Lori Newby: 2027.

SOVREN Historics: That will require staff, a school director and a group of instructors.

Corky Russell: think it's 6:00.

Linda Grass: you make it in with the festival of speed week though weekend?

Bill Simer: It would be tough to do a full novice school at that, you know, with a in the midst of a test and tune and everything. At least that'd be my opinion.

Secretary SOVREN: Okay. 6 PM on my clock.

Bill Simer: Okay.

Secretary SOVREN: Called order.

Corky Russell: I'll have a Swiss tree of cheese and

Secretary SOVREN: Um,

Corky Russell: rice.

Secretary SOVREN: pardon.

Corky Russell: I said I'll have a Swiss cheese on

Secretary SOVREN: Sorry.

Corky Russell: right.

Craig Larsen: Okay, Courtney.

SOVREN Historics: Okay.

Corky Russell: I'm mutant. Get out of

Craig Larsen: Yeah,

Mike Lawler: Yes, mute.

Craig Larsen: you can hit the mute now.

Secretary SOVREN: Um and um approval of minutes from last month.

Mike Lawler: I'll make the motion we approve the minutes.

00:27:41

Secretary SOVREN: Thank you.

SOVREN Historics: I will I will second that

Craig Larsen: Got a second.

Secretary SOVREN: Thank you.

SOVREN Historics: motion.

Secretary SOVREN: All right. Over to you, Greg.

Craig Larsen: All right. Um, so, uh, I was hope I said to a few people, uh, as we were just

getting started tonight, um, I'm hoping to get through this agenda pretty quickly. We have, uh, some reports and stuff and one action item that I brought up about Canadian discounts. Um, but also I left off unfortunately or uh for some other reason uh race chair report. So we'll do that like a new if you're looking at the agenda that'll come after uh Sherry's administrative report. Mike uh Tom Corky um if there's a race chair report it'll be like new number seven on the agenda. Um so the uh let's just dive into this Canadian discount idea.

Secretary SOVREN: Hey,

Craig Larsen: Um I was talking to a few different board members. Um and you know we uh and with I had lunch with Sherry last week.

00:28:47

Craig Larsen: Was that last I think that was last week. Sherry we talked about the when we adopted the uh fees for 2026. It included uh like a \$50 discount for Spokane, I believe. And correct me if I'm wrong, Sherry. Um but uh but then in talking to a couple board members um we got to the point of well you know 50 bucks off of 575 or doesn't really mean that much. Um it's not really a tipping point and if we're serious about this um you know the other end of the spectrum is like at par or somewhere in between. And so I did the uh important and very complicated calculation to determine that if we were going to uh estimate what par would be for Canadian racers at a \$575 race, they would pay \$420 US. And so that would be um you know like a well for for us it would appear to be like a \$155 discount um from our normal fee, but for a Canadian racer they'd be paying uh on the face uh what we're paying. They'd just be paying in uh Canadian dollars.

00:30:04

Craig Larsen: So um and here's here's the reason I brought up. A couple board members brought it to me. B, I'm in favor of getting more Canadian racers down here and making it easier. And I think um our difficult political climate has made it even more important to embrace uh our neighbors to the north and our friends who we race with and who we've raced with for decades and uh encourage them to come over the border and come down and race with us. So that's the that's the prelude. Um, and uh, I don't know, Sherry, you and I talked about this and of course I immediately forgot. How many Canadian

racers did we have last year just in general terms? And I realized this is like the the every meeting Sherry Pop quiz, but uh, yeah, I think it was like the number was like 20 or under 20 racers total.

Sherri Masterson: It was under 20 total. We're sitting at uh I like eight right

Craig Larsen: Yeah, eight right now.

Sherri Masterson: now.

Craig Larsen: Yeah. So, you know, um, as you know, it's the last it's the last five or 10 racers that make the difference on a lot of our races between, um, you know, make making a little bit of money or not making a little bit of money.

00:31:15

Craig Larsen: So, getting more people down here is is uh, a big deal. So, with that prelude,

Sherri Masterson: cabinet.

Craig Larsen: I'm just going to open it up to everybody's conversation and uh,

Sherri Masterson: Okay.

Craig Larsen: we'll see where this goes. John Allen, go ahead. Oh, you're muted.

John Allen: I All

Mike Lawler: Muted.

Craig Larsen: There you go.

John Allen: right. My My computer keeps freezing up. Um, we're talking how many more are we talking about getting? Are we going to get more than \$1,000 worth of entry fees, which would be two plus more to give away the eight or so that we're already have coming because I think that might the par might be too much. The between 50 and a 100 bucks might be closer.

Martin Rudow: is too

Craig Larsen: Um, uh, Jamie,

Martin Rudow: nice.

Craig Larsen: go ahead. Oh, you're muted.

SOVREN Historics: My apologies. Uh, I've read about other clubs uh in the northern tier of the United States uh offering a par entry fee for Canadian racers and it's the math should be fairly simple.

00:32:28

SOVREN Historics: Um yeah, I I would support um uh offering uh entry fees at u the same number as we're paying but in loonies uh for 2026 and that would be for both sovereign members and non-members who want to race with us.

Craig Larsen: Uh Sherry, go ahead.

Sherri Masterson: We can't do at par for the whole race for the whole year. We motorsport works on American dollars.

Craig Larsen: No. What? Yeah. What I would propose,

Sherri Masterson: So be a set amount for the

Craig Larsen: Sherry, is we just we just set I'm sorry,

Sherri Masterson: year.

Craig Larsen: I talked over you. I I would suggest we just set the number for each race. If we decided to do this, we would just set the number for each race. Now, there would be no like recalculating during the year.

Sherri Masterson: Well,

Craig Larsen: We would just say for this purpose this is going to be the number for this race.

Sherri Masterson: that's Yeah.

Craig Larsen: Just raise this

Sherri Masterson: All right. And and here's my consideration, folks.

00:33:29

Sherri Masterson: Prices have gone up this year on tow trucks. Probably on ambulance, though I haven't gotten the prices. Can we afford to give away \$155 in entry?

Craig Larsen: That's the question, Tom. That's the question.

Sherri Masterson: And my answer is I don't think so.

Craig Larsen: And I think

Sherri Masterson: Not with prices going up.

Craig Larsen: Okay. Uh Jamie, go ahead.

SOVREN Historics: Well, I would say that some money is better than no money. That's usually the way you calculate it.

Mike Lawler: I agree.

SOVREN Historics: Um,

Sherri Masterson: Remember

Mike Lawler: I agree.

SOVREN Historics: if we're down to if we've got eight uh Canadian racers uh with memberships now and that's down from 20 and that looks pretty clear to me that uh you can sign up all the Yodas you want and we're not stemming the uh tide. Tide's going up.

Sherri Masterson: those eight are as of now um memberships aren't due until the end of February. So those still come in.

SOVREN Historics: Okay, they're still coming in.

Craig Larsen: Mhm.

00:34:34

SOVREN Historics: But nonetheless, we are we are making a bargain, if you will, with uh drivers of 40 and under. And um in the in the interest of boosting boosting the number of racers, not necessarily the uh dollars per racer. Um yeah, I don't know. To me, it's the same thing. program for Canadian Canadian racers and the Yoda program is a pretty clear parallel. That's all I've got.

Craig Larsen: Thank you, Jamie. Uh, John, go ahead. John Allen, you're muted. Oh,

John Allen: Let's see if this works this time.

Craig Larsen: there you

John Allen: All right. Um, yeah,

Craig Larsen: go.

John Allen: I I agree more numbers are better, but the the thing is if we don't get any more numbers, we're throwing away a thousand bucks. Um, so we need to get at least like two more drivers. I also guess I would propose that the discount be available to members, which might drive our membership up. We got to give some benefits for being a member otherwise, you know, why do it?

00:35:38

John Allen: Um, and like I said, I don't think that the full par would be good. Maybe \$75 to 100. Then we're not losing as much and hopefully can bring a couple more people in.

Craig Larsen: Thank you, John. Uh, Michael, you had your hand up and then it went

Mike Lawler: Yeah, it did. Um, I kind of agree with John and and Jamie.

Craig Larsen: down.

Mike Lawler: If we don't if we don't have any cars, we don't have any money coming in. So at least something is better than nothing.

Craig Larsen: Yeah, that's the way I look at any of these kind of promotional items. You're you're trying to push uh volume and there's some risk always with doing something like this, but you're trying to get more racers. Uh I personally am trying to get more racers to the track with the hope that they come back. And so, you know, if a if a discount like this turns a one race racer, somebody who just comes down for the historic into a two- race racer or a three- race racer, then uh we make out great.

00:36:44

Craig Larsen: Um, so, you know,

Mike Lawler: Yeah.

Craig Larsen: it's a we have a not to make a big speech out of this, but we have a fixed cost of doing business. And I look at it different than Tom looks at it. Um, I hope you're still on the call, Tom. Um I look at it as uh our costs are fixed. So if our costs are X, you know, any numbers that we add uh on top of our normal set of numbers is profit effectively. It's all a bonus. So you know if we change, you know, to your point, John, if we change two Canadian racers to three, we discounted it 155 bucks each, but we picked up 420 bucks. So, all you got to do is get one extra racer. Um, if you've got if you got two now, you got to get one more, you know. So, it's that kind of ratio, you know. We got, you know,

John Allen: Were the

Craig Larsen: you're basically, you know, one for two or one for three.

00:37:43

Craig Larsen: So,

John Allen: numbers that Sherry gave was that per race or was that per

Craig Larsen: um,

John Allen: season?

Craig Larsen: I just did it for like a \$575 race. So,

John Allen: Yeah.

