





Notes

Mar 11, 2026

SOVREN March 11, 2026 BOD Meeting Minutes

Meeting records  Transcript  Recording

Attendance:

Jamie Buskirk, Craig Larsen, Rich Newman, Corky Russel, Bobbie Kalben, John Allen, Loren Campbell, Mike Lawler, Doug Smith, Bill Simer, Brad Shinn, Phil Edwards, John Rankin, Martin Rudrow, Jeff Kerney, Michael Nau, Mary Zeitner, Sherri and Tom Masterson, David Boyd, Linda Grass, Steve Newby, Michael Evans

Summary

Racing rules proposal presentation led discussion for immediate structural changes focusing on roles and responsibilities with future consideration for member bylaws.

Formalize Rules and Procedures

The new racing rules proposal aims to enhance safety, improve volunteer contributions, and reduce the burden on committee chairs via clear, fair, and transparent rules. The proposal introduces a Chief Stewart as the race day "sheriff" and a new Race Director role as the board's executive representative for consultation.

Focus on Organizational Structure

Initial implementation agreed to focus on the "superstructure" and procedural changes, such as clarifying the chain of command, to ensure smoother internal operations before implementing driver-facing rule

changes. A key decision was made to loop John Martinson in immediately to review the proposal and discuss initial procedural implementation.

Race Day Logistics and Sponsorships


Spokane Festival of Speed updates focused on managing costs and increasing entries, securing agreements with Meals on Wheels for worker meals, and preparing for the downtown event. The committee is working to secure sponsorships from Central Welding and Evergreen Chevrolet and coordinating with local mayors for partnership opportunities.

Details

- **Spam and Cybersecurity Concerns:** Corky Russell mentioned receiving a second spam message, similar to one they had previously discussed with Brad Shinn, suggesting that the senders might be a member of the club ([00:02:49](#)). B Kalben noted that similar spam attempts have targeted the Porsche Club, specifically their chairs and officers. Brad Shinn suggested having fun with the scammers by engaging them in conversation, as they had done previously ([00:04:56](#)).
- **Formal Approval of Meeting Minutes:** The meeting was called to order at 6:01 PM. The February meeting minutes were moved for approval by Mike Lawler and seconded by Rich Newman. The minutes were approved by a voice vote ([00:06:36](#)).
- **Introduction of New Racing Rules and Procedures:** Craig Larsen introduced the main agenda item: new racing rules and procedures ([00:06:36](#)). Craig Larsen requested that the conversation focus on the "bigger picture and the kind of strategy" rather than detailed editing. The intent was for Brad Shinn to walk through the proposal, allow for open conversation, and then move the discussion to the board for deciding the next steps ([00:07:43](#)).
- **Plan for Proposal Distribution and Spring Quarterly Meeting:** Craig Larsen stated that if a recommendation came out of the meeting, they planned to distribute it immediately to the membership. The proposal would be the focus of the spring

quarterly meeting scheduled for April 4th at the Open Bay Garage. Brad Shinn was asked to present the proposal on screen ([00:08:49](#)).

- ***Note: There is a video recording of this presentation and discussion which can be located at this link here:**

 [Video Recording March 11 BOD Meeting Discussion Rule Book Revision](#)

- **Background and Goals of the Racing Rules Proposal:** Brad Shinn began sharing a presentation. Brad provided background on the proposal, explaining that the objective was to better manage safety, race weekends, and volunteer contributions following the 2025 season ([00:10:02](#)). The goals include creating clear, fair, and transparent racing rules that reduce the burden on committee chairs and enforce good behavior on the track ([00:11:30](#)). The rules were modeled after those from other clubs, including CSRG, Rocky Mountain Vintage Racing, SV, and VSCDA ([00:13:00](#)).
- **New Organizational Structure and Roles:** The proposal establishes an organizational structure that leans on the Chief Stewart to act as the "sheriff" on race day, pulling the committee back into a "policymaking role". A new role, Race Director, was introduced as the board's executive representative on race day for the Chief Stewart to consult with ([00:14:37](#)). The vision for the Race Director is that they could be racing but must be accessible to the Chief Stewart for executive club-level input ([00:48:30](#)).
- **Infraction Classification and Enforcement:** Brad Shinn explained the proposed system of infractions, categorizing them into two main types: "misdemeanor" (Level 1 and 2) and "felony" (Level 3 and 4) ([00:16:00](#)) ([00:20:59](#)). Level 1 and 2 infractions are intended to alter behavior before issues become serious and generally do not result in reported points ([00:19:48](#)). Level 3 and 4 infractions are serious incidents that will trigger a formal hearing and consequential actions ([00:20:59](#)).
- **Flags, Definitions, and Self-Management:** Brad Shinn acknowledged that the section on flags needed more clarity, particularly in separating advisory flags from those requiring immediate action ([00:17:08](#)). The proposal also encourages "self-management" among drivers in a group to discuss minor infractions, fostering regular dialogue about on-track behavior ([00:18:28](#)).
- **Racing Incidents, Video Use, and Cooperation:** The proposal includes an "off-ramp" definition for "racing incidents" to prevent the necessity of penalizing drivers for contact that occurs during competitive driving ([00:23:30](#)). It also

addresses the use of video, emphasizing that cooperation in providing video evidence or admitting fault is considered a mitigating circumstance, while non-cooperation is an aggravating circumstance ([00:24:41](#)).

- **Protest and Appeal Procedures:** Brad Shinn outlined a robust section on incident review, protest, and appeal, which includes specific timelines and a hearing process ([00:25:58](#)). The appeal process involves a hearing where the accused driver can present their case to a group that then makes a recommendation to the Chief Stewart ([00:22:19](#)).
- **Initial Skepticism Regarding Complexity:** John Rankin expressed concern that the proposal is "incredibly complicated" and requires significant involvement and knowledge from many people ([00:28:07](#)). John Rankin felt that hard-lined rules lead to arguments and did not think they would be responsible for administering it ([00:29:03](#)).
- **Importance of Chief Stewart and Flag Consistency:** Lori Newby and Bill Simer stressed the importance of having a Chief Stewart who is willing and able to take on the responsibility of the new rules ([00:29:03](#)). Bill Simer suggested that the flag descriptions should align with the previous year's handbook and other organizations' documentation to ensure consistency and safety for all drivers ([00:31:12](#)).
- **Comparison to Existing Rules and Other Organizations:** Rich Newman inquired if the organization's existing rules were significantly different from other vintage racing organizations ([00:32:15](#)). Brad Shinn responded that the existing rules were seen by some as "more suggestions" and that they used artificial intelligence to amalgamate the rules of other organizations into a "model set" ([00:33:43](#)).
- **Support for the Misdemeanor/Felony Structure:** Michael Nau expressed strong support for the proposal's concept, especially the split into misdemeanors and felonies ([00:36:16](#)). They felt this structure would ensure accuracy in handling incidents ("get it right") and manage the necessary speed for resolutions, particularly for felonies ([00:37:12](#)).
- **Issues with Flag Consistency and Recordkeeping:** Loren Campbell agreed with the need for the rules but noted several vague points, particularly regarding flags ([00:38:26](#)). Loren Campbell stated that yellow flag enforcement has been haphazard for the last two seasons, causing confusion. They also stressed the

need for "fairly sacred" recordkeeping so that chronic issues are not lost during personnel transitions ([00:39:43](#)).

- **Enforcement of Cooperation and Video Submission:** Loren Campbell and John Rankin emphasized the necessity of addressing drivers who refuse to cooperate in incident discussions or fail to turn over camera footage ([00:41:21](#)). John Rankin asserted that if a driver has a camera, they should be required to turn over the footage after an incident to help determine what occurred ([00:43:46](#)).
- **Concerns about Key Man Risk in New Roles:** SOVREN Historics commended the framework and the emphasis on "vintage spirit" but raised concerns about "key man risk" associated with the Chief Stewart position. SOVREN Historics also asked for clarification on the Race Director role, noting that in other organizations, this person is typically not actively racing ([00:45:51](#)).
- **The Race Director Role and Responsibility:** Brad Shinn clarified that the Race Director is intended to be accessible to the steward when executive club-level input is needed, and the role would ideally rotate to avoid burdening one person ([00:48:30](#)). John Rankin reiterated that the people in administrative jobs, like the Race Director, should not be actively racing simultaneously ([00:51:53](#)).
- **Clarification on VMC Reporting:** Linda Grass sought clarification on the infraction table, noting that Level 2 infractions were listed as being reported to the VMC, which contradicted Brad Shinn's earlier statement ([00:51:53](#)). Brad Shinn acknowledged this as a mistake, and Craig Larsen confirmed that Level 3 and 4 should certainly trigger reporting. Linda Grass suggested that a recently retired racer would be a good fit for the Race Director position ([00:53:06](#)).
- **Need for Immediate Structure Implementation:** John Rankin suggested starting by implementing the "superstructure" of the new rules, such as designating a race director and a person to collect incident reports, before the upcoming race season ([00:54:05](#)). Rich Newman sought a collective thought on the best way to move forward with the proposal ([00:55:08](#)).
- **Organizational Capacity and Proposed Rollout Strategies:** Sherri Masterson welcomed the comprehensive nature of the proposal but noted the need to clarify who holds the responsibility for the outlined rules ([00:55:55](#)). Craig Larsen expressed concern about the organization's capacity to implement major changes just weeks before the first race. They proposed three potential strategies for rollout: an extended rollout over the season, implementing only the structural changes for the organization (without new driver rules), or

implementing only the two or three most pressing ideas, such as mandatory video card submission ([00:57:18](#)).

- **Review of Proposed Guideline Changes and Implementation Timeline:** There was a discussion regarding the process for implementing large changes to the organization's guidelines, particularly concerning the required time period for member feedback. Jeff Kerney mentioned difficulty locating the specific rule in the membership handbook, but recalled that major changes usually require a substantial rollout period, possibly three months ([00:59:55](#)). Sherri Masterson clarified that the procedural dates and time periods for proposed changes, including pro and con statements, are detailed in the bylaws, with some deadlines being 45 or 30 days ([01:00:55](#)). The committee agreed that they should focus first on structural and procedural changes that do not require introducing new rules, as those can be implemented by Spring Sprints, unlike rule changes which are subject to bylaws requirements ([01:01:54](#)).
- **Immediate Focus on Organizational Structure and Procedure:** The consensus reached was that the initial focus should be on procedure and the outlined positions, rather than immediate rule changes that affect drivers ([01:11:47](#)). This procedural work involves the "super structure" and clarifying the chain of command (e.g., this goes to this person) ([01:01:54](#)). It was agreed that this structural work should result in a smoother internal operation, which racers would observe as improved organization, and this work can be completed quickly ([01:11:47](#)).
- **Clarification of Roles and Authority within the Organization:** Jeff Kerney noted previous confusion regarding who was responsible for handling incident reports and emphasized the need for a codified "pecking order" ([01:02:58](#)). They expressed that the Chief Steward should be the "sheriff" with deputies underneath them, including a Race Director, and acknowledged a past mistake in not utilizing the Chief Steward in that capacity ([01:04:13](#)). Linda Grass supported utilizing John Martinson more effectively in their role, suggesting they be sent the proposed levels, and that the Race Director could learn from their experience ([01:05:18](#)).
- **Role of the Race Director:** Brad Shinn clarified that as written in the proposal, the Race Director is intended to be an executive-level position, not actively engaged in decision-making or being a "doer". The Race Director does not report to the Chief Steward; rather, the Chief Steward reports to them, serving a role similar to a battalion chief directing operations ([01:09:29](#)). It was suggested that if active

racers are used as Race Directors, two should be selected for any given weekend (A and B) to mitigate potential bias in incidents involving their run group ([01:07:44](#)).