Craig Larsen: what we do is we if we were going to do it

John Allen: But if if we have a race that has five Canadians in it, we're giving away more than we would gain by getting one more person. That's my point is we

Craig Larsen: Yeah. Yeah. Exactly. No, you are. Exactly. That's exactly it. But if you're

only going to have two and you get three, you're making money. If you only had three and you're getting four,

John Allen: No. Yeah, if you're you only have two,

Craig Larsen: you're almost making Yeah.

John Allen: but if you're doing five and you bring one in, you're losing money.

Craig Larsen: Yeah.

John Allen: So, at this point, I I'm kind of against it,

Craig Larsen: Yeah.

John Allen: but um I think it's too much for the entire season.

00:38:22

John Allen: Maybe we limit it to a couple races that we're trying to drive more uh more membership to, which would be spring sprints and fall finale or something, or obviously Spokane

Mike Lawler: Let's keep in mind we need to make it affordable for them to come on down, guys.

Craig Larsen: Right.

Mike Lawler: Period.

Craig Larsen: Well, that's everything costs more down here and so it's, you know, we they're paying they're paying a premium for hotel rooms. They're paying, you know, all that stuff is more expensive. So, um, uh, yeah. Yeah, it's, uh, so, uh, other thoughts, board members, non-board members, anybody else want to dive in on this? Um, sounds like we beat it already. Um, so, uh, Shelby, I'm going to we're going to have to do some kind of a who we got. See, we've got John Ranken, John Allen, uh Mike Lawler, um uh Tom Mastersonson, Jamie, uh you Shelby, Corki. So, what is that? One, two, three, four, five, six, seven. We have seven board members. Is that on right now?

00:39:34

Craig Larsen: Seven. Sounds right. So, we have a quorum.

John Rankin: Is isn't Bill on this

Craig Larsen: Um uh Bill's not a board member anymore.

John Rankin: call? Well,

Craig Larsen: I know.

Michael: Mike now is on the call.

Craig Larsen: We We just let anybody in on these

Mike Lawler: I think I think Michael is Michael Michael now on Michael now

Craig Larsen: meetings. Michael now is on Oh, yeah. There you go. I see the M.

Mike Lawler: There's there you go to go to form.

Craig Larsen: Um, great. Okay. Good. Good. We're good. So, um, well, I put it on the agenda. I'm I'm just going to present it as a motion and I'll ask for a second that we uh that we do uh this the one the one I've shown on the agenda is an example that we would do a uh a rate sheet for Canadian racers for the season for each race and it would be approximate par but we'd figure out what the number is and we'd fix it at that number.

00:40:30

Craig Larsen: So we're not doing recalculating during the year. We're just we're saying for Canadians it's this number for each race, whatever those numbers are. Um, uh, John Ranken, you got your hand

John Rankin: Yeah.

Bill Simer: Oh,

John Rankin: Could I have someone restate the um the the argument against again?

Craig Larsen: up.

John Rankin: I I'm not I'm not clear on

Craig Larsen: Um,

John Rankin: it.

Craig Larsen: uh,

Bill Simer: heat.

Craig Larsen: John Allen, you made the argument a sort of an argument against Twice.

John Allen: I yeah, I guess I probably have the most I don't think we're going to gain more people

Craig Larsen: Go ahead.

John Allen: than what we currently have and in the end will be a net loss which would mimic what we did with the the race package. We It was a great idea. It just didn't pan out in the end. That's my

Sherri Masterson: Yeah, that's my

Craig Larsen: Mhm.

Sherri Masterson: thing.

John Rankin: Okay.

Craig Larsen: There's a risk there's u and my counterpoint would be every promotion has

a risk associated with

00:41:14

John Allen: position.

Craig Larsen: it.

John Rankin: I I guess my my observation would be um there is also a risk with

Craig Larsen: So

John Rankin: with not doing it, you know. Um because people might just finally say I can't do it anymore, you know, and and so I I'm just not clear that it's it's a known,

Craig Larsen: right

John Rankin: you know, I'm not clear that we know anything about that one way or the other. So, um maybe the best way to do it is is offer it and track it and see what it see what it does.

Craig Larsen: Yeah. Yeah. Uh, Linda, you put your hand up, ma'am.

Linda Grass: Uh just for John's edification also, part of that is the par at this moment is like \$155 uh per race. And John Allen's comment was he would rather see it being like at 75 or 100 but not at par.

John Rankin: Well, I I understand that. I think at at the risk of of delving into issues that we don't want to talk about, um there's already some stress between the Canadians and the Americans.

00:42:28

John Rankin: I've been feeling it from Canadians that I know. And so I I'm kind of in the um in the mood to give them um as much as we can give them and demonstrate that uh that we don't want them to pay more than we're paying equivalent.

Craig Larsen: Thanks, John. Uh, Bill, you had your hand up and then put it

Bill Simer: I I did actually.

Craig Larsen: down.

Bill Simer: John uh very eloquently covered the point I wanted to make about the stress between our Canadian friends and and um and our country at this point and I don't think it should be minimized. Uh I've been I've been told by some that they expect it to be a an issue that will exist for more than a generation. Um so uh us doing something to address that it's probably a nice gesture. Um, it may cost us some money, but uh but it

may still be the right thing to do.

Craig Larsen: All right. Thank you, Bill.

Sherri Masterson: money. How

Craig Larsen: Um,

Sherri Masterson: about

00:43:26

Craig Larsen: so with that, um, let's, uh, I think we're going to have to do a roll call vote here. Uh, Shelby, can you just, uh, walk through the list?

Secretary SOVREN: Yeah, that I can

Mike Lawler: And we we have the motion.

Craig Larsen: Yeah. Oh, yeah. I guess I a motion be a second.

Secretary SOVREN: do.

Craig Larsen: Yeah. So, uh, yeah. Thanks, Mike. Uh, you're the new parliamentarian. Uh, I'll your hat will be in the mail. Uh uh so the motion is uh the motion is we're going to approximate

Mike Lawler: My

Craig Larsen: PAR for each of our five races and we will set up a fee schedule to that effect and the the effect of it right now would be at a \$575 race would be \$420 for Canadians but we will we will craft a fee schedule that is fixed for the year. So, with that, do do I have a second?

Mike Lawler: I'll second. I will second.

Craig Larsen: Thanks, Mike. So, now we're ready.

00:44:25

Craig Larsen: Um, Shelby, go ahead and do a roll

Secretary SOVREN: Okay. Do you guys mind real quick?

Craig Larsen: call.

Secretary SOVREN: Uh Lauren just messaged me and said he's trying to get into the meeting but can't. I'm just going to try to add him in here.

Craig Larsen: Oh, okay. Sure. Yeah.

Secretary SOVREN: Oh. Ah, there we go. I think that did the trick.

Craig Larsen: I see a little purple box down

Secretary SOVREN: Okay, Lauren,

Craig Larsen: there.

Secretary SOVREN: are you on here

Sherri Masterson: medium.

Secretary SOVREN: now?

Craig Larsen: Lauren, you're on and you're muted.

Secretary SOVREN: Okay. Well, I can go ahead with the roll call

Craig Larsen: Lauren, are are you on the call?

Secretary SOVREN: here.

Craig Larsen: No. He has an odd odd uh disoriented look on his face more than normal.

Sherri Masterson: No.

John Rankin: more than normal.

Craig Larsen: I I guess the insult doesn't even

John Rankin: That's cool.

Craig Larsen: work.

SOVREN Historics: Well, I see him, but it looks like he's muted uh in my

Craig Larsen: when it looks like he's having trouble with the connection somehow.

00:45:48

SOVREN Historics: view.

Secretary SOVREN: Oh,

Craig Larsen: Um,

Secretary SOVREN: he texted me saying audio issue. It's fixing it. Okay.

Craig Larsen: okay. So, go ahead,

Secretary SOVREN: Okay.

Craig Larsen: Shelby.

Secretary SOVREN: So, you just want me to read read down through the list here?

Craig Larsen: Yeah. Um, well, here, let's pause for a minute. It's a little bit awkward.

Lauren, we have a motion on the table uh now that you potentially should be voting on.

Um, so let's let's get as far let's go through everybody and pick up Lauren at the end,

Secretary SOVREN: Okay,

Craig Larsen: shall we?

Secretary SOVREN: sounds good. Um, first one on my list here is uh Jamie.

SOVREN Historics: Hi,

Secretary SOVREN: That's a yes.

SOVREN Historics: that is a yes in nautical speech.

Secretary SOVREN: Great. Perfect. Uh, Bill.

Corky Russell: H.

Craig Larsen: No,

Bill Simer: Oh,

Secretary SOVREN: Bill.

Bill Simer: I don't vote.

Sherri Masterson: Remember?

Craig Larsen: Bill's not on the Bill's not on the board.

Secretary SOVREN: Oh, okay. Sorry.

00:46:51

Craig Larsen: That's okay.

Secretary SOVREN: Um, uh,

Sherri Masterson: Hey,

Secretary SOVREN: Corki. Um, okay. And then Craig, you don't vote because you're motion you do.

Craig Larsen: Oh, I do vote.

Mike Lawler: Yes, it

Secretary SOVREN: You vote.

Sherri Masterson: No,

Craig Larsen: Yeah, sure.

Secretary SOVREN: Oh,

Craig Larsen: I'm on the board.

Secretary SOVREN: okay. Okay.

Craig Larsen: Yes.

Secretary SOVREN: Yes. Of course,

Sherri Masterson: no.

Secretary SOVREN: now is when my dogs are going to start barking.

Craig Larsen: I'm sorry just to like dump this on you, Shelby.

Secretary SOVREN: That's okay. Um, and then, sorry, I'm going to have to close the door here for my

Craig Larsen: That's okay.

John Rankin: Trial by fire.

Secretary SOVREN: dogs.

Craig Larsen: That's right.

Secretary SOVREN: Okay. And then I've got John.

John Allen: No.

John Rankin: Hi. Oh, which John?

John Allen: John Allen, wasn't

John Rankin: John Allen.

Secretary SOVREN: Oh.

John Rankin: John Rankin.

John Allen: it?

John Rankin: I think I think it's a negative. I think it's a zero vote because John Allen is opposed and I'm in

00:47:58

Craig Larsen: We don't know

John Rankin: favor.

Secretary SOVREN: Okay.

Craig Larsen: yet.

Secretary SOVREN: John Allen will go alphabetical and John Rankin.

John Rankin: Yes.

Secretary SOVREN: Yes.

John Allen: No.

Secretary SOVREN: Okay.

Loren: It's

Secretary SOVREN: And who am I missing here?

Craig Larsen: Tom Masterson,

Secretary SOVREN: Tom.

Mike Lawler: Michael. Michael now.

Sherri Masterson: No.

Craig Larsen: U Mike Lawler and Michael.

Mike Lawler: Yes.

Secretary SOVREN: Michael.

Craig Larsen: Now,

Michael: Yes.

Craig Larsen: do we uh Lauren, are you uh on

Secretary SOVREN: Okay.

Loren: I'm on. Can somebody give me the cliff notes of uh what we're talking about?

Craig Larsen: Yeah, it's a uh No,

Loren: And I apologize for being sorry for being

Craig Larsen: you're here. You're here.

Loren: late.

Craig Larsen: Uh it's a Canadian discount uh approximating par for the 2026 season. So a 5. Yes.

Loren: Yes.

Craig Larsen: Okay.

Sherri Masterson: and you need Shelby

Craig Larsen: Oh,

Secretary SOVREN: Oh,

Craig Larsen: yeah. Shelby.

Sherri Masterson: too.

Craig Larsen: Yes.

Secretary SOVREN: am I allowed to vote even though I'm Canadian?

Craig Larsen: Yes, you are.

00:49:06

Craig Larsen: Yeah. No, you're you're a board member.

Secretary SOVREN: Okay.

Craig Larsen: That's the important part.

Secretary SOVREN: Yeah, I would vote yes.

Craig Larsen: All right.

Sherri Masterson: Otherwise,

Craig Larsen: So, it's uh I have nine to two, Shelby.

Secretary SOVREN: Yeah.

Craig Larsen: Okay. So, um, Sherry,

Sherri Masterson: another

Craig Larsen: I how about I take a cut of what the numbers are and you take a cut at you see if you confirm them or not for the races. I'll just like and I'll send them out to all board members what that schedule would be um what the rate would be and uh and maybe I'll send it to you first. Does that sound right or do you want to do it?

Sherri Masterson: No, that's fine. You can do that.

Craig Larsen: I'll do that.

Sherri Masterson: Um, I'm going the best way for me to do it is as a coupon. Um, it'll be a coupon for each event. Um, and it'll be validated through the Canadian address through the fact that they're Canadian. It will it focuses in on um that they have a Canadian address

00:50:15

Craig Larsen: Well, so how does the how does the coupon work then?

Sherri Masterson: and I

Craig Larsen: Just f how does that what's if I'm a can if I'm Shelby uh signing up what do I go

Sherri Masterson: think signs

Craig Larsen: through that and we wouldn't

Sherri Masterson: up as normal. Um, and then she when she gets to the end, it'll ask if there's a coupon. When you go where where you do your credit card and all that stuff and you do the insurance and, you know, all that stuff. After you do everything else, it'll ask if you have a a coupon and you put your coupon in. Um,

Craig Larsen: So it so it will prompt you. I mean on the form

Sherri Masterson: it'll the form will have a spot for I mean it's it's it's after

Craig Larsen: it'll

Sherri Masterson: all the registration stuff. So, it's where it goes into the MSR stuff where they control that part of it. I can't control where it shows up or anything.

Craig Larsen: Sure.

Sherri Masterson: Um the only uh difference uh will be when a new member signs up that does not have an MSR account with us.

00:51:21

Sherri Masterson: Um it will not have that that tag. It's basically a membership tag that I put on it. Um that that tells the system that I've looked through. I've seen that there's a Canadian address and I I make them a Canadian driver. So, um it's advertisable to people and people who don't have a Canadian address can't use it. Um so, that's a plus. Now, somebody had mentioned um just doing it for members. Um that's easier for me. um you don't have to worry about those people who are creating a new account, but that's how it's going to

Craig Larsen: Okay. Well, and I think um uh in thinking about this in the last week or so

Sherri Masterson: work.

Craig Larsen: um and Lauren, this falls to you a little bit. Um, I want to uh publicize this uh heavily and um also does our does our do we have a bulletin link to uh Vintage

Racing Club of British Columbia VR VRCBC? Do they get our newsletter? So,
Loren: Yes.

00:52:35

Craig Larsen: if you're a member of uh VRCBC, then you get our newsletter automatically.

Loren: No.

Craig Larsen: Okay.

Loren: It goes to like the president and a handful of other folks

Sherri Masterson: The clock.

Craig Larsen: Okay.

Loren: and um I'll take the lead on making sure that we get the word out far and wide

Craig Larsen: Okay.

Loren: here.

Mike Lawler: Yeah. Yeah. I think that's Mike Bailey.

Craig Larsen: Okay.

Sherri Masterson: Well,

Loren: Yeah.

Sherri Masterson: we can put we can put the coupon code too on on the front page of the MSR um things, you know.

Craig Larsen: Yes,

Sherri Masterson: Um that's the advantage to using the

Craig Larsen: that's a great idea,

Sherri Masterson: validator.

Craig Larsen: Sherry. Yeah, I think it needs to be apparent. I mean, if we're going to make this work, we need to make a thing out of it. So, um Martin, you have your hand up, sir.

Martin Rudow: and added some video drip as

Craig Larsen: Yes.

Martin Rudow: well.

Craig Larsen: Yeah. Um, are you already at are you already publishing or do you have a minute to do that?

00:53:32

Martin Rudow: No, I can still add it

Craig Larsen: How about Martin if I call you tomorrow and we talk about that?

Martin Rudow: early, please. Because I got to get this gun out of the way, but I can do it.

Craig Larsen: I can I can call you Martin in the morning like at 9:00.

Martin Rudow: Yeah, fine. Great.

Craig Larsen: Okay, I'll I'll do that. All right. Uh Lauren Campbell, go

Loren: Since I'm literally writing the bulletin right now,

Craig Larsen: ahead.

Loren: um did we have an agreement to uh extend the um no hassle? You got hassled at the border cancellation policy.

Craig Larsen: I had a concern about how that works with the MSR insurance. Like is it it is it an insurance covered thing? Do we know if you can't cross the border for some reason? Is that covered by your insurance?

Loren: I I would say having read the policy,

Craig Larsen: I don't know if anybody

Loren: no, not for some reason. For some very specific reasons like your car is broken.

00:54:38

Loren: Yes.

Craig Larsen: I was avoiding going down that road. Um because I don't think anybody had a problem getting across the border last year. Did we hear anybody? I mean, it might have taken a while, but I don't think any I didn't have trouble going either way. Um um newbies didn't. You um I don't So, I think it was kind of a non-issue as it turned out.

Loren: Shelby.

Secretary SOVREN: I there was increased like policing um at like on the Washington side when we were coming back like they were doing an extra check stop um for people leaving the country but it wasn't an issue getting in and I didn't hear about anybody having an issue getting in that's like a racer at least I know a lot of other people that have had a lot of problems going down there over the last year But no erasers.

Craig Larsen: My view was let's keep it simple.

John Rankin: I hear it.

Craig Larsen: Okay. All right. Um, so, so I will Sherry, I will uh take a cut at what the the rates might be and I will get it to you and then I will get it to board members so they'll know what the effect is.

00:56:01

Craig Larsen: And Martin, I will call you at 9:00 a.m. tomorrow and we'll talk about the uh um about uh vintage drift. And then Lauren, do you want to talk about Bulletin tomorrow, too? Are you on Are you I'll call you too, Martin. I'll call you too, Lauren, tomorrow. Call Lauren. Okay. All right. Thank you all. Uh thanks for your flexibility and thanks for the quality of the conversation. I appreciate it. Um so information items. Uh I uh Brad Shin is in Florida and uh I have a giant stack of reading material from him. So that's the report on proposal for competition committee. I know uh members of the competition or excuse me of uh rules the rules and race day management comp committee has sent tons of comments and edits to Brad. Brad's done a cut on it. He asked me to take a look at it and I haven't done it yet, but that's on this week for me. Um so more to come.

00:57:02

Craig Larsen: Um Jamie, the historic had a great the historic committee had a what I thought was a great meeting last week. Um, and I just jotted down a couple highlights. Do you want to just talk about this a little

SOVREN Historics: Uh, sure.

Craig Larsen: bit?

SOVREN Historics: Yeah, we uh we are now uh going to be meeting on a bi-weekly basis. We'll be meeting again uh next Tuesday night. Um we've got a new uh little project uh you know, which actually came from uh Peter Brock, our guest of honor himself. suggested that maybe to help defray his appearance fee, uh we could headline him at a uh a banquet, a dinner. And um sounded like a good idea, but at first glance, I couldn't see a way to make the numbers work. If we rent a room and we pay a standard catering fee, we'll be trading dollars. Even at \$100 uh ahead, it wouldn't be uh particularly uh useful. it wouldn't be very uh yeah wouldn't get us very far toward paying off his appearance fee.