- **Integrating John Martinson into the New Proposal:** A key step in the initial procedural focus is to loop John Martinson in immediately to review the overall proposal and discuss the initial implementation piece. The committee members should provide substantive comments on the proposal to Brad Shinn for a revised draft ([01:12:49](#)). The committee agreed to follow Linda Grass and SOVREN Historics' suggestion to involve John Martinson for feedback and to utilize their experience ([01:05:18](#)) ([01:07:44](#)).
- **Implementation Timeline and Communication Strategy:** The overall plan is to roll out the restructuring over a longer period, allowing everyone to embrace it gradually, as an immediate "flip the switch" implementation is unrealistic ([01:02:58](#)). They agreed to brief people on the overall concept as a "thought process" at the April 4th spring quarterly meeting and focus discussions on the procedures for managing race day. Future track rules impacting racers will require compliance with bylaws, which Craig Larsen and Sherri Masterson will review offline ([01:12:49](#)).
- **Incorporating Driver Feedback and Forums:** The plan includes using the April meeting and attempting to establish driver forums or conversations in the pits about the new rules. A revised draft of the rules will be made available to people, no later than the spring quarterly meeting, so they can see the direction the organization is taking ([01:14:06](#)). John Rankin advised moving ahead with procedural elements that do not require an extensive process, distinguishing them from those that do ([01:15:03](#)).
- **Addressing Safety and Disciplinary Actions at the Track:** John Rankin raised the issue of whether to handle disciplinary decisions on the weekend at the track, where first-person accounts are available, or through a more deliberate process afterward ([01:10:43](#)). He cited a specific case where a driver with a damaged car felt the at-fault driver, who was going to be disciplined later, was wrongly allowed to race the next day ([01:11:47](#)). This situation highlighted a need to address whether drivers should be kept off the track immediately following an incident ([01:10:43](#)).
- **Self-Reporting and Driver Buy-in:** Rich Newman praised the "self-report" aspect of the proposal, which they read as a mitigating factor for potential penalties

related to minor infractions like spins or off-course incidents. They suggested this spirit of drivers acknowledging mistakes could help get them on board with the new structure. They believe that identifying a few structures to implement this year will help the organization collectively identify what the rules truly are over the course of the season, rather than imposing everything at once ([01:06:33](#)).

- **Race Series Integration at Spring Sprints:** Spring Sprints will feature a historic Formula Atlantic, Formula 2, and SuperV Championship coming from around the country, which is expected to bring at least 12 cars ([01:16:54](#)). Sherri Masterson confirmed that the Atlantic group will be placed in Group 11, the Wings and Things group ([01:47:10](#)). Jamie Buskirk confirmed they reached out to the organizer of the A2V series for expected entry counts but had not received a reply ([01:18:08](#)).
- **Spokane Festival of Speed Update (Financials and Operations):** Bill Simer reported that the Spokane Festival of Speed is focused on managing costs and increasing entries. They noted an awkward ethical situation regarding a \$10,000 contract for track fees, where only \$5,000 was billed last year, creating a possible deficit that needs to be addressed ([01:19:08](#)). Rich Newman applauded the effort to recruit Pro3 entrants, noting that race entry fees for Spokane were significantly lower than for CRC and Spring Sprints last year, emphasizing the need to increase the top line ([01:36:03](#)).
- **Spokane Festival of Speed Update (Outreach and Community Events):** Recruitment is underway for worker training, with outreach conducted via social media, and Lexi Young has published the first social media announcement for the event ([01:20:00](#)). Meetings with Meals on Wheels representatives resulted in an agreement to provide meals for workers and officials, with discussions underway to secure volunteers for the event. The downtown event is thrilled to have the organization back and will be opened up to three car clubs—the Porsche Club, the BMW club, and the English car club—to avoid prior exclusion issues ([01:20:58](#)).
- **Spokane Festival of Speed Update (Logistics and Challenges):** Bill Simer needs to coordinate with Tom Masterson soon regarding insurance binders for the downtown event and the permit application to close downtown streets. The traffic control company, Perfection Traffic Control, has been "ghosting" them, but the downtown Spokane partnership offered budget assistance for that part of the event ([01:21:57](#)). Mike Lawler provided an update on hotel discounts, noting a

Ramada deal at the airport for \$121, with a cutoff of May 21st, and Lori Newby added a caution about tight hotel rooms due to the Fairchild air show ([01:35:17](#)).

- **Columbia River Classic (CRC) Planning and Logistics:** Craig Larsen reported successful, though challenging, conversations with the ABFM folks about nudging their show space, which was met with pushback ([01:30:18](#)). The Bugatti group is willing to be located on the far edge of the paddock, next to the ABFM, and the Sprite folks will have a 40-foot by 100-foot tent in a strategic location. The planning challenge has shifted to moving the autocross/grand slalom event to the north paddock, which requires resolving insurance issues ([01:31:20](#)).
- **Historic Event Updates:** Jamie Buskirk praised the work of Loren and Brent, noting that spectator and car corral tickets are ready for the printer. Bobby and Phil have made progress on a car club list for the corral invitation letter ([01:24:29](#)). The exhibition tent featuring Peter Brock will be downsized for the 2026 exhibition ([01:25:29](#)). Corky Russell requested a change in the poster design to place the Alpha in second and the BMW in third, a request that Jamie Buskirk will take under advisement ([01:26:31](#)).
- **Membership and Race Entry Volume:** Sherri Masterson reported that as of March 8th, membership stands at 230 members, including 141 racer members ([01:48:07](#)). Rich Newman highlighted concerns that current race entry revenue is only \$4,400 for the entire season, compared to \$52,000 for Spring Sprints alone last year, meaning most payments come in very close to the race ([01:38:21](#)) ([01:46:17](#)). They suggested that the current MSR system, which charges cards immediately, is a detriment to early sign-ups ([01:39:22](#)) ([01:47:10](#)).
- **Deferred Payment Discussion for Race Entries:** Rich Newman and Loren advocated for a return to a deferred payment system where racers sign up early but are charged closer to the race date to encourage early registration ([01:41:32](#)). Sherri Masterson explained that this system was previously used but caused significant problems with collecting payments and chasing drivers in the paddock. She noted that deferred payment is an MSR option, but acknowledged that drivers often wait to register regardless of the payment date, citing indecision ([01:43:59](#)).
- **Competition Report and CRF Process:** Jeff Kerney reported receiving two new Car Registration Forms (CRFs) for an Alpha and a Honda Civic, plus a CRF for a Bugatti ([01:49:32](#)). Confusion arose over who is the official repository for the CRFs, as John Rankin had not received a stack upon joining the committee

([01:51:38](#)). Loren suggested using the organization's Google digital repository for long-term storage, and the Competition Committee will implement a process where they approve the forms and forward the files to Loren for archival ([01:53:16](#)).

- **Mandatory Camera Footage Submission:** John Rankin re-emphasized the need for a clear policy or rule requiring drivers to turn over camera footage upon request to avoid "heartache". Craig Larsen agreed to personally investigate the issue, including consulting with Sherri Masterson, to determine the necessary steps for board action to implement a rule mandating footage submission ([01:56:10](#)). Jeff Kerney noted that current rules only require a camera mount, not an operational camera ([01:57:03](#)).
- **Sponsorship and Local Government Outreach:** Craig Larsen reported that the organization is in preliminary discussions with Central Welding for a sponsorship, but the deal has not yet been finalized. Steve Newby, Chris, and Craig Larsen are meeting with the mayors of Auburn and Kent to discuss the race season, explore partnership opportunities, and potentially secure tourism dollars. This initiative could include fun events like a Mayor's Cup or having mayors involved with pace cars ([01:57:48](#)).
- **Sponsorship and Display Car Recruitment:** David Boyd will meet with Evergreen Chevrolet next week to discuss potential sponsorship for the year. They also sent an email to secure a C2 Corvette for display at the Peter Brock tent ([01:58:47](#)). David Boyd intends to give their best effort in securing a pace car from Evergreen Chevrolet again, noting that the former advocator of the sponsorship, Craig Bennett, is no longer with the company ([02:01:57](#)).
- **IRDC Volunteer Fair Announcement:** IRDC is hosting a volunteer fair at Civic Raceway on the 29th, and they welcome anyone from SOVREN to attend or participate. The event is scheduled for Sunday, March 29th, from noon to 4:00 PM, and will include the presence of car tech conference personnel to stamp roll bars and perform annual inspections ([01:59:38](#)). Craig Larsen suggested that putting the information on the website or using an email blast or Facebook post would be the best way to disseminate the message about the volunteer opportunity to potential volunteers ([02:00:50](#)) ([02:03:00](#)).
- **Quarterly Meeting Communication:** Linda Grass reported that the date for the quarterly meeting was not easily locatable on the organization's website or in the recent bulletin board materials ([02:01:57](#)). They suggested that information

about the upcoming meeting should be distributed, possibly through an email blast or Facebook, to ensure members are aware of the event ([02:03:00](#)). Craig Larsen plans to follow up on this communication issue and will send information to Sherri Masterson to post on Facebook and provide to Jake for the website ([02:03:55](#)).

- **Discussion on Racing Procedures and Rules:** Craig Larsen thanked the board and attendees for their thoughtful conversation regarding new procedures and rules for racing, noting that it was a helpful and progressive discussion. Lori Newby offered a final reminder for drivers to ensure that their race car memory cards, when turned in, contain only relevant race information ([02:03:55](#)).
- **Meeting Adjournment:** The meeting was formally concluded by a motion to adjourn, which was moved by John Rankin and seconded by Jamie Buskirk, with no objections raised. The participants thanked one another and signed off ([02:03:55](#)).

Suggested next steps

- Brad Shinn will take the received edits and the three pages of specific notes from Loren into consideration when revising the racing rules and procedures proposal.
- Brad Shinn will clarify the section on flags, specifically regarding furrow black versus black flag, by reviewing and potentially incorporating flag descriptions from the previous year's handbook.
- Craig Larsen will draft the strategic move forward on the procedural structural management of race day tomorrow morning and send it out to everyone on the call.
- Shelby Clark will send Craig Larsen the list of everybody who was on this call tomorrow or the next day.
- Sherri Masterson will forward the email about vendors for Spokane to Bill Simer and send the high-res version of the Old Cannery logo to Loren.
- Craig Larsen will check the pile of old SOVREN documents received from Andy to see if the old CRFs are there.
- Craig Larsen will personally dig into the camera rule with help from Sherri Masterson to figure out what needs to be done to make it a formal rule and bring it back to the board for a vote.

- David Boyd will meet with Evergreen Chevrolet next week to seek sponsorship and will work on arranging a C2 Corvette for display at the Peter Brock tent.
- Craig Larsen will add checking with people about putting out information for the quarterly meeting to a phone call list for tomorrow, and will send words regarding the quarterly meeting to Sherri Masterson.
- Sherri Masterson will send words from Craig Larsen to Jake to post information about the quarterly meeting on the website or Facebook.

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Transcript

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Meeting Mar 11, 2026 at 17:20 PDT - Transcript

00:00:00

Mike Lawler: It is it Spanish or Cuban?

Corky Russell: I was just going to add the same

Brad Shinn: Um the people I'm work well the people I'm working with I

Corky Russell: thing.

Brad Shinn: have Colombians, Ecuadorians, um Spaniards, um Puerto Ricans, Cubans. I don't

SOVREN Historics: It's a big chunk of the world speaking

Brad Shinn: know. Yeah. Yeah. Um, I got to say though,

SOVREN Historics: Spanish.

Brad Shinn: I've had the best empanadas I've ever had in my life in the last two months.

Craig Larsen: There's always a silver lining,

Brad Shinn: So,

Craig Larsen: right? Big big

Brad Shinn: you guys have heard of the You guys have heard of the freshman 10.

Craig Larsen: smile.

Brad Shinn: I've had the interview 15.

Craig Larsen: All

Martin Rudow: I thought my

SOVREN Historics: just watching that

Craig Larsen: quiet.

SOVREN Historics: clock.

Martin Rudow: audio

Brad Shinn: It's like sitting in pregrid. You're just sitting here getting hot,

Craig Larsen: There you go.

Brad Shinn: waiting for waiting for something to happen.

Craig Larsen: Sitting in pregrid. Sitting in pregrid.

00:01:31

Craig Larsen: They're doing they're doing mop up in turn three.

Bill Simer: If we were in pregrid, I'd be taking a nap right now. I'm just saying. You're all warm, comfy in the car.

Brad Shinn: I'm not the only one.

Bill Simer: Some of you were smiling, going, "Yeah, yeah, I know what that's like.

Brad Shinn: I'm I thought I was the only one. I'm glad to hear you say that,

Craig Larsen: Mhm.

Brad Shinn: Bill.

Bill Simer: meditating. I tell them I'm meditating.

SOVREN Historics: There's a there's a member of the big boy group who I believe has had to

Craig Larsen: Right.

SOVREN Historics: be uh awoken to to leave. I won't name any names but yeah fell asleep.

Craig Larsen: go wrap on the roof, huh?

SOVREN Historics: his helmet. Anyway,

Craig Larsen: That's right.

SOVREN Historics: car doesn't have it.

Craig Larsen: There's a race going on coming right up.