00:58:05

SOVREN Historics: But um I had further uh discussions with some other individuals and uh the suggestions were u get the venue donated and uh see what you can do about uh either getting it the the owner of the venue itself to cover the catering uh fee or find somebody else with pockets to help uh uh cover the cost of food and drink. And um during the meeting we were brainstorming about that and we came up with the idea how about about how about trying to come up with a sponsor for the dinner itself. Um so um I believe we're working on that. I don't know that we have any news, but we do have news on the venue. I believe we have a shop space at Pacific Raceways uh which is going to be made available for our use. And uh just to recap, we're talking about a fairly small event, 50 to 75 people. We're going to sell tickets for a hundred bucks thereabouts. And uh we're going to have a uh a nice talk and a question and answer uh question and answer period with Mr. Brock.

00:59:17

SOVREN Historics: And I think it'll be a lovely evening. And uh doing it at the track uh provides a few advantages of first of all the commute time is very very short. Uh you can leave your your car, your trailer uh amble down to the shops and uh take part in this event. Um you know we thought about doing it at the museum or something like that. Fourth of July weekend traffic in the evenings always a nightmare and it just seemed like wouldn't be great. Anyway, so that's where we stand on the uh the uh dinner. Um we're still making uh headway in uh recruiting volunteers for the star volunteers. That is uh the staff that we need in addition to the typical complement of race workers and corner workers, race officials. Um let's see, Jeff Kernney's been our point man for recruitment and he's got inquiries out all over the place. And uh we haven't got any big commitments yet, but we are hoping. Um I have put out another uh call for vendors and uh I've only got one reply so far.

01:00:25

SOVREN Historics: So um if anybody knows of any vendors who might be interested in uh uh pitching their tent, so to speak, at our historic weekend, let me know. Pass that information on to me and I will make the outreach. Um I have currently just reached out

to the the same face as we had last year. What else was uh did you find interesting about last week's

Craig Larsen: Well, um we talked about the fabulous and exciting Old Canry sponsorship and

SOVREN Historics: meeting?

Craig Larsen: um the uh Old Canry has agreed to sponsor the what the tent we're now calling the pavilion that uh that Peter Brock's going to be in. and Lori uh Newbie came up with this idea as we were uh chatting up how to encourage the canry to do even more than they already do for us every year. Um for some of you who may not know um and Lori Steve jump in the old Canary has been a supporter of of sovereign racing and come race with me and come walk with me and all sorts of stuff in the region but us in particular for years and years and years.

01:01:34

Craig Larsen: and uh they're deeply connected in the Sumar Puallup community and the whole south end of Puget Sound and are a real resource to the the neighbors down there. Um and they've agreed to uh uh Lori came up with this idea that let's how about we name the uh the space where Pete's going to be, Peter's going to be the Old Canry Pavilion. And so that became the core of our our pitch to them. and they uh with what I loved about it most is we left the meeting at noon and I think you guys heard by 2:00 in the afternoon that that they were in. I mean, this is like,

Lori Newby: Mhm.

Craig Larsen: you know, no waiting around and uh they stepped up and uh are contributing uh \$2,500 to uh to Sovereign, which was great. And Lori and Steve, please add uh something to the wonderful news that we got from them.

Lori Newby: Well, we all got fudge when we

Craig Larsen: We got fudge. Yeah, man.

Lori Newby: left.

Craig Larsen: I'm just, you know, I'm cutting off little tiny pieces of it.

01:02:35

Craig Larsen: My blood sugar is going like that every time. So, it it gets I don't have to take a nap in the afternoon if I have a if I have four little pieces of

Lori Newby: Right. Right. No,

Craig Larsen: fudge.

Lori Newby: they're they're um they're just wonderful people and they want to help. Um, unfortunately they do a big furniture sale on the Fourth of July weekend, but they will be out there for spring sprints and fall finale representing the company. And they want a bit of a show at the fourth. I'm not sure what that's going to look like. Stephen suggested bringing one of their company vans out and parking it close to the pavilion. Um, there's a liability part in that. It means somebody's got to drive it out and drive it back. So, it's just in the talking stages at the moment, but they're on board and they'll do whatever they can to help

Craig Larsen: And we talked about having a spot they're they're having their as Lori mentioned they're have their big

01:03:23

Lori Newby: us.

Craig Larsen: sale of the year is the same weekend at their facility. And so we talked about you know there can be a little tall table there with brochures for their sale. We can crosspromote with them. Um and uh you know we talked to them about really hoping uh for a um you know continuing long-term partnership with them. They're uh like you say, Lori, they're just great folks and um and we're really responsive and we're very responsive to the uh the community and family nature of Sovereign Racing that, you know, we're we're a very collegial group who's the point of it is to have fun and that made a big difference to them. So,

Lori Newby: Well, I I also think too that the old canary ownership has been very involved with

Craig Larsen: um

Lori Newby: multicare for decades. So, this is a win-win for us in two different ways.

Craig Larsen: yeah.

Lori Newby: And um fortunately for Stephen and I, we're part of that community as well. So, we can talk up Sovereign till they don't want to hear about it anymore because we're involved in a lot of things not only with the old Canary but with Multicare.

01:04:33

Lori Newby: So, it's a good good situation.

Craig Larsen: And it seems like since all these people are um uhworked with each other that it may be opening up some other opportunities in the area with some other uh major organizations.

Lori Newby: Yes.

Craig Larsen: So fingers crossed but it was really good news to start with. Um uh the only other thing uh Jamie was we talked Oh John Rankin why go ahead

Lori Newby: Yep.

Craig Larsen: man

John Rankin: Yeah, I was just going to say um uh the Peter Brock is a big big deal.

Craig Larsen: John.

John Rankin: um he's one of the very last people that was there at the beginning of the Shelby operation and and he's he's he's a catch and I I wouldn't be bashful about um asking for money for to be part of that that private uh that private dinner. I think that that's a a reasonable thing to do and and I you know I think we should also advertise it heavily as part of the historic because it is a even people who aren't involved in our racing know who he is and know what his contribution was and it might entice him to come out and spend some more time with us during the during the weekend.

01:05:36

Craig Larsen: Mhm. Yeah, agree. Uh John Allen, go ahead.

Lori Newby: Oh, land of

Craig Larsen: Oh, I'm sorry, Linda, go ahead.

Lori Newby: grass.

Craig Larsen: I didn't see you up there. It's like it's like uh what is that?

Linda Grass: That's okay.

Craig Larsen: Hollywood squares, you know? You got to watch the squares. So, go ahead,

John Rankin: Nobody puts Linda in the corner.

Linda Grass: Um,

Craig Larsen: Linda.

Linda Grass: yeah, I know. That's okay. Um, so you were talking about the old Canary van. I know that we are always looking for somebody to drive a van to distribute photographers around track.

Lori Newby: Yeah, that that won't work. It's just a um it's a commercial van.

Linda Grass: Oh,

Lori Newby: It's a box van.

Linda Grass: okay.

Lori Newby: It's a box

Linda Grass: I was just thinking we could get him lots of advertising driving around the track.

Lori Newby: van.

Craig Larsen: They make a few laps. John Allen, go ahead.

John Allen: Uh back to the Peter Brock thing.

01:06:28

John Allen: Um the Datson Northwest Dawson group used to be a very large organization and since he had such high big ties with that that might be a good draw to bring more Datson's from their clubs out as well as you know meet their icon.

Craig Larsen: Yeah, one of the uh without saying more than I know,

SOVREN Historics: Yes.

Craig Larsen: which is hardly anything, um uh Cororum Nissan is one of the people that we're talking to too that um as a potential sponsor. But yeah. Yeah. Do you know is the is the Dodson Nissan club still active at all, John, or does anybody know?

John Allen: I thought I saw them in the corral either last year or the year before. So,

Craig Larsen: Oh.

John Allen: I'm not positive on that. I haven't been in the Dots in the world.

Craig Larsen: Oh.

John Allen: Well, I own several Nissans, but I haven't been in the Dawson world since uh decades ago.

Craig Larsen: All right. All right. Um, thank you. Uh the last thing Jamie, we talked about whether we should do a uh t-shirt or regalia buy and um but uh with the experience that um the sprite midget challenge had with making t-shirts, you can make them right at the track, which is where we ended up talking about, right?

01:07:42

Craig Larsen: Have I got that right?

SOVREN Historics: You've got that right. Bren and Lauren have given this some thought and got their calculators out and um I I I think we need to uh approve a t-shirt for this year's historic. Um the art of course would be our poster. Um, we've got another great poster from Bren. And, um, I think the, uh, cost for, uh, completed t-shirt is around 10 bucks. Um, I Let's see. I don't have Bren's email open in front of me. She could Lauren may jump in, but I think to order 300 shirts, we'd be looking at about \$2,300. And um to break even, to get that \$2,300 back and be back at zero, we would have to sell 90 shirts at \$20. Um I think um a shirt would be a great thing to find in your goodie bag. As a racer or a worker, um 10 bucks, you know, it's kind of a high dollar item to put in a bag, but uh we should think about it. Um, and uh, we should have enough on site to uh, for sale because I I think we could sell a lot more than you'd think.