SOVREN Historics: Car doesn't have a roof.

+1 360--91: *Hey guys, can you hear me?*

Craig Larsen: *Yeah. Yep.*

+1 360--91: Our power is out, so I'm on my cell phone and it's not a real good connection.

00:02:49

Craig Larsen: I was telling people, Sherry, I think I I was warning people it could happen to me. I'm not surprised yours went out.

+1 360--91: *No, there's a real long delay.*

Craig Larsen: *It's like dial up.*

+1 360--91: It's worse.

Craig Larsen: No screeching anyway.

Brad Shinn: It's like ferry service.

+1 360--91: *True.*

Craig Larsen: Like fairy service. Yeah.

Mike Lawler: This meeting is going downhill real fast.

Craig Larsen: Well,

+1 360--91: Well, with the weather way it is, uh, who knows what's going to happen.

Craig Larsen: yeah, exactly.

+1 360-*-91: So what's the contingency?

Corky Russell: Hey Brad, I got a second uh spam thing. Remember the one I called you

Brad Shinn: Yeah,

Corky Russell: about?

Brad Shinn: that that one really res from me. I did need you to go buy me some Visa cards.

Corky Russell: I got one the next day. Different person, different email. Oh, with your name all over it.

Mike Lawler: Yeah. He's looking for the Lamborghini. You're going to buy him.

Corky Russell: I don't know how they associated the two of us,

00:04:56

B Kalben: Those

Craig Larsen: Right.

Corky Russell: but makes me wonder if it's somebody isn't somebody in the club.

Craig Larsen: Well, it leaks in from somewhere.

B Kalben: have gone around the Porsche Club. So,

Craig Larsen: Yep.

B Kalben: you're not the only ones.

Corky Russell: I'm a member of the Porsche Club. I haven't got one from them yet.

B Kalben: No, I mean the the chairs and the

Corky Russell: I know.

B Kalben: officers.

Corky Russell: I know.

Brad Shinn: You know,

B Kalben: I don't know if you're serious or you're just

Brad Shinn: You guys,

B Kalben: ignorant.

Brad Shinn: you guys can have a lot of fun with people who do that, right? Is like,

Craig Larsen: Oh,

Brad Shinn: "Wait a minute. I didn't Craig, I I just talked to Can we talk a little later today

and we can discuss this?" And then you get another email a little while later. No, I need it right now. Well, I'm You know, we talked about this meeting that we were having. I took guy for a long ride before he finally just said, "Forget it. I don't need it." Yeah.

00:05:58

Brad Shinn: I got time to play with you, dude.

Craig Larsen: But we all have different ways of having fun, I guess, don't

Brad Shinn: Yeah. Yeah.

Craig Larsen: we?

Corky Russell: The first the first email it sounded kind of like you.

Brad Shinn: Yeah.

Corky Russell: It was when he wanted me to buy cards and that's when I go, "Nope,

Brad Shinn: Yeah. Like,

Corky Russell: ain't Brad."

Brad Shinn: I'm gonna ask you to go buy gift cards.

Craig Larsen: Right.

Brad Shinn: Who the hell says that,

Craig Larsen: Right.

Corky Russell: Yeah.

Craig Larsen: Yeah.

Brad Shinn: Corky?

Craig Larsen: Yeah. Yeah. That's the first

Brad Shinn: Jeez. Yeah.

Craig Larsen: tell.

Brad Shinn: Hey, I mean, every time I see you guys in the paddic, I'm asking for gift cards,

Craig Larsen: That's right. That's right. We all use them like uh money, you know,

Brad Shinn: right?

Craig Larsen: like regular money.

Corky Russell: Right.

Craig Larsen: So, Shelby, it's six.

Mike Lawler: That's why we That's why we don't come visit you.

Craig Larsen: Oh, 601.

00:06:36

Secretary SOVREN: All right.

Craig Larsen: Let's Let's

Mike Lawler: All right, Jamie,

Secretary SOVREN: Okay.

Mike Lawler: let's do it.

Craig Larsen: find

Secretary SOVREN: 601. Uh,

Corky Russell: Uhoh.

Secretary SOVREN: call to order. And, uh, I guess February meeting minutes approval.

Mike Lawler: I'll go ahead and approve him.

Rich Newman: I can second it.

Brad Shinn: Thank you.

John Rankin: move.

Craig Larsen: We got a got a first and a second.

Secretary SOVREN: Awesome.

Mike Lawler: Yep.

John Rankin: Yep.

Craig Larsen: All in favor.

Mike Lawler: Hi

John Rankin: All right.

Craig Larsen: All right.

Secretary SOVREN: Thanks,

Craig Larsen: Thank you. Um, so I guess we're in uh anything that I left off the agenda. Uh, we got we're it's gonna be a busy night. Uh, but does anybody have something they want to put on the agenda now? You can do it at any time, but if we know now, we can figure out a place for it. All right. Well, it's a standing offer. Um, so, uh, big up tonight is, uh, new, uh, racing rules and procedures, and I just wanted to walk through how I hope the conversation goes and then turn the first part over to you, Brad.

00:07:43

Craig Larsen: Um it uh I want us to to the extent we can avoid the detailed edit kind of comments and stick to the bigger picture and the kind of strategy going forward. That being said, those things are also sometimes important clarifications. So I don't want to constrain you. I just want you to think broadly about it uh to the extent you can as we as

the conversation goes on. I I would like Brad to kind of give a walk through of uh the of what's being been worked on and proposed and then have everybody have a chance who's on this call to have a conversation about it or express their opinion and then I would like to uh move it to the board to decide in some fashion uh what our next steps are. So I I at some point I'd like to constrain the conversation to the board um partway through and we'll decide what are we are we sending the whole thing forward we sending a part forward

John Rankin: There we

Craig Larsen: or what that being said the next step uh that I have outlined to board members

00:08:49

John Rankin: go.

Craig Larsen: is if we have a recommendation out of tonight I want to send it out um yes Brad to your question can we record the discussion portion yes um I believe we Um, what we recommend out tonight, if we recommend something out for the membership, I want it to distribute it to the membership immediately and that will be the focus of the spring quarterly meeting at Open Bay Garage on the 4th of April. Um, and so we'll get the word out and um, we can talk more about that as we get to that point um, after the conversation. So, with that, um, I hope you all had a board members had a chance to read the proposal. Everybody else will have to listen in to Brad and, uh, and, uh, we'll get to, uh, people's thoughts here in a few minutes. Um, is there a way to put the proposal up on the screen somehow, Brad? I didn't spend much time trying to think about that. Um, so people can, A lot of us have it, some of us don't.

00:10:02

Brad Shinn: Give me a second and I'll Yes, I can.

John Rankin: Hello.

Brad Shinn: Um

Secretary SOVREN: Sorry.

John Rankin: Cool.

Secretary SOVREN: Recording the meeting starting now.

Craig Larsen: Great.

Secretary SOVREN: That's okay. Great.

Craig Larsen: Thank you.

Secretary SOVREN: Okay.

Craig Larsen: There we go. Thanks, Brad.

Brad Shinn: Um okay. Um let me give just a little bit of some some background here. Um this is for those of you who were on um a call. I think it was in January, Craig. Uh maybe it was in November. Anyhow, I I I gave a a an overview of what we were trying to accomplish here. And I'm going to I'm going to summarize this because I want to spend most of the time uh listening to people talk about this and and what their thoughts are. I've gotten a few um edits and those are all good. I'll I'll take those into consideration when we get through here. But big picture, um, we we kind of ended the the year 2025, um, with a a bit of a head scratch about how h how do we manage our our safety, our race weekends, our volunteer contributions?

00:11:30

Brad Shinn: Um, how do we manage those well? Um, how do we put racing rules in place that are are really clear what we want to accomplish in terms of behavior on the track? Um, how do we uh how do we uh make it so that it's that it's fair and transparent and isn't a huge burden, if you will um to to anybody who's who's racing, right? How do we make it easier? Um there are some sub texts to that. Um, one is, uh, I've heard, uh, over the last several years that I've heard everything from, um, you don't have rules, there's nothing to enforce to, I don't know, turning in my, um, my my incident report does anything. Um there's there's lots of anecdotal um uh experiences that we can all kind of contribute to the conversation and and those are helpful because you know one do they fall inside a a grouping that we want to have address in these rules or do they fall out as well you know that's that's racing. And so we we we drafted these rules to do a couple of things.

00:13:00

Brad Shinn: One is to the extent possible um make them familiar to what members see in other clubs. So, we started this with a a a uh kind of a a a model rules based on CSRG, Rocky Mountain Vintage Racing, SV and uh VSCDA. So, I used some tools available to me to to pull out and and base these rules on that. Um, we we spent time, me, John

Ranken, uh, John Allen, um, Michael now, and and Jeff kind of going over these and kind of does it do what we want to do? Um, does it does it achieve some bigger um bigger pieces of taking the the burden off of the committee chair to try to chairs to try to race and kind of enforce rules? Um, does it does it give us the ability to um as as drivers kind of know what's expected of us and and feel good about the way we're enforcing rules? Um, those are kind of the big pieces of it. How that came out was uh some some philosophy up front that establishes why we have these rules about safety, about driver responsibility.

00:14:37

Brad Shinn: Um, we have uh a an organizational structure and roles. I'm I'm happy to get into kind of the why of around that, but let me just say that we're we're really leaning back on the chief steward um to be the the sheriff, if you will, uh on race day. Um, I've the way we've written this, we've kind of pulled the the the committee back into much more of a policymaking role and and left that kind of management of the race from a safety and rules enforcement standpoint up to that chief steward. Um there's a new role in here uh called a race director and that is that is of the race day. That is the board's representative. That's the kind of executive in charge. So that if a chief steward has anything that they need to run by somebody, it's that person. Um, we can get into the details of of how that comes to be and all of that, but those are the two kind of key roles that exist in this that that make sure that one there's an executive and that there's that kind of person who's administering everything.

00:16:00

Brad Shinn: I'm going to jump down in terms of um rules and competition. We tried to make it real clear what your what your behavior is going to is going to mean in terms of we're not accepting this, right? Your behavior on track is not acceptable if you're doing these things. We also tried to balance that with uh what I what I've said previously is there's kind of a think of this as a misdemeanor and a felony, right? misdemeanor. Think of it as a parking ticket. Just pay the damn thing. Move on. Learn a lesson from it. We're not gonna we're not gonna spend a lot of time with it. Um if you keep accumulating parking tickets, we're going to have a talk. And maybe that bumps up into um kind of a felony. And then and then there are things that we're going to on race day, what we've

termed in here as a level three and above. On race day, what we're trying to do is instill a sense of safety on the track immediate immediately, right?

00:17:08

Brad Shinn: We're not trying to meet out justice or or or points or those kinds of things hurried in a weekend. So we can talk about what ho how that might look on a weekend kind of as an example kind of in the talk but we've created this kind of um two levels of of infractions if you will. So um we can talk through uh this this section on rules of competition and conduct. we can talk through I'm going that fast through this some key definitions um I know that there was um there was some quite a bit of of interest in uh flags and I may have created a bit of a a confusion here. What I was trying to do in the the sense of that misdemeanor and felony sense is is get us talking about what are the flags that you just need to be advised about and you take you take that into consideration as you're driving and then ones where listen up, pay attention, you better be doing something and and I wanted to create a conversation about what do we want people to do?

00:18:28

Brad Shinn: There's there's a bit of a dialogue that has been going on for a couple of months now about yellow, white, lesser degree black and how we want people to behave in that. Um I don't think I have it right here. I've I've gotten a lot of not a lot a few comments um since I sent this out and I and I recognized this section needs more clarity. um you know the the furrow black versus um black flag all those I didn't do a good job of of separating those out and I I get that. Um let me just say duly noted I'm I'm going to come back to that. Um other big big points these are um these are the way we're we're looking at infractions. So once you've done something um this zero level one thing we want to try to encourage and it's and it's worked in um the formula forward group to a degree um is this within a group um self self-management right you see somebody doing something that's kind of boneheaded um let's have a conversation we should all be adult enough to and have the skills to say hey you know what happen out there on that corner and just have a conversation about it.