01:09:00

SOVREN Historics: Um, if we have overage, and I don't think we would, um, we can always place them with Andy uh, Collins for sale at subsequent events. Um, Bin uh suggests that we uh adopt a hybrid strategy that we we get a certain number of prints uh excuse me, a certain number of shirts printed, preprinted, silk screened, and uh she's got a a transfer process which she used uh at last year's historic to uh create u both uh shirts and uh tote bags, sprite midget challenge artwork, emlazed garments and bags. tags and uh it worked pretty well. It seemed to take about 3 minutes to produce a shirt. Um so um obviously if we over buy on shirts and we don't you know sell them all at the historic and we haven't applied the stickers to them, they could be repurposed with a different art. Uh but anyway, that's kind of where we're at. So, um I'm going to suggest that we uh approve uh purchasing uh 300 shirts to start uh in both preprinted and uh transfer form. And Lauren, if you want to step in and clear the waters I've muddied, uh feel free.

01:10:21

Loren: Uh I I just did a quick look for that email. I don't have it, so I don't have the exact numbers. It was a pretty even with giving away a shirt to each driver and a shirt to each volunteer. The threshold to break even was I I think that number was right, Jamie. I think it was like 90 shirts. And that that I think based on what we did last year in the Sprite Midget Paddic, that's kind of a no-brainer. Um, uh, I I will freely admit that I scoffed long

and hard about the tote bags and when they were all gone at about 11:00 on Saturday morning, I spent the rest of the weekend eating lots and lots of crow about it. Um, I my need for tote bags in my life um is zero, but apparently I'm a anomaly in that they were very very popular. Um, so yeah,

Craig Larsen: Yeah.

Loren: I think it's a I think it's a way to uh make spectators happy, um, drivers and also our our beloved volunteers and and also generate some revenue for the event and some cache, right?

01:11:32

Loren: Like this is a advertising piece. People are going to take these shirts and they're going to wear them um after the event. So, I I think it's a good um a good spend that will come back.

Craig Larsen: Oh, it's a

SOVREN Historics: Um, one other point.

Craig Larsen: good

SOVREN Historics: Uh, yeah. I I do we need to vote on this t-shirt thing or should we, you know, should just should we just do it? Craig,

Craig Larsen: Well, it um you know,

SOVREN Historics: what's

Craig Larsen: it it's a good deal for the uh workers to get a shirt. It's a it's a nice thing for drivers, although we all probably have too many shirts in the closet, but um it's a nice thing for drivers. And uh you know and I I I actually had a number of people come ask me because they some people figured out I knew something and they kept asking me where the t-shirts were for sale um in the pit in the paddic. So um you know I I think there's some um some energy around it.

01:12:25

Craig Larsen: U before I answer your question Jamie let me take Lori. Go ahead

Lori Newby: I think the other thing too,

Craig Larsen: Lori.

Lori Newby: just as a comment to what Lauren said about the bags, um, we've been, Stephen and I have been to races all over the place and there's hardly ever anything for

women to buy tote bags. Um, I wouldn't say hats because hats are, you know, I don't know. I got lots of hats. I don't need any more hats. But I really think that if you're going to buy t-shirts, I think they should also be in women's sizes, not just in men's sizes because a man's shirt doesn't fit a lady unless the man and the woman are the same size in physical size, right? Um, you know, the Sprite Midget Challenge shirts that we get for the drivers and their crew are based on whether it's a man getting the shirt or a woman getting the shirt. And the women don't get men's shirts. I know that there's not going to be as many women that are going to buy uh historic race t-shirts, but I think you should have some.

01:13:28

Lori Newby: And you may also want to do something else that is really just for the ladies. There's lots of women and they like to shop when they're at the track because a lot of them don't like cars, but they're there with their husbands.

SOVREN Historics: I was going to observe that 50% of the population is very fond of tote bags and we know which%

Craig Larsen: Uh, Linda, go ahead. Linda

Linda Grass: Well, that was going to be kind of my uh observation,

Craig Larsen: Grass.

Linda Grass: too, is that I have more shirts than I know what to do with. Um, but I use tote bags all the time in different things. So, maybe handing the tote bags with the other stuff that we get uh like from the old canery and do that instead of the shirts for the workers.

SOVREN Historics: It's an idea. A tote bag rather than just a plastic bag for uh Yeah. All

Craig Larsen: Corky, go ahead.

Corky Russell: I don't know whether you guys can see this or not,

SOVREN Historics: right.

Corky Russell: but this is a pink Subaru hat that was given out by the Subaru at a rally that I went to.

01:14:37

Corky Russell: So,

Craig Larsen: H.

Corky Russell: some some of these events do have women oriented stuff. So, this my wife had.

Craig Larsen: Mhm.

Corky Russell: So,

Craig Larsen: Cool.

Corky Russell: just give you an idea.

Craig Larsen: So, Jamie, to your question, um I I I think there's consensus on the board this is a good idea.

SOVREN Historics: What?

Craig Larsen: I think you know what do board members think? Do you want to vote on this or should we just There's a whole lot of decisions get made about money going different directions at the historics, not all of which comes to the board. So, um you know, this is a new initiative. Sounds like there's consensus for this to happen under some fashion. Um uh but it's also sounds like there's some moving parts. So, John Ranken, go ahead.

John Rankin: Yeah. Yeah.

Craig Larsen: You have your hand up.

John Rankin: I I don't think it's a a ton of money and I I think it's a good thing to try and if it doesn't work, we can, you know, hoist the people that whose idea it was up on, you know, in effigy.

01:15:35

SOVREN Historics: Thank Thank you, John. I I think it was a mistake not having a t-shirt for last year's event.

Craig Larsen: So,

SOVREN Historics: You know, it's they've traditionally been done, you know, and and we didn't do it last year. That's primarily my responsibility. So,

Craig Larsen: well, my sense is Jamie, just proceed. And um and then uh at some point we're going to see a historic budget.

SOVREN Historics: um,

Craig Larsen: Rich can't be here tonight because he's also in Florida. Um but at some point we're going to see a whole historic budget and we'll get the eb and flow of it. Um, you're you're well within your authority, I think, to just take this

SOVREN Historics: okay.

Craig Larsen: on.

SOVREN Historics: Yeah. We'll uh we'll look at uh perhaps a few more bags that we're

that we were thinking about and um Yeah. and uh ordering some uh uh a smaller percentage. You know, I've got to figure out what we need. 80% men's and 20% women's or how many uh in women's sizes we should order is a a good question and one I'm not equipped to answer.

01:16:31

Craig Larsen: Well, and you'll you'll get through uh at least one or possibly at least one more uh historic meeting before our

SOVREN Historics: So,

Craig Larsen: next board meeting. So, maybe you can just bring a summary of what you guys are planning to do to the next board

SOVREN Historics: all right.

Craig Larsen: meeting.

SOVREN Historics: One more thing regarding uh the historic.

Craig Larsen: Oh, hang on just a sec. Linda, do you have a comment about this issue?
Linda Grass.

SOVREN Historics: Um

Craig Larsen: Oh, you're muted. You're muted.

Linda Grass: Real quick question. So, are your vendors going to be in the paddic area or are they going to get stuck out in Timbuktu like they were the last time that we had

SOVREN Historics: uh I'm not sure I I'm not sure I understand the question.

Linda Grass: vendors?

SOVREN Historics: Linda, our vendors were in the paddic last year. I don't know.

Linda Grass: Well, for the historic they were, but I'm just making sure because the last time uh I had a friend of mine come to sell shirts at the invitational and there those vendors were stuck out where nobody knew that they were there because they were out down by the office practically.

01:17:32

Linda Grass: So, I'm just checking that they're going to be in the paddic

Lori Newby: Okay, Linda,

Linda Grass: area.

Lori Newby: please bear in mind that that was the invitational. It's not a sovereign event.

Linda Grass: I said the invitational Yeah.

Lori Newby: Yeah. Yeah, you did.

Linda Grass: Yeah.

Lori Newby: It's not a sovereign event.

Linda Grass: No, I know.

Craig Larsen: They'll be they'll be in a they'll be on vendor row in a prime location right in the middle of the

Linda Grass: But I'm just I'm just clarifying. I'm just clarifying because I don't want to invite her to come again if she's going to be stuck out in the tulie

Craig Larsen: paddic

SOVREN Historics: I

Linda Grass: bushes where they get no no people. So, just checking.

SOVREN Historics: you give her you give her my information,

Craig Larsen: won't be

SOVREN Historics: Lyn, and I'll make sure she's uh in the thick of

Linda Grass: I'm gonna I'm gonna call I'm going to see if she's

SOVREN Historics: things.

Corky Russell: Well,

Craig Larsen: All right,

Corky Russell: she muted she muted herself.

01:18:15

Craig Larsen: muted. That was enough.

SOVREN Historics: I guess she was done.

Craig Larsen: That was enough on that subject.

SOVREN Historics: Yeah. Um, car corral.

Craig Larsen: Um,

SOVREN Historics: We've got a couple of good people working on the car corral. Uh, Bobby Cobvin, Phil Edwards, and uh, the, uh, letter should be going out sometime soon,

Craig Larsen: I

SOVREN Historics: I think, to the Northwest Car Clubs. You know, hopefully I'm including a Dodson Nissan Club if there's still one extent. Um, we do not have a volunteer wrangler yet. That's kind of a key position. That's the one Chuck Ward uh took on at last year's historic. And again, his car was down. And he uh he was there. I want he worked four days. Hope you all know he uh he supervised loadin. He didn't do the loadin plan, but he supervised uh parking people and admitting people at the gate on Thursday. And then

Friday, Saturday, and Sunday, he supervised uh what will now be referred to as a star volunteers.

01:19:16

SOVREN Historics: That is the extra uh personnel we'll be will be needing. So, I need a new Chuck. Um three days, it's a three-day commitment. and uh they have to be able to direct direct uh you know 15 or 25 volunteers around the property uh and uh we'll be distributing radios, whistles, vests, all that good stuff and uh putting these good souls to uh to work. Um, so if anybody knows anybody who might be available for the entire weekend, who's not driving a car, not uh putting gas in a car, uh not indispensable to somebody's racing operation, um yeah, you might suggest it to them and have them get in touch with me. Uh I'll conclude my summary now.

Craig Larsen: Thanks, Jamie. Um, yeah, Chuck did a remarkable job last year, as he always does. Um, uh, a quick item, uh, for those of you who don't know, the Formula Atlantic series, uh, new thing put together this year is coming to the spring sprints. And so we're going to have a pel of Formula Atlantics joining us, which uh should be good uh for spectators and should be good for the uh Sovereign Pocketbook.

01:20:32

Craig Larsen: So I'm excited about it. Um they're they're great race cars and it's a great spectacle and I guess I don't know what they're expecting, but I I'm guessing it's enough for a run group or close to it. So um so good news. Uh Bill, uh Spokane Festival of Speed, Mr. Slimer. Uh, any news from our friends on the Inland Empire? Uh, you're muted. Oh, you're muted, Bill. Still muted, you know. Okay. All right. Um, uh, John Ranken, uh, shot me an issue on a message, uh, the issue that you wanted to bring up that you didn't get a chance to, um, uh, bring up at the beginning of the meeting. So, go ahead, John. trying to rank

John Rankin: Yeah, this is something that's that's coming more um often than I than I'd like and I don't really have any

Craig Larsen: him.

John Rankin: guidance on it and I'd like to kind of explore it. I get um inquiries from people um from conference that are running cars that are newer than our rolling 25 or that are they look like they're in they're they're eligible in the rolling 25 but everything

inside is new and the the question is what do I do with that?

01:22:09

John Rankin: Um, I would have less of a problem if we had a a a grid that was just those kinds of cars and we could be it'd be more like a, you know, run what you bron free-for-all. But I hate putting them in with the classic cars like the Mustangs and the Corvettes. I just think it's it's a bad look for us and it doesn't help us. So, I'm looking for some guidance on on when somebody comes to me and say, I've got a 1995 Mustang, as in this case. I've got a 1995 Mustang, but it was running competitively in 2008. It's got an LS3 motor in it and blah blah blah body kit from 2010, whatever. And he's offered to to make it to put a different body kit on it so it looks like 1995, but it's still going to be 2010

Craig Larsen: So,

John Rankin: underneath.

Craig Larsen: those who know, and I'm looking at Sherry/Race Chairs, uh we have um we have a uh a West Coast Series Luminina that races with us. It's a 2006. Um, and so we have let uh uh cars in as special cases.

01:23:16

Craig Larsen: Um, how does that how does that work?

Mike Lawler: I believe that they go under

Craig Larsen: Somebody who knows how that works. And so they make a they make a an appeal like they have to John that they want to bring a car and

Mike Lawler: exhibition

Craig Larsen: we because that that Luminina is a uh that's a tube frame uh silhouette.

Mike Lawler: and it and it comes down to our comp board too accepting it. It basically that's it. But we do have we do have a position position. We have the area we can put them in which is

John Rankin: Yeah.

Sherri Masterson: that there isn't any.

Mike Lawler: exhibition

Sherri Masterson: Yeah. The whole the problem is exhibition is so small it's gotten to be where we don't have really any cars in it that they're running with with group 56 or

John Rankin: Heat.

Mike Lawler: right.

Sherri Masterson: group seven eight.

John Rankin: Well, I'm I'm thinking that that's

Sherri Masterson: Um, we don't have the the time in our schedule,

John Rankin: the

Sherri Masterson: the way things are set up now, to to put them by themselves and to have enough cars to run

01:24:13

John Rankin: So,

Sherri Masterson: it.

John Rankin: so that's I and I agree this is part of a much larger conversation. You know, 20-minute races versus 15-minute races for everybody. and and um you know there's obviously a a bunch of people out there with cars like that that would pay to run them if we had a grid. And so um you know I noticed I was looking at the uh at some pictures of the of the historic last year just now on my other computer screen and I see a a 2008 2009 Mustang that we had out there running. Um, I I I'm, you know, I'm I'm not disinclined to for cars that are interesting to to put together a grid like that, but I don't want them running with the with the vintage

Craig Larsen: Right. Um,

John Rankin: stuff.

Craig Larsen: we have two people who at least want to have something to say. Jamie, go ahead.

SOVREN Historics: Yeah, as the uh owner operator of a vintage Corvette,

John Rankin: Enough.

SOVREN Historics: I don't have a problem with a tube frame, you know, stock cars, Winston Cup, Trans Am, whatever.

01:25:16

SOVREN Historics: Uh semi- tube frame. I don't have a problem, you know. Um you know, we need to we need to put a grid together. You know, quite often the big board grid is uh 25 or 30% more modern cars. And uh you know I I just think you know there

are classes you know A production B production and uh in exhibition cars 12 whatever that is 12A Sherry um within the same run group and uh you know I know who I'm racing with and the guy who's you know the guy who's crossing the finishing line first you know is not probably not a very vintage car but it's all right. he's uh as long as the driver's responsible and safe and uh um yeah, that's my real criterion is driving ability whether they are going to drive with a vintage spirit when they compete with Sovereign or another vintage club um as opposed to, you know, door banging like they do with the other clubs. So, that's that's all that's all I've got. I don't have I don't have a problem with those

01:26:20

Craig Larsen: Thank you, Jamie. Uh Lauren, go

Loren: I I yeah I mean what comes to mind for me is that if every time somebody asks we let them in then we

Craig Larsen: ahead.

Loren: really don't have a rolling 25-year rule anymore and um I want I would like to have more entries and I'd like to see midbore and big bore be bigger grids and I think it's a bit of a slippery slope and that if nine out of 10 times we you know let cars that are newer than 25 years old or cars that aren't prepared in the spirit of their age, the Corvette with the LS3, um then we're going to have a very very difficult time with that one out of 10 that we try to say no to. So, it's I just think we got to be super super cautious about um severely eroding our um our rule and making things difficult for John and company in the process.

Craig Larsen: Thank you, Lauren. Uh, Mr. Simer,

Bill Simer: I'm back. Can you hear me now?

Craig Larsen: I we can hear you

01:27:29

Bill Simer: No.

Craig Larsen: now.

Bill Simer: Thanks, Corki. Hey, um the Spokane Festival of Speed, we had one really, really good meeting already. Uh we have another one scheduled on uh Saturday the 21st from 10 to 12. And Corki, you'll be included in the um in the uh invitation to part to

participate in that. Um Mike had reached out but uh um Reinhold yelled darn Reinhold is
Corky Russell: Oh,

Bill Simer: doing a great job as race chair of lining things up. Um central part of our discussion was how to continue to make the event special without spending as much money. And um and nothing gets someone as excited as um Doug Smith who turned in an expense report without a lot of detail and and got about \$2,000 dumped into the worker driver reception. Uh he came up with detail really quickly so we can put that in the right classes which we now have. But there is a sensitivity to uh putting on a successful event. Um interestingly enough we had the t-shirt discussion. I don't think we will have t-shirts, but we will have wine.

01:28:34

Bill Simer: So, um, and and the feedback I had from some drivers that I asked is that, uh, that goodie bag is important to them, and the fact that we come out and deliver it to the paddic, um, ma is something that makes it special.

Craig Larsen: Okay.

Bill Simer: So, uh, we're looking at doing as much as we can while still controlling costs. The track did commit to, uh, um, giving us last year's rates again, so that will be helpful.

Craig Larsen: Mhm.

Bill Simer: Um and and we're giving special emphasis to situations where our costs of the Spokane race are higher than what we see at other races and trying to manage that. And and one of those areas is we have to have a lot of workers come to Spokane because we don't have a cadre of them locally. So we're looking at building a local cadre. It will mean not everyone will be able you can come but we'll not necessarily reimburse you for coming to an event where we have it covered with someone locally. Um, so I appreciate your understanding there, but uh, we're working hard on on making it affordable and coming out with a better result.

01:29:37

Bill Simer: So that's what I can tell

Craig Larsen: Thanks, Bill. Um,

Bill Simer: you.

Craig Larsen: while you uh were dropped out, we ended up in a fascinating conversation

about um uh non25-year cars uh in exhibition grid.

Bill Simer: I just got the tail end of it.

Craig Larsen: Yeah. So,

Bill Simer: Yeah.

Craig Larsen: uh, we're going to pick that one up. And, uh, we got three people queued up. John Ranken, uh, go

John Rankin: Yeah,

Craig Larsen: ahead.

John Rankin: you know, it's the issue for me is that there are a lot of cars that people could make arguments for that are interesting that are nowhere near the 25-y year um uh restriction that we've set and and and a lot of open wheel cars as well. And I just I mean it's a our club is is bound to be morphing in some way, but I I just don't want to see everything, you know, everything thrown together. And so I'm I'm I'm inclined to say at the very least it has to look like it's 25 years old or older.

01:30:40

John Rankin: And then from there it gets a little squishier from from my perspective.

Craig Larsen: Yes, it does. Uh, thanks, John. Sherry, go ahead.

Sherri Masterson: Um yeah, we've always I mean there have been some cars that we've let in because they're in the process of building a vintage car. Um you know, so there those are some of the exceptions that have happened in the past. Um the other concern that I have, you talked about building the the big bore and the the medium bore cars, those Porsche 9 uh spec 911s. I get a lot of people coming up that wonder why they're in group five, six and small in the medium bore um that those cars that normally belong there won't race there because they won't race against those cars. They always when we first started them they always ran in big bore. Um, I don't know if there's anything we can, you know, do about that, but it would certainly, um, I think in, uh, increase our our medium board cars.