00:19:48

Brad Shinn: Um it it isn't always it isn't always comfortable, but we want to encourage that. We want the people who have the greatest um skin in the game for this is drivers. And so we want to encourage drivers to be in dialogue regularly, not just when, you know, they're, you know, pissed off and can't take it anymore and they're just going to give somebody a piece of their mind. Um but having the conversation on a regular basis. Um level one and level two. Um maybe maybe you missed a yellow flag. Maybe um there was there was something that you did on track that um didn't result in anything, but we want to call your attention to it, right? And so that's that's what a level one is. Um, level two is look, there's a there's a level of carelessness and ser um seriousness that's not going into your driving and we're going to have we're going to have words with you. So maybe it's a black flag, maybe it's a stopand go penalty, but but these things aren't going to rise to the level of points that get um uh reported out, right?

00:20:59

Brad Shinn: These are these are what I again what I refer to as the misdemeanors. Um, we can play around with these. I'd like to I'd like us to try to think about that structure of things that are altering behavior before they get serious. That's really what we're trying to to get to on this. And then you get into the things that are what I what we call level three and level four. These are things where we're beyond that. you've already done something really kind of stupid and and maybe thoughtless or maybe even intentional and there's there's a price to pay. So, so whether these are perfectly balanced or not, that's really the structure that we're trying to get to, right? headoff behavior um with a with either um a driverto driver talk or you know you know a serious finger wag or maybe even something that's not super consequential but get you thinking about hey tone it down here or things where there's damage caused or you've done something that really is egregious right really really gets into the bonehead um categories and that we're going to take a harder a harder line on and that really really the structure is what we're trying to get at.

00:22:19

Brad Shinn: Um I I think we're fairly well dialed in on these categories of what does that

look like? How do you respond to it both the day of and later um with level three and four, these will trigger, as you'll see down below, these will trigger a hearing, right? And there's some pretty specific timelines and who is involved. Um I I'd like to talk more about we've had quite a vigorous conversation um Craig and I about how do we pick the you know the jury of your peers if you will and I think there's there's room to talk about that but but these three and fours those are the things that really rise to the level of okay this is serious we're going to have a hearing we're going to find facts and then you as the driver who's accused of doing something will have a chance to to meet with them um and you know present your own present your own case but but then they will hear it they will make a recommendation to the chief steward and the chief steward will then come back to that person.

00:23:30

Brad Shinn: Um we talked quite a bit about and this really kind of came out of a series of incidents last year at at CRC. Um uh CRC and and maybe I think also um fall finale. Um how do we make sure that we have an offramp for what we think of as a racing incident? um things are going to happen, right? As long as um we are going to be out there racing vigorously and and competitively even in a respectful way, things are going to happen and we and we don't want to we want to make sure that we describe that and don't leave it up to chance, right? So, we we put some we put some words to what a racing incident is so that there's an off-ramp and you don't feel like you're having to penalize somebody because, well, there was contact. Um, so that was kind of what we're trying to get at with this. Um, we also want to, you know, there's been there's been a couple of runs at this idea of video.

00:24:41

Brad Shinn: when you see video, um, if you're if you're on the comp committee or or anybody who is is having to review video, without video, you you're just really flying blind. And so, um, we wanted to encompass a number of things here, not just are you providing your video. We've taken a couple runs of it at club. At one point we toyed around with the idea of mandating cameras. Um I I I think the main thing here is is that we're trying to recognize when you're being cooperative or when you're not that that has that has an impact on how you're going to be seen in this because some of this is about

behavior, right? How are you are you racing respectfully? So, if you have aggregate a aggravating circumstances, then here's what they look like. Maybe um maybe you're just not paying attention. Maybe um you're not cooperating with us. Um those those are not going to help. um at the same time mitigating circumstances if you're if you're uh participating and trying to help.

00:25:58

Brad Shinn: Um there was one incident where somebody came back off the track and just said, "You know what? That was my bad. I'm you tell me what the bill is. I'm going to pay for it." Though that doesn't mean they they escape completely the responsibility. It just means okay, um we're going to take that into consideration. So, we gave some voice to that here. There's um a pretty I think pretty robust section on incident review, protest and appeal. Um it in my mind, I reread it again last night and in my mind there's a couple of things we want to get here. One is a protest, right? Maybe I didn't um maybe I didn't file a um a a incident report, but you know, at the end of the at the end of the weekend on Sunday, I was talking with some people and and I thought it was I thought it was just an incident, but they came up to me and said, "Yeah, the the guy totally divebombed you and here's my video." Well,

00:26:59

Brad Shinn: I've got a way to file a protest then. Right. So, there's there's a way for us to get to that. And then there is the the process um that I described earlier where there's a hearing um there's a decision all all really driven by some fairly fairly descriptive timelines but not so we're trying to take the let's hurry up and get it done quickly. Uh trying to take that out of it. um and then a little bit more detail on a pro a protest procedure um or rather appeals process. So that is kind of a quick walk through. There's lots of deal details here. Um I made a couple of changes in this about um somebody had made a note to me about okay where does this stuff live? Um so that's what the yellow highlighting is. I made some changes the other night. Let me stop there, Greg, and just turn it back to y'all. And if you want to go to a certain spot and talk about it, I'm happy to tell you why we chose what we chose.

00:28:07

Brad Shinn: Um, if if that's the case, or if it's like, yeah, I don't know what I was thinking there. That that doesn't make any sense. Or whatever you want to do. But I'm I'm happy now to just let's let's have a conversation about

Craig Larsen: Uh,

Brad Shinn: it.

Craig Larsen: great. And John Rank and I'll get to you in just a sec. Um, so I think what I'd like to do is have people just make general comments and seek clarifications and, you know, do that and then if it's still makes sense, we'll go back through section by section and just have people make specific comments. So, uh, up for general comments or whatever. John Ranken, go ahead.

John Rankin: Yeah. Um I I just want to um say that I was aware that this was happening. I have read these. I've had some conversations about it, but it's not um something that I would present or consider uh something that would work. So I I want to make that clear.

Craig Larsen: Okay.

00:29:03

Craig Larsen: Uh um anything more specific or is that that's good for now?

John Rankin: Well, I there's there's a lot that that could be said. I mean, it's it's a incredibly complicated requires a lot of people being involved. Requires a lot of direct knowledge and people understanding the rules. It also there's a lot of rules and the more rules you have that are sort of hardlined rules gives you people that tend to argue um on the margins and it just becomes a a morass. And um I think that uh you know I think that it's a valiant effort but it's incredibly complicated and I can't imagine being responsible for administering

Craig Larsen: All right.

John Rankin: it.

Craig Larsen: Thank you, John. Uh uh uh Steve Newbie, go

Lori Newby: Yeah. Um I was going to you know say more to that point too that uh there there's a lot of things

Craig Larsen: ahead.

Lori Newby: to digest here and uh it's not just something that we can uh unilaterally adopt. Um, I think a lot of this also, uh, falls back on our chief steward and we have to make sure that we have a chief steward that's willing and able to, you know, take on the responsibility.

00:30:15

Lori Newby: And I think that's that's a big part of u, you know, where we need to go is just to make sure that we have uh, you know, as Brad says, all of our tees crossed their eyes dotted and uh, before we implement this. But, you know, it's it's a work in progress. I understand that. And um is there, you know, a need for this? Yes, there is.

Craig Larsen: Thank

Lori Newby: Um but as John said, it's going to be uh tremendously hard to uh put in place and to also um you know, make it work. But uh but again, this is not something that we're going to adopt tonight. So everybody, you know, put your thinking caps on, but um we're step in the right direction anyway.

Craig Larsen: Thank you, Steve. Uh, Mr. Simmer, you're next up.

Bill Simer: Yeah, Brad, first I'd like to congratulate you on um on a on a good job on getting it to this point, you and your committee. Um I think the process piece of it and the administration piece of it is really good.

00:31:12

Bill Simer: Um I've served on the comp committee um on a weekend as um as as Mike Lawler would hand me uh instant reports and kind of laugh and uh here you get to go do deal with this. It would have been great to have a process and structure. So I want to applaud your efforts certainly in that area. I like many of you have been involved with training new racers and uh the discussion of flags is something that is is critical. It's the language we use to communicate on the racetrack and the consistency between our organizations and other ones is just so critical and so important for safety that we all know automatically what to do in every instance. So, while I um I I I can live with certainly the categorization of flags in the different categories, I would suggest that you go back to our uh handbook from last year and look at the descriptions uh of each flag. Uh there was a lot of work put into getting those where they were. Um a lot of that work was based on other organizations.

00:32:15

Bill Simer: um and that it makes us um it it allows us to bring in drivers from other organizations and have one set of flags that everyone understands. So, uh I I appreciate that you noted that that was not quite where it needs to be. I agree with you. I think in 20 um 25 the descriptions there were really good and I would suggest you go back and review those carefully and see if you can't use them in uh in this document. Thank you.

Craig Larsen: Thank you, Bill. Um, Rich

Rich Newman: Um Brad,

Craig Larsen: Newman

Rich Newman: great great work. I mean the details here and your skills are are commended. Um and I do I do wonder about the timing to get all this done. I know we're trying to push it and have it available this this season.

John Rankin: Magic.

Rich Newman: So I guess one of the broader questions is if we can't adopt all of it, what can we adopt? But that's a question to answer toward the end. My question really kind of boils down to the culmination of using all the different various organizations rules and what's what's what I'm left with is was sovereign were was sovereign just a general question maybe it doesn't have an answer were we that far off the mark with regard to how we documented these rules versus all the other organizations that some of this I assume came from or are we creating you know some new path as it relates to vintage racing organizations.

00:33:43

Rich Newman: Um, by defining some of this, I'm not real clear on that element of it.

Craig Larsen: Brad, you want to go ahead and tackle

Brad Shinn: Yeah. Yeah.

Craig Larsen: that.

Brad Shinn: I can So, our rules are contained in the handbook, right? Um, one of the the the comment that I referenced earlier about someone telling me a few years ago, there's no way to enforce your rules. Um, they're they're not enforcable. They're I've been told by a number of people over the years that they're they're more suggestions of how we want people to race. I I'm not I'm not here to say that that's true or not. I'm just I'm just saying that that's been what people have said to me over the years. Um what what I did um is I used artificial intelligence to go out and and pull those race um those race organizations rules. And then my prompts were all about amalgamating what they did

into a into a what I called a model set. I won't go into all the details of it.

00:35:08

Brad Shinn: I I don't know that I can answer were our rules all that far off. Are we that much different? I think I I don't I don't race with a lot of other organizations so I don't know exactly what their rules are. Um, you can you can probably pull one of those clubs rule books and compare it word to word and find some differences. Um, what I was trying to do is generally get to what are the things that those organizations focus on. So that's the that's the background on it. If I hit the mark, super. If I didn't I didn't

Craig Larsen: Good. Good shot though. Good. Good shot at it. Uh uh uh. Michael now. Oh, I'm sorry. Rich, did that was that enough for that?

Rich Newman: Yeah. Yeah.

Craig Larsen: Rich.

Rich Newman: I I I I thought that was the process and it wasn't a critique as much as just an understanding that, you know, that these kinds of rules do exist elsewhere and um Yeah.

00:36:16

Rich Newman: And maybe it's in one organization, maybe not. Um and and we just hadn't had this documented quite to the same way that other vintage organizations have.

Brad Shinn: I I didn't hear it as a a critique, Rich. I was just trying to give you some so how we got there. One of the things that that I thought about doing in the first place was just go grabbing somebody else's rules and just working off that as kind of a clean set. Um I uh Craig tasked me with with authoring. So I took my own path to authoring. So I I I don't I didn't hear it as a crit a critic a critique Rich just I wanted to give the

Craig Larsen: Well, and and thank you and thank you for doing it.

Brad Shinn: background the background on it. Yeah.

Craig Larsen: Um, Michael, now back to you,

Michael: Yeah, I guess a couple things there.

Craig Larsen: sir.

Michael: Um, so a big fan of this. Uh, I think there's a lot of uh really great concepts here.

00:37:12

Michael: Um, I think that if I channeled my inner Craig with uh his uh discussion about, you know, hey, customer support is important. Um, I really like how this is split into misdemeanor and felonies. Um, and you know, I think misdemeanors are those things that would say it's more important that we get it right than we get it fast. and you know getting it fast but wrong that's going to leave a a really bad taste in people's mouths even if it's it's just you know especially if it's just a misdemeanor if it's a felony then yes let's get it fast and right and I think that's where you know this works at at both of those so you know if I look at some of the things that we did uh at the CRC and and fall finale that um that Brad mentioned um several of those things got turned around uh and I think you know I think the people involved were comfortable with the end result just not the drama or the the issues that it took to get there. So I think this kind of scratches both those itches that would say we'll get it right.