Craig Larsen: Thanks, Sher. Um, John Allen, go

01:31:54

John Allen: Why don't we put the onus back on the guys who want to come in and tell give them a number similar to what we did with Formula

Craig Larsen: ahead.

John Allen: Fords when they said free thing. You get enough cars and you can we can build up the exhibition class like it's supposed to be instead of morph it back into all the other classes.

Craig Larsen: Yeah, interesting notion. Um, I think that the challenge from my perspective is we've already let cars in and and so we already have uh I mean, if I was a guy out there with a with a uh the 1995 Mustang, John, I would say, gosh, how's that Lumina racing with you guys? And how come I can't? I mean, we're a private club. We can do what we want, you know, but it's sort of a it's kind of an equity issue there. But I also think, you know, it takes me back to uh right after I became president, within like two weeks, I was in a meeting with Tony Gar, and Tony Gar asked me, you know, well, Craig, you know, do you see Sovereign as a uh vintage racing club or a racing club that allows vintage cars?

01:33:03

Craig Larsen: And you know, obviously his question was, you know, are Tony and a number of people's longtime concern has been, you drift too far away from vintage and pretty soon the people who have genuine vintage cars don't want to come race anymore because they they don't want to be part of it. It's not, you know, I don't know how deep that goes, but you know, we all consider Tony to be an expert and a bellweather kind of guy with our club. he has a lot of interesting things to say about it. Um, so, um, so I don't know. I think this deserves, uh, two or three people from this club having a convers a policy conversation about this and bringing a proposal back to the board about what we should do. And, um, you know, I think, uh, I would like to see some volunteers willing to jump on this thing. Uh, John Ranken, th those who bring the issue.

John Rankin: Got my head chopped off again.

Craig Larsen: Yeah, you know, we've already got you hijacked onto the uh future racing rules comp committee race day

01:34:08

John Rankin: Yeah.

Craig Larsen: world. So, I I didn't mean to just, you know, that was in humor, but also, you know, I think what we need is a couple at least two people who have um skin in the

game or have interest in this to spend some time talking about it offline and bring us back a proposal about what we should do because I think our our our uh vulnerability is we already have cars racing who that aren't vintage, that aren't 20 don't meet our 25-year rule.

John Rankin: Well,

Craig Larsen: So,

John Rankin: I'm I'm I I would say I am willing to volunteer if Sherry will volunteer as well so that we can have a conversation between the two of us because I think if the two of us have a meeting of the minds, we've actually got something

Craig Larsen: Well, yeah, Sher was going to be the next person I was going to Shanghai into this program. Uh because uh you know, from a history standpoint and also um just um perspective. Uh yeah, Mike, you should cover your eyes.

01:35:01

Craig Larsen: Uh um I think that I think at minimum John and Sherry and if somebody would like to join them and you guys could figure out how to how to chop this thing up and bring us something back, that would be wonderful. Is that okay with you, too?

John Rankin: Bill

Sherri Masterson: That's fant.

Craig Larsen: Yeah, you got Sherry. You hooked Sherry. John must be your

John Rankin: Syrly.

Bill Simer: Yeah, John,

Craig Larsen: charm.

Bill Simer: I would join in if invited as a uh you know, as just a member for background on it. I it is something I I do feel um you know, I have an interest in. I do feel it's it's truly important for the club. So, I'd have an interest in participating. Thank you.

John Rankin: Well, I I would if it's okay with everyone else, I would love to have you because I sort of see you as a voice of reason. I know that that's an a face that you put on, but it's a pretty good

Bill Simer: That's a scary thought, John.

01:35:53

Bill Simer: I'm just gonna say, but uh

John Rankin: one.

Craig Larsen: But whatever it is, Bill, it's working for you.

Bill Simer: yeah.

Craig Larsen: Okay, so we've got a minimum John, Bill, and Sherry are gonna noodle this. Um, so, uh, thank you the three of you for being willing. John, Ranken, thank you for bringing this up. It's a it's an issue that we we've always got in the background out there. So, thanks you guys.

John Rankin: Yeah. Yeah.

Craig Larsen: Um, so, uh, that takes us to we're skipping over, uh, the finance update because Rich is in Florida and, uh, told me he didn't have time to pull something together because he was working. And so, Sherry, uh, anything in addition on admin and membership?

Sherri Masterson: Um, we're currently sitting about 167 entries or members, um, including our our life. Um, I can't break it down any more than that because they've been coming in multiple per day. Um, um, I do need to get the paddic form for historic. Um, so we need to get Mr. Nall working on that, Jamie, um, on our next meeting so we can get that attached to the to the um, entry form.

01:37:15

Sherri Masterson: Um, other than that, that's about all I have at this

Craig Larsen: All right.

Sherri Masterson: point.

Craig Larsen: Thank you. Um, uh, I inadvertently left off the race chair report and as I mentioned at the beginning, I put it on number seven. So Tom Mastersonson, Mike Lawler, Corky, do you guys have Whoa, Corky's got his hand up. Got any race chair news for us? Go ahead, Corky.

Corky Russell: Well, it wasn't race chair news.

Craig Larsen: Okay. Well,

Corky Russell: It was um I was asking about I was asking about wanted to ask about big bar small

Craig Larsen: go.

Corky Russell: bar. Do you have CC sizes for those?

Sherri Masterson: Yes,

Craig Larsen: Yeah. Yeah.

Corky Russell: Okay.

Sherri Masterson: most of them.

Craig Larsen: Yeah.

Corky Russell: Because because back in the good old days where I Yeah, I'm reminiscing again. Our classes were set by bore size or by bore size displacements. I've never seen that. I I've only seen big bore and small bore. And I've looked at some of the cars running.

01:38:14

Corky Russell: I'm going like, that's a small bore.

SOVREN Historics: 3,200

Craig Larsen: Yeah.

Corky Russell: Yeah,

Craig Larsen: Yeah.

Corky Russell: I hear you.

Craig Larsen: It's well defined.

Corky Russell: Okay.

Craig Larsen: Yeah.

Corky Russell: I just had never checked it out. So, and I've got nothing for the uh curious race shirt to

Craig Larsen: Great. Um,

Corky Russell: do.

Craig Larsen: uh, Tom or Mike,

Corky Russell: So,

Craig Larsen: anything for the good of the

Sherri Masterson: Tom has race chair.

Craig Larsen: order?

Mike Lawler: Go

Sherri Masterson: We have got ambulances are set up for Pacific Raceways.

Mike Lawler: down.

Sherri Masterson: Tow trucks are set up. Golf carts are set up. I will get rich. Actually, this year except for ambulance, of course, it's King County. They never know what the hell their prices are. But I've got actual prices and I can get rich estimates on all of those for a change.

Craig Larsen: Excellent. Excellent. Thanks, Tom. Uh,

Mike Lawler: Yeah. Fi finally,

Craig Larsen: Mike.

01:39:05

Mike Lawler: my name's real quick. Uh, the welcome relative to the chiefs a couple weeks ago looking along with along with

Craig Larsen: Mhm. Saw that.

Mike Lawler: the schedule. Uh, the new chiefs this for this year, their shirts have been ordered. Um, I'm still looking for a media and course marshal chief. Media I'm really concerned about because of insurance and liabilities. I don't want to put people out on the course out on that course. So, if anybody knows anyone anyone who's interested in being a media chief, let me know. That's

Craig Larsen: uh to that to your point,

Mike Lawler: it.

Craig Larsen: Mike, um do we know who's going to be uh of our I think part of our challenge is our normal cast of uh of expert media people is changing and we have a couple people who aren't going to be here. Do we know who is going to be here?

Mike Lawler: I do have a list that Patrick sent me uh about a month and a half ago.

Craig Larsen: Um,

01:39:58

Mike Lawler: Uh those that are were I guess used at the historic, those who he felt could attend and those who were like once in a lifetime need be babysit. So I do have that list.

Craig Larsen: I wonder if if between uh Bert and Patrick um they could give us some advice off that list.

Mike Lawler: Yeah, I think I I'll go to Patrick once once again and say here's his list. Who do you recommend? I think it was something he already did, but I'll just make sure on that,

Craig Larsen: Perfect. That that'll get us a start on it anyway.

Mike Lawler: right? At least those who we know we won't have to babysit when they go in the course.

Craig Larsen: Um

Mike Lawler: I think there's only about five or six of them.

Craig Larsen: Okay. Okay.

Mike Lawler: That's

Craig Larsen: All right. Well, that brings us to uh the very important president's item. And um I just uh I know this is preaching to the choir, but I've mentioned it at the AGM and I've mentioned it to a number of you.

01:40:55

Craig Larsen: Um I want us to focus uh as individuals on the kind of customer service we're providing uh this year and into the future. I think with the rate of change in the organization and the number of new people we have coming in and just the respect that everybody who decides to pay money and come race with us deserves. Um, I want each person to think about how well are you portraying the organization and how well are you welcoming uh people into our group. And so um you know my goal is you know our board members, our committee chairs, our specialty chiefs, our volunteers are embracing the notion of highquality customer service and we're demonstrating it. And um so I uh it's a it's a plea but it's also an expectation from me that we're going to do that. And so you know I think back to our conversation with the old Canary and this was an important thing for them that it wasn't an old boys network you know it wasn't you know people who were swearing all the time and you know causing havoc and all that.