00:38:26

Michael: We'll get it relatively fast for the misdemeanors um for the felonies. We will definitely get it right and we will get it fast. Um, but I I think that uh I would agree there's probably a few tweaks there, but I think there's more right than wrong with this.

Craig Larsen: Thank you. Thank you, Michael. Um or Mike uh Lauren Campbell, go

Loren: Uh, I've got, as I mentioned,

Craig Larsen: ahead.

Loren: three pages of notes that are specifics that I can share with Brad offline. Um, in general, I I think this is really important to do and I think it's equally important sort of echoing um, Mike now to it's equally important to do this right. Um, and uh, as is there are, you know, well, I've got like three pages of things that are vague, not defined, seem like large depressions from where we've been. Um, that I I think that needs to get ironed out further. Certainly, um, I agree with what Bill said. Um it is I I think our default should be to remain consistent with other organizations unless there's a compelling reason to do otherwise.

00:39:43

Loren: And that I think that applies to not just flags but um kind of across the board uh for a bunch of reasons not the least of which is to avoid reinventing the wheel. Um I will say from my perspective flagging and flags um are and have been an issue for the last two seasons. Um we have had various um verbal explanations of how to treat yellow flags um and where the course is yellow and where it's not that we're not reflected on track consistently. um that cause confusion that you know the what I'm specifically talking about is if you see a yellow flag it's yellow until you see get to a corner station with a green flag and that was haphazard at best and how that was enforced or done actually. Um so I think we've got not just a rules issue there but sort of an ontrack issue that I wanted to note. Um Brad, I'm glad you mentioned recordkeeping. Um I have um near and dear to me one particular situation that I have now seen happen three times with someone and over two years and it's in my book uh risen to the level of a pretty serious chronic issue that surprisingly hasn't caused a contact incident and I don't want to see something like that get lost as we transition people in these roles.

00:41:21

Loren: So I think some kind of recordkeeping that is fairly sacred to the organization around this is important so that we're not relying on AI to remember that so and so has been noted for something like this three times in the last two years. Um, uh, I I can I I think on the the cooperation thing and the conversation thing, I would love to see something in here about the, um, situation that I've been aware of come up a couple of times at least now where a driver goes to have a conversation with another driver about something that happened and the other driver basically told them to go pound sand. And that, in my book, falls under lack of cooperation. um lack of vintage spirit. If you're not willing to have a conversation with another driver who is concerned about something that h happened on track, that should be covered here somehow. Um I will tell you uh on the video thing, other organizations have a policy that if your camera may have caught an on-track incident, they take the memory card from your camera. Period. It is not subject to conversation.

00:42:38

Loren: it is not subject to debate to debate. Um I'm not saying we should be doing that. I'm just saying that there is precedent for um people not cooperating not being acceptable in that manner. Um and I think in here somewhere uh the lack of cooperation thing is great. It seems specific to drivers involved in an incident and sort of tagging on to what I just talked about. Um, I think I would like to see something about witnesses um refusing to cooperate. Well, that was my buddy in front of me and I don't want to get him in trouble, so I'm not going to tell you what I saw. I'm not going to hand over my video, whatever that happens to look like. I think it's important to find out what happened um and not be um overtly obstructed in that process. The rest of it I'll handle with I can get to Brad offline.

Craig Larsen: Okay,

Loren: Thank you.

Craig Larsen: thanks Lauren. Uh, John Ranken, go ahead,

John Rankin: Yeah,

Craig Larsen: sir.

John Rankin: I I agree um wholeheartedly with that last uh issue that Lauren was talking about there.

00:43:46

John Rankin: I've been doing this for a couple of years. Um, and in yeah, one of the things that that I want to say is that that we're talking about how to handle something that's happened. The most important thing to me is determine what has happened, what went on there.

Craig Larsen: Mhm.

John Rankin: And the,

Craig Larsen: Mhm.

John Rankin: you know, the the initial thing that Brad had talked about about having some organizations mandating cameras. I I don't think we can get there. um at least immediately. But I think it's a really good idea because in I'm going to say in all the incidents that I was involved in, people who had cameras that would have described the incident that were in and they were involved in the incident have refused to turn over the footage. They have said camera wasn't working, the battery was dead, I didn't catch it. You know, some excuse like that. And um in instances where that happens, when somebody else catches the action, you'll find that what their narrative was of the

incident is generally not accurate as relates to the footage.

00:44:54

John Rankin: So to me, um the camera thing is is should speak very loudly to us. And if nothing else comes out of what we're doing here, I would like to have a rule that says if you have a camera, you have to turn it over after the incident or turn over the the card because um if they're involved in it and they know they're at fault, they're not going to give you the card. They're not going to and and in fact, a lot of this drama that occurred at the CRC was exactly that. people who had had the footage would have um cleared the whole thing up but insisted on holding it for a month while all kinds of other stuff got stirred up that didn't need to be.

Craig Larsen: Great.

John Rankin: And and so my view is that if you have a camera um you have to turn over the footage. And if we have a rule like that, that's a great start to trying to figure out what actually happened because rarely does the do the uh uh people involved have an unbiased view of what occurred and the camera helps with that.

00:45:51

Craig Larsen: Mhm. Yes, sir. It certainly does. Yeah. Thank you, John. Um, thanks for that comment. Um, oh uh Oh, yeah. Yeah. Go ahead, Jamie.

SOVREN Historics: First, I'd like to uh thank and commend uh Brad and everybody else who uh invested uh their time and their their their thoughts in this uh project. I I love the framework. Um I very much appreciate his uh incorporation and emphasis uh incorporation of this vintage spirit and um and his emphasis on that through through all sections. Um I uh I do share I can't remember who made the comment about the importance of the chief steward under this scheme. Uh but yeah that does suggest a bit of key man risk and u yeah there's not a lot of people uh in the organization who aren't racing who could perform the function of Chief Stewart. Um, and the other um, question I have about the other key man, the race director, uh, you know, a position we haven't had in the past, but I've seen in other organizations, it's typically somebody who's not actively racing for the weekend.

00:47:13

SOVREN Historics: Um, um, so they're available to consult um, you know, on short notice. Um, so yeah, I'd like to uh hear a little uh a little more clarification and discussion on that subject. And uh you know, we're back to the Chief Stewart uh thing. We're we're lucky to have John Martinsson, you know, with us at this point in time. And uh you know, I I would be concerned about a you know, a transition if he elected to uh you know, retire at some point in the near future, who would take over. Um so obviously can't answer that question right now but those are my uh points generally I I very much appreciate the framework the process uh personnel's uh roles being clearly defined and again the the emphasis on

Brad Shinn: Sure.

SOVREN Historics: civilized uh racing. Thanks very much uh Brad. Appreciate it.

Brad Shinn: Can I uh can I come back on the the race director a little bit?

Craig Larsen: Yeah.

Brad Shinn: Um the the vision for that is that they are that in at least in my mind that that's somebody who could be racing.

00:48:30

Brad Shinn: They're not they're not actively involved in it. They just need to be accessible um to the steward, right? They're they're not tra they're not they're not tracking down uh racers and trying to get their cards or any of that kind of stuff. They're they're it's when it's when the Steuart has um an issue and needs kind of executive club level input on it. So that's the vision for it. And maybe um I I I find that I have author bias a lot on these things because it's really clear to me how it works and and and then somebody else reads it and goes, I don't understand what you're talking about here. So I that's the vision. We can talk about how um that might actually work. One of the things that Craig and I Craig's questioned me about this quite a bit. One of the things that that I said when I was writing that was this could be it could be anybody that's board level, right? Um it could be one of the comp chairs, it could be one of the vice presidents, could be Craig.

00:49:39

Brad Shinn: Uh it the idea was it it rotates around so that it isn't just a burden on one

person kind of for the year. and and so the idea is is that they're there kind of representing the executive function of the board at at the event. So hopefully that adds a little bit of of um clarity in and you know behind the thinking. I certainly open to more um discussion on it. Just want to give a little bit of clarity for that.

Craig Larsen: Thank you, Brad. Uh, John Reken, go

John Rankin: Hey, I I hate to I hate to to get in here and stir this up,

Craig Larsen: ahead.

John Rankin: but can somebody explain to me how it's supposed to work now under our rules? I mean, I I've read the rules and let's say that we have uh an incident in turn 3B where two cars come together. How is that resolved? And you know, I I know we've been doing it in a way that's sort of um a patchwork kind of thing, but I I don't really see how our rules um define how we're supposed to do it.

00:50:56

John Rankin: And that's kind of the thing, you know, and I I think that I agree with with with what Brad put together is is a much more definitive method of handling it and so that people know what's I mean, I know what happens, but it doesn't it doesn't reflect what our rules

Craig Larsen: Yeah. And I don't want to go down that rabbit hole at this point,

John Rankin: are.

Craig Larsen: but I agree with you. You and John, you and I have talked about this many times, and I agree with you completely that our rules say something different than we've been doing. and um we've been getting by and uh making generally good decisions and running the organization, but we're somewhat a skew of our uh printed rules. And so that's the po one of the underpinnings of this is to get those things written and get to a position where we actually have rules that we are following and a system we're following. So I I agree with you completely. Um it's a little ad hoc right now and that's not that's not good for us.

00:51:53

Craig Larsen: Go ahead,

John Rankin: Yeah, and I I agree with that.

Craig Larsen: John.

John Rankin: And the thing I like about Brad's proposal is it is it defines individuals that are responsible for certain aspects of that. And um they I I think they can't be part of the racing community while they're doing those jobs, whether it's the race director or whoever's handling and and collecting being the the the the point where all of the incident reports are gathered and and and decides, okay, this person needs to do all of those things. Um we can't have somebody that's trying to race at the same time doing it. It just doesn't work.

Craig Larsen: Yeah, I agree. I'm writing. Um, uh, yeah. Um, thank you, John, again. Um, other, uh, comments from all y'all out there. Uh, Linda, go ahead.

Linda Grass: I just have a Brad, can you go back to the page that has the levels on it, please? Thank you.

Craig Larsen: too far.

Linda Grass: Um, there we go.

John Rankin: There's more.

00:53:06

Craig Larsen: There we

Linda Grass: is you were saying that one and two now go down to level two

Craig Larsen: go.

Linda Grass: please because you had said that level two would not be reported to VMC and it is it says here that it would be so I didn't know if that was an error

Brad Shinn: my mistake. I mean,

Linda Grass: one

Brad Shinn: we we we can we can certainly have a conversation about it, but that that slipped by.

Linda Grass: I don't care which way you do it I just you had said that it wouldn't be and it says it would be,

Brad Shinn: Yeah. Yeah. Yeah. I

Linda Grass: but I didn't say that there were any points or a reporting to VMC on levels three and four.

Brad Shinn: And that's just editing on my part.

Craig Larsen: Mhm. Cuz there should be

Brad Shinn: Yeah. Yeah.

Linda Grass: Okay,

Brad Shinn: Yeah.

Linda Grass: I was just checking.

Brad Shinn: Yeah. Yeah.

Linda Grass: And talking about the race director, maybe one of our retired racers would be good for that position.

00:54:05

John Rankin: Yeah.

Craig Larsen: I think that's kind of our pool of potential volunteers is certainly recently retired racers.

Linda Grass: That's That's all I have.

Craig Larsen: Thank you. Thank you, Linda,

Linda Grass: Good job,

Craig Larsen: very much.

Linda Grass: Brad.

Craig Larsen: Uh, Bill Syr, go ahead,

Bill Simer: Yeah, I was just going to comment based on Linda's suggestion.

Craig Larsen: sir.

Bill Simer: I'm going to keep racing. I'm just

Craig Larsen: Well, well played, Mr. Cyber John Ranken.

John Rankin: Yeah. I mean,

Craig Larsen: Go ahead.

John Rankin: relative to what what Linda was talking about and what Brad's talking about, um, and the fact that we have a race coming up in, you know, less than two months, maybe we start by by trying to put the superructure together or we do have a a designated race director and we do have somebody that collects all the the incident reports and and start with creating the superructure first and then seeing h how that works out. Right now, we we don't have such a thing and that is a problem.

00:55:08

Craig Larsen: Yeah. Yeah. Um, yeah. Thank you, John. Uh, Rich Newman, go

Rich Newman: Yeah, I'm just kind of like I'm hungry and I could be uh h maybe I'm literally hungry,

Craig Larsen: ahead.

Rich Newman: but um I'm hungry to sort of identify what is the best approach here um

with regard to take action. I think this is a great document. I'm excited by it actually. I love what's in here. Um, I like the idea of the of the felonies, you know, being addressed and maybe some of the other pieces, but does anybody have a collective thought um on this that's kind of put this together on the best way to approach this um so that we could move forward, I guess,

Craig Larsen: Yeah,

Rich Newman: Craig?

Craig Larsen: I want to kind of do that at the at the next section. So, let hang on to that thought. Um,

Rich Newman: Okay.

Craig Larsen: we'll pick that up in just a few minutes. Sherry Sherry, you're online.

00:55:55

Sherri Masterson: Yeah, we got online power and internet came back right at six,

Craig Larsen: Well, welcome,

Sherri Masterson: which is amazing.

Craig Larsen: ma'am.

Sherri Masterson: Um, so what I see of this is is there's a lot of work that's been done to this and the one area that we are lacking is in the responsibility to whom. Um, a lot of this stuff, um, you know, it's 20ome pages and a lot of it is who does the responsibility. um the stuff laid out for for the infraction area um it's well thought out and if you look at the whole picture um I mean there's there's a lot here but what are the actual rules versus what are the responsibilities of people that's

Craig Larsen: Well, thank you and again, welcome welcome in in all your media opportunities here. So, uh yeah. Yeah. Um anything else on uh content so far? Anybody else want to weigh in at this point? Okay. Um, to Rich's point, I think it's on all of our thoughts here. Um, and um, I this doesn't need to be a board-only conversation.

00:57:18

Craig Larsen: Um, I think my my proposed structure maybe is not going to work that well. So, let's just be a little more flexible. Um my concern uh in the last month and I've talked to Brad about this is um what what's the capacity of our organization to make changes at um seven weeks to the first race. Um and what uh five weeks Sherry your

just your sound's not on. I just see your face. Anyway, it's coming up quick. It's coming up quick and um so uh I think it's a to personally I will say it's an open question. Um there's a lot of different strategies and let me just say a couple to start the conversation. Um, one is we uh do an extended roll out and we uh don't try to make the first race, but we try to end up maybe with all the rules adopted at the end of the season. Another version would be to what you just suggested or Rich or John maybe suggested pull out a section that is maybe our organization or something that we can implement that that should just smooth out driver experience but doesn't force them to understand new rules and things like that.

00:58:44

Craig Larsen: So same rules for them more structure for us. Um, another version would be pull out the the two or three most pressing and greatest ideas and uh let everybody know there's this work in the background but out of it initially there are three things we're going to implement um and I don't know what those would be but um people have suggested various bits and pieces maybe one of it is your your uh your video card is uh has to be turned over um uh when it's requested by uh uh member of the racing organization. So, those were those were three things that occurred to me. Um, I think it's a push to uh put this in place before uh the spring sprints, but I think the spring sprints would also offer offer an opportunity to do more even more maybe or in addition to the spring quarterly meeting, the spring sprints would be a chance to do further briefing and conversations with people. Um, and board members can certainly would be encouraged to have conversations with folks in your run group that you've talked to all the time anyway about this and help educate them about what's going on.

00:59:55

Craig Larsen: So, those were ideas that were roaming around in my head and uh, Jeff Kernney has got his hand up. So, Jeff, go ahead,

antonia kerney: Uh yeah, I'm sorry.

Craig Larsen: buddy.

antonia kerney: Sorry, I haven't been able to find it in our handbook, but there's actually in the membership handbook, there was something about if you're going going to do large changes to our guidelines, there was a specific time period that we had to roll it

out and have time to for the for the members at large to give us feedback. And I thought it was three months, but I like I said, I'm I'm having a hard time finding it in my handbook right now. Does anybody else remember that or is more in tune with what's in the handbook?

Craig Larsen: So, so it's in the nature of I think there's something out there, but I'm looking for

antonia kerney: Yeah, I remember reading it because we when we were talking about the helmets and such,

Craig Larsen: it.

antonia kerney: we were saying, well, this is a safety item, so we can come out, we can do it right away.

01:00:55

antonia kerney: But, uh, something like this, I don't think I wouldn't think falls under those guidelines. So, Cherry, do you know where it

Craig Larsen: Yeah, go ahead.

Sherri Masterson: I think it's in the bylaws is where it lays it out in in pretty

antonia kerney: is?

Craig Larsen: Sure.

Sherri Masterson: um the dates or the amount of time where you have to have a a pro and a and a con and it's like 45 days for one of them and 30 days for that and what goes to the membership and what doesn't um is in the

antonia kerney: Yeah, it's in the bot.

Sherri Masterson: bylaws.

antonia kerney: Okay. So, it's not in the membership handbook.

Sherri Masterson: I don't think so. So it might I think it might graze it, but it's in the bylaws.

antonia kerney: Okay. Yeah, I just remember reading it someplace and when Craig was talking about that right now saying, "Oh, we can try and get some parts of it done by in five weeks and some parts may

Craig Larsen: That

antonia kerney: take longer." You know, we don't want to come up and and violate our own bylaws.

01:01:54

Craig Larsen: would probably not be good.

antonia kerney: Yeah.

Craig Larsen: Yep. Um Sherry, go ahead.

Sherri Masterson: It's me instead of Sherry.

Craig Larsen: Oh.

Sherri Masterson: I I think your idea and John's idea of get let's get the super structure put in the this

Craig Larsen: Oh.

Sherri Masterson: goes to this person this person this person type thing that I think we can do without actually having to introduce new rules. That's that's structure just structure and

antonia kerney: Yeah.

Sherri Masterson: procedure. So that we can probably get done by spring sprints and not have to worry about it. And that'll give us some idea of how this is going to work. And the stuff that has to go for elections for voting for etc etc that is not going to get done by spring sprints not based on the bylaws.

Craig Larsen: Thank you, Tom. Um, uh, uh, Steve, go ahead, Steve.

Lori Newby: Yeah.

Craig Larsen: Newbie.

Lori Newby: Um, you know, and I agree with what Tom just said there. This is a, you know, as I said earlier, this is a work in progress.

01:02:58

Lori Newby: Uh, there's no way that we can possibly implement everything that's on here in time for spring sprints. But um Lori brought up a good point that you know have a small committee meeting during the race weekend to discuss what's going well and what's not going well and how we need to work on implementing which portion of the the overall restructuring as it were. And and I I think that yeah, in all sense and purposes, we should roll this out over a longer period of time so everybody can, you know, embrace it and get their arms around it. Um it's just not something that we can flip the switch on and have everybody be expected to comply tomorrow.

Craig Larsen: Right. Right. Great. Thank you, Steve. Uh Jeff, go ahead.

antonia kerney: Yeah. And I was just going to sort of pile on here something that John Rankin had mentioned is that and I know I was, you know, when I was put into this, I

there was some confusion as to who was supposed to be doing what and um I feel like I was guilty of, you know, Bruce would bring me an incident report and with the with the I thought it was go take care of this.

01:04:13

antonia kerney: Thought that was the direction was here here you're on the comp committee. here's an incident report. Look into it. Find out what's going on. And what I failed to do was use John Martinson is is I didn't know that link there, which was a sort of a uh a backup to whatever John, myself, and now Michael would be doing at on the race day. And so if we could get that I don't know I don't know if I the correct word is codified here but it would be nice to have that pecking order sort of set up and then have because in um in Brad's what he's laid out here we're actually saying that the the he used the term and it's it's kind of kind of kind of appropo is the chief steward is the is the sheriff and then he has all these deputies underneath him. one of the new one is a race director, but right now it's the comp committee and I don't from my standpoint I didn't use John as the sheriff and that was a mistake.

01:05:18

antonia kerney: So because it was just not laid out specifically that way. So So thank you Brad for that standpoint that that's that's good. Get it get it laid out.

Craig Larsen: Yeah. Yeah. Thank you, Jeff. Uh uh Linda, go ahead.

Linda Grass: Yeah, everybody kind of forgets about John being there. Um, but what I was thinking is if you took and sent John the list of um the levels and said, "This is kind of what we're looking at doing." And then whoever your race director is could ride with John so as he's taking care of things can learn from John and his experience. Um because I can tell you one thing, nobody tells John Martinson, "No, you're not getting my footage." Um that's not acceptable with John. Uh so using John more and letting him know that this is how we want to start working things in and this is how the levels that we're looking at, I think he'd be a great asset.

Craig Larsen: Thank you, Linda. Uh, Rich, go ahead.

01:06:33

Rich Newman: This ties in a little bit to what Jeff was saying around process and communication. Um, I did want to call this out because it hasn't been mentioned quite yet, which is the self-report part of this, which I really really liked and was intrigued by. the question I was a little bit left with and that is sort of like a volunteer reporting type deal with flag violations, spins, offc course, blah blah blah. Um, but as a driver, I was thinking how how easy is that to manage, right? And the whole idea of doing that is to have it kind of be a non kind of a mitigating factor on like whether you're going to be penalized so to speak for it maybe is way I read into it. Um but that something like that just just that kind of spirit of hey I screwed up you know maybe nobody saw it. I don't know how that would play out. But I was just intrigued by the idea of it and maybe there's some ways that we can sort of get the drivers on board with the structure and maybe two or three things like someone mentioned Craig I think that we could kind of hook into this year and then I think out of that sort of evolves some of the meat and potatoes that Brad has kind of culminated together is that we'll we'll identify over the season or you know over the next

01:07:44

Rich Newman: year kind of what our rules truly are more as a collective as opposed to throwing it at everybody, you know, in the beginning, which I agree would be a disaster potentially, mostly because the PR and and maybe to to John Rankin's point, the execution of it would be kind of hard until we have the structure understood and what the what the weak points are to execute our own rules.

Craig Larsen: Thank you, Rich. Um, anyone else at this moment? Jimmy? Uh, mute.

SOVREN Historics: two quick uh things, suggestions maybe. Definitely uh applaud Linda's suggestion to incor uh to to bring John Martinson into this loop and uh try to get some uh feedback from John uh as as

Craig Larsen: Mhm.

SOVREN Historics: we uh fine-tune this. Um secondly, back to the race director position. Um, in the event that uh we decide to use active racers uh as a race director, it'd probably be a a good idea to to select two for any given weekend. Race director A and race director B. If race director A is uh you know in close proximity in the same run group as as an incident for instance and um might be considered to be capable of being biased uh you'd have a second race director to uh to step in. Um so yeah two different race directors, two different run groups uh a primary and a fill in. That's all I got.

01:09:29

Craig Larsen: Brad Shin,

Brad Shinn: Yeah,

Craig Larsen: go ahead.

Brad Shinn: I just I think as written the race director isn't actively engaged in making decisions. It's really at the chief steward. The the race director is let me use another analogy.

Craig Larsen: Mhm.

Brad Shinn: Um, you call 911 because you got a fire. You get a bunch of fire trucks show up. There's a battalion chief that stands off to the side that lets the firemen do their job. And when when each one of those, whatever they're called within each of the trucks, needs needs something, they check in with that battalion chief. Think of think of at least as it's written, we can do something different. But but if you if you don't see that race director as someone who is an executive, they don't report to the chief steward. Chief Stewart reports to them, right? So, so we can think of it differently, but as it's written, that's the intent. They're they're an executive level, not not a doer.

Craig Larsen: Thanks, Brad.

01:10:43

Craig Larsen: Oh, John Reckon, I was just going to sum up, John, but go for it,

John Rankin: That's just there. And and I apologize.

Craig Larsen: man.

John Rankin: This will be the last thing I have to offer. And and it it is it is actually something that I'd like us all to sort of think about. Um, one of the things that that Brad referenced in his presentation is the the um the dichotomy between trying to do something at the track on the weekend or being saying we should have a more deliberate process and we'll deal with it later. Um, I I think that there's cases to be made for both of those. Um, one, you want to get it right, you want to get the decision right, so that that goes to deliberation. Um, also on the other side you have people that are at the track who can give you first-person accounts of what they saw. You can get additional information or in some cases you might want to keep a driver off the track. And I I think that we should address that in some form and try and figure out um how I had a friend

had a situation where Saturday race somebody came and wrecked his car.

01:11:47

John Rankin: They got their car going again and even though they were going to eventually be disciplined and get a bunch of points, they were able to race this on Sunday, which kind of stuck in his craw. He said, "I've got a wrecked car and here's this guy's out racing the next day. Nobody took him off the track." So, it's just something I I thought we should think about. That's

Craig Larsen: Thank you, John.

John Rankin: it.