01:42:05

Craig Larsen: It was a it was a colleial organization of people who are welcoming to the public. I think it's important but also just for our financial future and our future as a race club. This is a critical thing. So again, as I said, I know I'm preaching to the choir. I think uh all of you do a darn good job at customer service. I'm asking you to take it up a notch this year and really think about it. Particularly the interaction with people that you don't see or that you don't know. um they uh they could easily have four or five friends who would love to experience the wonders of sovereign racing if they only could get over the threshold. So uh please help me do that. That's it. That's the speech. I I note the resounding applause and uh and uh interest, but um it's important to me and I think it's important to the club. So thank you for letting me say that. Um, with uh no further ado, unless there's something from the uh Oh, Sherry, good.

01:43:06

Craig Larsen: What's up?

Sherri Masterson: the note that came out today from Pacific

Craig Larsen: Yes,

Mike Lawler: What?

Sherri Masterson: Raceways.

Craig Larsen: thank you.

Mike Lawler: What's

Craig Larsen: Um yes, Tom set out um and this is a item uh Lauren ultimately for the bulletin uh

Mike Lawler: that?

Craig Larsen: there's uh they have upped the standard of uh um they don't want stuff left in the pits and they're not recycling oil and they're not recycling fluids and they don't want tires to be left and uh all that kind of stuff and it's a pack it in pack it out kind of standard um that they're implementing. Tom, before I get to you, John Tom Sherry, uh, how close was I to

Sherri Masterson: close enough.

Craig Larsen: accurate,

Sherri Masterson: It's it's it's they've always been you're not supposed to leave tires at the track and they've been kind enough not to find us when people have done so.

Craig Larsen: right?

Sherri Masterson: Um, now it's just basically if you bring it in, you take the oil out of your car, you're responsible for recycling it. The track's not no longer going to do it.

01:44:06

Sherri Masterson: It's a liability issue for them and an expense. So, and if people leave it behind, it could be a substantial fine to the club. And then you've got to find out who did it and try to collect from them. So, it just it's a pain all the way around when people leave it.

Craig Larsen: Well, and my thought,

Sherri Masterson: So,

Craig Larsen: you know, reflecting on the message, Tom, that you sent out is uh like for the Formula V group, I'm just going to bring an extra 5gallon empty gas can that I've got oil written on it. And so bring us if each run group could bring something that people can dispose of oil in. Um so people aren't trying to run around with open containers and

find the you know find the local O'Reilly to to recycle it. Um that's what I'm going to do for the Formula V's. So I think you know something like that would would help a lot. But we'll uh we'll get those new rules out. Um and I think it'd be a good thing to add to the bulletin uh some edited version of it, Lauren.

01:45:04

Craig Larsen: Um, just to let people know there's a new standard.

Loren: It's already in it. It's already in.

Craig Larsen: All right. Thank you. Uh, uh, and thanks Sherry for bringing it up. Uh, John Allen, go

John Allen: Well, first I want to say five gallons for a formula V will be a whole year's worth of supply,

Craig Larsen: ahead.

John Allen: but beyond um bulletin, uh did I miss any sort of communication about the wonderful Victory Lane article on Yoda. If not, we should link that because it's all online for free downloads and viewing.

Craig Larsen: Yeah, I didn't I skipped right over uh thanking you Lauren for the great article in Victory Lane. You know, this brings me to there's a whole item I left off the agenda here um that uh I sent around to some people. Did I I'm sorry. I sort of like lost my brain here. Um, back into the meeting for a minute. Um, Dan Davis is, you know, is always on the horn to me every month an issue comes out of Victory Lane magazine uh that he wants

01:46:07

John Rankin: Copy.

Craig Larsen: us to buy more ads. And uh we uh we had committed to a October to January for I for ad buy which we did this year. Um, and he of course thinks we should buy an ad in March or April or something else. And uh, so I just wanted to test the waters with the board. Um, and I'll just tell you going into this, I like to have some kind of a structure in our conversation with Dan Davis and stick to it. Otherwise, I'm getting a freaking phone call every two weeks, you know, somebody pushing ad by. Um, so my question is, is there any support for more ads in Victory Lane? Um and uh um any other thing you've got to say about that? John Ranken, go ahead.

John Rankin: Um, I actually don't have anything to say about that. I was in the other conversation about the uh oil and I was going to since I'm

Craig Larsen: Oh.

John Rankin: since I'm on I'm just going to say I've got a half a dozen five gallon gas cans that used to go to my ski boat.

01:47:12

John Rankin: be happy to donate them to the club and so the club could have them there and and we could, you know, people could use them and then we could collect at the end if we wanted to to try to do something proactive, give people a place to put it as opposed to make them look around and think that nobody's looking so they could just leave

Craig Larsen: What a great thing for a race chair to take care of.

John Rankin: it.

Craig Larsen: Oh, did I say that? I I was thinking that. Do those words come out of my mouth?

Mike Lawler: Yeah, we got we we got a black flag for you,

Craig Larsen: Uh,

Mike Lawler: buddy.

Craig Larsen: yeah, right.

Mike Lawler: Your name's all over it.

Craig Larsen: Yeah, I know there's always a risk. Uh, Jamie, go ahead.

SOVREN Historics: Uh God, my mind's your your brain isn't the only thing uh slipping. Craig,

Craig Larsen: Oh,

SOVREN Historics: what was the uh Davis?

Craig Larsen: Dan Davis. Dan Davis.

SOVREN Historics: I think we stick with four months and uh I would suggest uh maybe u moving next year's buy uh a little bit later.

01:48:07

SOVREN Historics: Uh yeah, I don't think October, November is doing as much good. I think January through April or February through May might be more more useful. That's

just my two cents.

Craig Larsen: Thanks Jamie and Lauren had brought up uh we should uh think about what should we is there any other place that we might get more traction you know like Avance or some other publication that we might want to use. So, um I'm not expecting Lauren any comments, but I just uh I'm basically looking for some cover for my next phone call with Dan Davis to say we already talked about it and we're like our four we like our fourmonth buy. I I'm not a I'm not a advocate. Mike Lawler,

Mike Lawler: Yeah, quick question.

Craig Larsen: go ahead.

Mike Lawler: What are we seeing in response to we're putting this x amount of dollars into into them, but are we see anything coming back like car more cars?

Craig Larsen: I think that is the question, Mike. And um uh I don't think we I don't I you know, I don't think we see it.

01:49:13

Craig Larsen: I I would I would challenge you to find one race car that they decided to come race with us because of an ad in Victory Lane.

Loren: I I'm going to hop in, Mike, and say I I agree. And I, as I told Craig, I don't like flipping through victory lane and seeing VSCDA and RMVR and CSRG and VAR and like everybody except Sovereign. And I think that question stands like what's the return?

Mike Lawler: Right.

Loren: Um I I don't know that Dan has metrics that he can provide because of the nature of the way the technical way he publishes that magazine. But the next time we run ads, we will be able to measure the number of clicks on the ad that landed at our website. So the back end of that we are going to handle on our side the next time we run ads.

Mike Lawler: Good. That was just my concern. Have we seen any return?

Craig Larsen: No, I think you're right, Mike. You're right on the policy issue for us. I I I think it's important to support Victory Lane to some extent because it's part of the community of Vintage Racing across the country.

01:50:22

Craig Larsen: He is the only um you know, magazine that covers everywhere, you know, but you know, uh Vintage Drift is, uh I can hold Vintage Drift in my hand and actually

read it and uh it's about people I care about. And uh frankly, I mean, don't pass this on to Dan, but I never read Victory Lane. I never read Victory Lane magazine. I I never read it. I mean, it's like it's a whole bunch of average news about stuff I don't care about, you know. So, um you know,

Mike Lawler: Well,

Craig Larsen: I guess I spilled the beans

Mike Lawler: I just think it's let's just that's just something we need to think about.

Craig Larsen: there. Yeah. I think, you know, I think uh uh as Jamie says, moving our target a little bit, you know, more toward maybe December, January, February, March, or maybe there's three months or something. Doing it to when people actually doing planning for the new year. Um would be good. And I think it's good to support them.

01:51:21

Craig Larsen: But I mean, shoot, we're already into 3,600 bucks this year. I mean, that's that's one of the biggest spends we do outside the organization. So, um Okay, you gave me cover. That's what I needed. Glory newbie. Go ahead.

Lori Newby: Um just out of curiosity, do we send any press releases out to um you know media uh for instance you know printed media andor you know the TV stations. We had Tom Lac from PBS come out what was it two years ago now? That probably five you know and did a a big thing about Sovereign. Um maybe we can reach back with him,

Craig Larsen: Yeah.

Lori Newby: you know, who knows? Uh you know, make a big thing about the historic.

Craig Larsen: Well, yeah. Um I I agree. And you know, Dan Davis is always begging for stories. He's begging for content. You know, I mean, there's a there's a correlary with Victory Lane magazine that we could probably get a lot of free content if we had somebody to write it.

01:52:24

Craig Larsen: You know, that's the that's the challenge. I think you're talking about something a little different, Steve, which is just hooking somebody who's interested in coming to doing a story, which this year we're shot full of those good stories. Um, like, well, I guess like we always are. So, um, all

John Allen: Can we just crossost some of our uh vintage drifts to them?

Craig Larsen: right.

John Allen: Just lift them and have them duplicate it because it's a different audience.

Craig Larsen: Uh, in Victory Lane, well,

John Allen: Yeah.

Craig Larsen: Martin actually provides a fair amount of content to victory lane. um uh when he has time. So um yeah, I think that's definitely a possibility. Yeah. Yeah. All right, folks. Uh with that, do we have a motion to adjourn? Thanks, Mike. A second. John Ranken. Second. All in favor? I We're out of here. Thanks, everybody.

Corky Russell: I

Craig Larsen: Thanks for the Thanks for that great input. Appreciate it. See you soon.

Transcription ended after 01:53:46

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