Craig Larsen: Um, so, uh, let me try to sum up what I think is consensus at this point, and then people can object or not or applaud my excellent job of reaching consensus. um that uh initially we focus on our procedure and the positions that this proposal's outlined. Um and that has a few substeps. Uh it's the it's the stuff that's not apparent to the the drivers don't our racer drivers don't have to change what they do. They should just see a smoother operation of the organization and then we can work toward the rules. So we start with we start with our pro our procedural stuff.

01:12:49

Craig Larsen: Couple parts of that one is um and Brad I'll I'll check with you about this. We uh we loop John Martinson in uh ASAP to take a look at the overall proposal but also talk about the piece that we're thinking about implementing first. Um we uh if people have got substantive comments on the content you get them to Brad now. So Brad can do a revised draft and at the April 4th spring quarterly meeting we can brief people on the overall concept but only as a thought process for them and talk about how we're going to be working on our procedural basis. We're going to be working on the procedures we're going to be using to manage race day. Um separately I will do and Sherry I'll call on you for some help. Uh um I will do a look at the bylaws to just see if in that future world where we're implementing changes to racers uh on track rules what we might have to go through to do that. We can do that off uh offline. Um so right now we'll focus on procedures the procedural structural management of race day.

01:14:06

Craig Larsen: We'll loop John Martinsson in. Um we'll uh target a briefing on the spring quarterly meeting for what we're doing but also what we're planning to implement this uh initially this year and then how the rest will roll out. And then finally um we'll use that April meeting but we'll also use uh we'll try to find some way to get some driver forums or conversations going on in the pits about the new rules um and um get those let's talk let's think a minute about how to distribute those out to folks. I want to I want to make them available to people no later than the spring quarterly meeting uh in a revised draft uh as just so they can see where the organization's going. Does that make sense to people? Do I have a thumbs up on that? Have any do I have objections? Anybody object to that? Did I miss something that you want to have make sure I included? Uh John Ranken.

John Rankin: I know I said this the last thing, but this is the last thing.

01:15:03

John Rankin: Um,

Craig Larsen: The next

John Rankin: you might, you know, you might take it, you know, like you like gutting the Sunday paper.

Craig Larsen: Thank

John Rankin: You might try and figure out which things are going to require process and which things don't require process. And then the ones that don't require process, we can just move ahead with those when we figure out how we want to handle them.

Craig Larsen: Right.

John Rankin: And then the other ones are a different category.

Craig Larsen: Right. Right. For sure. For sure. Yeah. Yeah. Okay. So,

John Rankin: Yeah.

Craig Larsen: what I'll do is I will uh tomorrow morning I will draft up that strategic move forward on this and get it out to uh I'd like to get it out to everybody on this call. Um, uh, Shelby, can you send me the list of everybody who's on this call at some point tomorrow or the next day? And so I can just I can just summarize what I just said and get it out to people so

01:15:46

Secretary SOVREN: Y

Craig Larsen: everybody knows where we're everybody who was here tonight will know the direction we're going.

Secretary SOVREN: can I

Craig Larsen: Okay. Thank you, ma'am. Appreciate it. All right. Hey, that was an hour and and plus of good conversation. I want to thank the board and uh all the people on this call for your thoughtful collaboration and helpful comments. Um it it all keeps the organization moving forward and Brad um many have said it. I will second that. Thank you for all the work and thanks for the folks on your team who helped um that pulled together this giant piece of work which I think once implemented is really going to improve sovereign. We'll just uh we'll we'll get people through it a step at a time. So, thank you all very much. Thank you, Brad. Thanks from Miami.

antonia kerney: Oops. Craig.

Craig Larsen: Yes, Jeff. Go

antonia kerney: Okay, I finally found it. So,

Craig Larsen: ahead.

antonia kerney: it's in the competition rules and car eligibility.

01:16:54

antonia kerney: We have a proposed submission for anyone with current competition license may submit a rule change. It says uh it has to be distributed for to the competition to the members at large. I'm I'm paraphrasing here. 45 days before a vote.

Craig Larsen: What's is that bylaws in what section?

antonia kerney: No, it's on in this in the membership handbook and

Craig Larsen: Handbook. Okay,

antonia kerney: it's this one's the 2025. It's on page 27.

Craig Larsen: got it. That's that's good. Thank you,

antonia kerney: I know there was something in here,

Craig Larsen: sir.

antonia kerney: but yeah, it might be more uh information in the bylaws.

Craig Larsen: Thank you. Thanks for dinging it up. So, um let's just uh rip through some information items here and uh then get to uh reporting and u let's try to bring this baby home by before 8:00. Um uh spring sprints. I wanted to just mention to folks uh that we have a a bunch of folks joining us and I guess maybe this is well known, but we have a a

historic Formula Atlantic uh Formula 2 and a SuperV Championship which is uh coming to our neck of the woods from around the country.

01:18:08

Craig Larsen: And uh I don't know, Sherry, we are we seeing any sign of these people signing up yet? My our thinking is it's at least 12 cars probably.

Sherry Masterson: No, we haven't

Craig Larsen: Okay.

Sherry Masterson: seen

Craig Larsen: Nothing yet. Well, it should be a party. Um, uh, Jamie, go ahead. You're muted.

Mike Lawler: Can we get Brad to drop his uh

Craig Larsen: Oh,

Mike Lawler: presentation?

Craig Larsen: yeah. Brad, can you drop drop that presentation?

SOVREN Historics: I just wanted to mention that I'd reached out to Ethan Shippert,

Craig Larsen: Hey,

SOVREN Historics: the uh the organizer of the A2V series, uh asking him uh how many uh entries he had a point or how many cars he thought would be coming our way. And I did not receive a reply. That's my mute

Craig Larsen: Well,

SOVREN Historics: button.

Craig Larsen: we we'll we'll see if this uh grand concept uh plays out. So,

SOVREN Historics: Take take from it what you will.

Craig Larsen: yeah. Yeah. Exactly. Exactly.

01:19:08

Craig Larsen: Uh Mr. Simer, we had a a great always looking for some news from the Spokane Festival of Speed. We had a nice meeting last Saturday. Uh any hot topics for folks to know?

Bill Simer: Yeah, let me uh just say that, you know, in general, we're trying to manage costs and increase entries. Isn't that a great theme? Um, unfortunately, Reinhold sent out the contract that we received unsigned yet unsigned or yet signed, but um it was

\$10,000 for the year and then I was looking at the financial reports tonight and we had paid \$5,000 last year. So, I reached out and said, "What happened to the other five?" I pulled up the contract. It was for 10. Um, so we have a little bit of an awkward situation where they probably didn't bill us second five last year. Um, I hate to think they're being really nice. Um, but we do have an ethical dilemma to deal with. I will leave that right there for now. Um,

Craig Larsen: Yeah, like a turn

01:20:00

John Rankin: Not

Bill Simer: we ethics is such a

Craig Larsen: but

John Rankin: that

Bill Simer: challenging thing.

Mike Lawler: Yeah, leave that in Spokane.

Bill Simer: Um, it's in the water. It's why I only drink canned water from Costco.

antonia kerney: So, Bill,

Bill Simer: Um,

antonia kerney: are you asking all of us to chip in a hundred bucks each to pay for the

John Rankin: look.

Craig Larsen: No, no, he's

Bill Simer: yeah, I might maybe next month I'll do that.

Craig Larsen: not.

Bill Simer: Um,

Rich Newman: Maybe we can maybe we can use the

Bill Simer: worker training. We've we've gone out on social media to say great video of someone waving a checkered flag. If you want to, you know, if you want to play, come out. will train you. So, um um and and actually I I forward it, which is what you do with social media, I understand. Comment and forward. So, u I did both and um I'm getting some interest from people. Uh also put uh um Lexi um Young put out the first social media uh announcement on the event.

01:20:58

Bill Simer: Looks pretty good. So, that's going well. Um, we had a meeting, Michelle and I, yesterday with the Meals on Wheels representatives. We've gone from 1 to three, which is good. Um,

Craig Larsen: Mhm.

Bill Simer: we're talking with them about volunteers for the event and them providing meals for our workers and officials. Um, so having those discussions with them. Um, and and they they apologized for last year. They didn't produce the volunteers they want. They thought they should have uh that we think they should have. So they're working with us this year. They're being candid though, too, that it might be hard to get, you know, 30 volunteers. So Michelle is really sharpening the pencil, explaining how that 30 number is made up of three shifts. Someone wants to work the whole day. They count as one person um and not three. So working on that. The downtown event, the downtown Spokane partnership is absolutely thrilled to have us back. And we're going to open it up to three car clubs, not just the Porsche Club.

01:21:57

Bill Simer: The BMW club and the English car club both felt got their nose out of joint last year because we didn't invite them. So, um, Craig sent me an email to hook me up with our web master. Hopefully, we can do registration on that. Mike, do you want me to stop for your comment?

Mike Lawler: No, that's

Bill Simer: Okay. Um,

Mike Lawler: okay.

Bill Simer: Tom, insurance is one thing I need to get together with you with fairly soon. Uh, we have to have a binder for the downtown event. We did that last year. I will email you what the limits are supposed to be. I'm working on the uh permit to close downtown streets. Um, and so I'll email that to you, but we have to present that as part of our application to close the streets. Um, the final thing, a little bit of a challenge. Perfection traffic control uh is kind of ghosting us right now. We use them mainly for the downtown event. Frankly, we didn't need a lot of their help last year.

01:22:53

Bill Simer: And interestingly enough, the the downtown Spokane partnership offered that they have a little bit of budget if we need help with that part of the event. So, we'll we'll work that one. But I'll tell you the reaction last year was from them was good. This year it's great. And that's what I can tell you.

Craig Larsen: It's getting exciting. I'm getting excited about coming over,

Mike Lawler: Good.

Craig Larsen: man. Can't wait.

Bill Simer: Excellent.

Craig Larsen: Yeah. Can't wait. Yeah. Get that get that pass cleared out and uh we'll be

Mike Lawler: Oh, hey. and and Bill,

Craig Larsen: good.

Mike Lawler: we uh Sher and I were looking at your at the video you you you were talking about. We were trying figure trying to figure out who that starter was.

Bill Simer: Yeah.

Mike Lawler: We finally figured it out. It was me. Yes, sir.

Bill Simer: No way.

Mike Lawler: Yes, it is. That's from about eight years ago.

Bill Simer: That's funny.

01:23:39

Bill Simer: Well,

Mike Lawler: I was I was on there with with Kim.

Bill Simer: I I offered my cousin Stuart who lives in Manchester, England,

Mike Lawler: I slow.

Bill Simer: if he wants to come over, we'll let him start. So, uh,

Mike Lawler: Yeah,

Bill Simer: you'll have to train him if he makes the trip.

Mike Lawler: we we can do we can do

Craig Larsen: All right.

Bill Simer: Okay.

Craig Larsen: Thank you, Bill. Uh oh, Sherry, go ahead.

Sherri Masterson: Um, Bill, I got a email from someone through the MSR's website about

Bill Simer: Yeah.

Sherri Masterson: vendors for Spokane, and I will forward that email on to

Bill Simer: Okay.

Sherri Masterson: you.

Bill Simer: Yeah. Sponsorship is going to be a challenge for us this year. Uh, candidly, uh, we've identified a couple of opportunities, but it would be great to work with vendors, too, if we can. So, thank you.

Craig Larsen: Thank you, Bill. Um, uh, exciting. It's fun to have the conversations on Saturdays. Um,

Bill Simer: I'm glad you can join us for them.

01:24:29

Craig Larsen: yeah. Yeah, I'm enjoying it. Yeah.

Bill Simer: Yeah, we see Sherry and Mike at those,

Craig Larsen: Uh,

Bill Simer: too. And Corki

Craig Larsen: yeah, exactly. Exactly. Yeah. Thanks, Michael Corki, for joining in. Um Jamie, any uh big historic news to

SOVREN Historics: Uh,

Craig Larsen: share?

SOVREN Historics: nothing huge. I'd like to uh commend the work that uh Lauren and Brent have been uh doing. Um, we now have uh tickets ready to go to the printer. That is spectator tickets and uh car crowd tickets. Um, I believe Bobby and Phil have made great strides in uh putting together a list car clubs uh to uh send the uh car corral uh invitation letter to Lauren uh drafted a very uh a very nice uh invitation letter to said car clubs. And I think that's the one we're going to go with. It's over my uh over my name, but uh I'll I'll use it. happily and I'll give him the credit here now.

01:25:29

SOVREN Historics: Um, so yeah, car corral is moving along pretty well. Uh, we haven't been doing a whole lot else. I have been chasing down a couple of exhibition cars to feature with Peter Brock in the uh downsized for 2026 exhibition tent. Um, what uh what else? Um, Lauren, you want to prompt me? What am I missing? You're there all the time.

Loren: I I was just going to offer to uh throw the the poster draft up if people are

interested in seeing it if you're

SOVREN Historics: It was on the cover of Vintage Drift

Loren: good.

SOVREN Historics: magazine.

Loren: Oh. Oh, yeah. You're right. You're right. Okay. I'm going to just let's see if I can I'm going to just for just for giggles because it's fun

SOVREN Historics: Go ahead. Go ahead.

Loren: and

SOVREN Historics: Yeah,

Loren: um

Craig Larsen: Yeah.

SOVREN Historics: I would like to uh mention that there are a ton of YouTube videos featuring Peter Brock's long and illustrious career in racing. So, uh yeah, if you want to sit down with YouTube and search for Peter Brock,

01:26:31

Craig Larsen: Right.

SOVREN Historics: you'll learn a lot. Uh it's it's a rabbit hole and there are many hours of videos that uh you can watch. So yeah, I I love this uh poster and thanks to Bren. I don't see her in the background, but um yeah, it's a lovely thing.

Loren: I I fully expect that before this poster gets finalized at the end of the month and I fully expect that we're going to have a nice big additional sponsored logo to put on it before the end of the month. Craig,

Craig Larsen: Yeah, we'll get to

Loren: um yeah.

SOVREN Historics: Fingers crossed.

Craig Larsen: that.

Loren: Um I I meant Go ahead,

SOVREN Historics: We uh we did get a logo from uh Night Trucking who are providing our venue

Loren: Jamie.

SOVREN Historics: for the uh Brock dinner. Uh so we got their logo and that's going to go on the poster.

Craig Larsen: Cool. Corky, go

Corky Russell: Yeah. One thing.

SOVREN Historics: Uh,

Craig Larsen: ahead.

Corky Russell: Can you uh put the Alpha in second and the BMW in third?

01:27:32

Craig Larsen: Yeah. Yeah. Yeah.

Corky Russell: I I raised alphas.

Craig Larsen: I knew that.

Corky Russell: I've got a little deal here.

Craig Larsen: I knew that was coming.

Corky Russell: Come on.

Craig Larsen: I knew that was coming.

SOVREN Historics: we'll take that under

Craig Larsen: Yeah. Steve,

SOVREN Historics: advisement.

Craig Larsen: go ahead.

Lori Newby: U. Yeah, we need to make sure that we include the old canery on that poster as well.

Craig Larsen: Yes,

SOVREN Historics: Yeah.

Craig Larsen: sir. Yes, they're not on there. And we got their logo, I believe, didn't we, Lauren?

Loren: If we do, I'm forgetting um that we do.

Sherri Masterson: I have it.

Lori Newby: Okay, I'll I'll reach out again.

Loren: Let me before you pester them.

Sherri Masterson: I have it.

Loren: I want to make sure we've got a nice high-res version of it that So,

Lori Newby: Sherry has

Craig Larsen: Great.

Loren: yeah, if you've got it, Sherry, forward it to me and if it's big enough, we'll be done. And if not, I'll I'll wave my arms in the air.

01:28:18

Loren: Thank you for bringing that up, Mr. Newbie. Um, all right. I'm gonna take this off and

Craig Larsen: Uh Sher, did you have something else, ma'am?

Sherri Masterson: just um it's night transport. Just he he's kind of particular about getting his name right.

SOVREN Historics: Well, he sent us the logo, so whatever.

Craig Larsen: Good.

Sherri Masterson: Yeah.

Craig Larsen: Good.

SOVREN Historics: Whatever it says is what'll be on there. Um,

Craig Larsen: Jeff, go ahead. Jeff,

SOVREN Historics: that's all I got.

antonia kerney: Oh, yeah.

Craig Larsen: go ahead.

antonia kerney: I just wanted to put a a comment to Lauren and Jamie on the letter out going out to the car clubs. Did you happen to mention that that we also need volunteers?

SOVREN Historics: I believe that's in there.

antonia kerney: I put that to I had put that to uh Bobby and Phil, but I don't know if that if that was mentioned in the letters.

SOVREN Historics: Yeah.

antonia kerney: If you need the flyer, I can send you it.

B Kalben: Um, we have it. Thank you.

01:29:13

B Kalben: And, um, Phil and I have been talking about it and we're not quite ready to present it to the rest of the historic people. Um, but we will keep you all posted and I won't forget about it.

Craig Larsen: Thank you, Bobby. Um,

SOVREN Historics: I have I have been hounding the alpha club for volunteers and um I joined Avance I don't know if I told told the board that but I joined Avance and I sent uh Adam Edance uh a long email uh introducing myself and telling who we are and what we do and uh we'd love to get them involved. D, you know, in any capacity they'd like. Um, merely spectators, vendor, um, car corral participants, partners. Yeah, it's a long list.

Anyway, um, haven't heard anything back on that, but

Craig Larsen: You know, uh, Jamie,

SOVREN Historics: okay.

Craig Larsen: I talked to Fred Russell today, who's, uh, you know, man about car world around here, and he's in the alpha club, and he said he hadn't heard a thing, uh, from us. I said, "Are you excited about the small board Trans Am stuff we're doing at the historic?" He goes,

01:30:18

Craig Larsen: "I don't know anything about it." So,

SOVREN Historics: Well, I called the uh David James, who's currently the uh secretary, but he's been the president in the past. He and his wife came out and volunteered last uh July 4th weekend and uh told him we're looking for more volunteers and could you please shake the tree

B Kalben: Well,

SOVREN Historics: there?

B Kalben: I would say Phil, who's super alpha, ought to get in touch with them.

SOVREN Historics: Yeah. Well, the more the more the marrier. Tell somebody to get on it.

Craig Larsen: All right. All right. Um, exciting year this year. Uh, Tom and I had a Tom Masterson and I had a meeting with the, uh, ABFM folks about the Columbia River Classic. And uh um Tom uh do you uh you want have any comments or you going to let me or Okay.

Sherri Masterson: I'll let

Craig Larsen: Well, we uh um you know uh everybody loves the turf they have. You know, it's like a thing. Uh and so we uh we we talked about nudging the ABFM show space around a little bit.

01:31:20

Craig Larsen: Got a lot of push back from them. Um, and as it turns out in conversations we've had with the Bugatti folks, they're happy to be right on the far edge of our paddic, right next to the ABFM folks. And so, uh, Mr. Newbie, um, you're going to have to have the, uh, the Spriet folks be I know that's a fights with you now, buddy. Um, they're going

to they're going to have a 40 foot by 100 foot tent that's going to be right between the ABFM and I know right between the ABFM and us. And uh I think it's a great location. Um and we dodged that bullet, but now we're on to moving the uh autocross grand giant slalom or grand slalom, whatever they call it, uh to the north paddic. So that's our uh and we're Tom and I are sorting through some insurance issues related to that, which Tom, I talked to uh Matt again today myself, and I you and I need to have a phone call. So, I'll be checking in with you in the next day or so to uh um fill you in on what he and I talked about, but everything's moving forward.

01:32:21

Craig Larsen: The Bugatti people are people are are lining up transporters and getting ready to ship cars and all sorts of stuff. So, it's uh it you know,

Sherri Masterson: Say

Craig Larsen: from a foggy notion,

Lori Newby: We're

Craig Larsen: it's seeming more real all the time. So, um Tom, is that good enough? Tom, do you have something you want to add?

Sherri Masterson: it now. You're good.

Craig Larsen: Okay, thanks buddy. Uh Mr. Cyber. Go

Bill Simer: Yeah, I um I'm sorry, I forgot one item in my report. Can I uh grab a little bit of time back?

Craig Larsen: ahead.

Bill Simer: Um on the concept of increasing entries, um Doug Smith um and Jim Sullivan met with a Pro3 representative today to see if we could get them to join us. Thought is if they had a big enough group, they could have their own group. If not, we'll do a split start. that normal thing. End of the day, probably give them a specific Pro3 race if if they'll if they'll come.

01:33:14

Bill Simer: Um talked about doing um a trophy thing with them a little bit like what we do what we see in the CrossFlow Cup um and try and limit that.

Lori Newby: Awesome.

Bill Simer: There was some discussion of prize money. I thought that would not be a

popular um concept, but I I said trophies we've done before. We can probably do them again. So just that little piece is uh just a tentative. Does that sound like a workable thing? Cool. Thank

Craig Larsen: Yeah. Um,

Bill Simer: you.

Craig Larsen: yeah. Yeah, we were so close to breaking even. Could push us over the top.

Bill Simer: Well, let's let's hope so. Unfortunately,

Craig Larsen: Go ahead.

Bill Simer: I've got that other 5,000 to figure out, but other than that, and the collection I'll take up later,

Craig Larsen: Yeah.

Bill Simer: we're good.

Craig Larsen: Yeah. Yeah. Right. Right. Steve, go ahead, Mr.

Lori Newby: Well, I I just want to make sure that you understand that we have the bugiti, you know, group coming in. You know, there none of these Italian guys, you know, we're all good English bugies.

01:34:15

Bill Simer: Well, I will I will make that pitch to my English family and see if it pulls them in.

Corky Russell: Glad you said

Lori Newby: Frog eyes to them.

Bill Simer: Frog eyes to them, right?

Corky Russell: English. Too bad Piper isn't coming over. Piper and his green cars from Scotland. You guys don't know anything about it, do you?

Rich Newman: Craig is frozen. He might be out of commission.

SOVREN Historics: Looks like he might be offline, eh? Yeah,

Rich Newman: Yeah.

SOVREN Historics: it got awfully quiet.

John Rankin: Who are we waiting for?

SOVREN Historics: The boss. The boss is frozen. He uh that tree might have come down.

John Rankin: Oh.

SOVREN Historics: Um a mustache.

Bill Simer: But we can go all get out Sharpies and draw pictures on his face.

SOVREN Historics: Yeah. Let's Well, he's got a mustache.

Bill Simer: There you go.

SOVREN Historics: Just make it black.

Mike Lawler: Yeah.

Bill Simer: Yeah.

SOVREN Historics: Yeah.

Mike Lawler: Hey, Bill, one one thing you might want to add, Bill, is that the discounts for the hotels we have for everybody coming

01:35:17

Bill Simer: Yeah, you know more about that than I do,

Mike Lawler: over? Yeah, we sure do. We're at the Ramada. I think it's Sherry.

Bill Simer: Mike.

Mike Lawler: It's 121. Cut off is May 21st. I think that's the way it goes.

Sherri Masterson: Um,

Corky Russell: But isn't it only 12 rooms?

Mike Lawler: No,

Corky Russell: I thought it's just 12.

Sherri Masterson: I think it's fif I think they've got 15 set

Mike Lawler: Sherry.

Bill Simer: It's a crazy weekend just as it's

Sherri Masterson: aside.

Corky Russell: Okay.

Mike Lawler: Yeah,

Bill Simer: turned out. They're having the big air show at Fairchild which has hap happened to us before.

Mike Lawler: right.

Bill Simer: Um so something that for your drivers to watch while they're out rotating around the racetrack unfortunately but uh but it also means more pressure on the hotels. I'm sorry

Mike Lawler: Yeah, that's right.

Bill Simer: Mike.

Mike Lawler: So, anyway, the Ramada there at the airport, May 21st is your deadline. Just say sovereign.

Bill Simer: Great. Thank you.

01:36:03

Rich Newman: Yeah,

SOVREN Historics: Let's see. Uh, Steve or Lori.

Lori Newby: Yeah, I just um you know,

SOVREN Historics: Stephen.

Lori Newby: speaking of the uh the Fairchild um air show, uh for those of us who go up to BC this year, it's on the same weekend as the Abbotsford air show. So again, uh hotel rooms are going to be pretty tight up there.

SOVREN Historics: Rich, are you ready?

Rich Newman: let's let's um you bet. I I don't have a lot to say, so let's just um let's cover a couple things that I think might be helpful or useful coming out of the reports I sent. um with all the discussion on Spokane, I think, um you know, and thanks Bill for noticing we're 5K under on the expense side, but um you know, uh the big thing there really is um if you look at the at the revenue side of the house, we had a sponsor last year which helped \$2,500. We had a great spectator gate at Spokane from a revenue perspective, but on the actual race entry fees, you know, it was about half of what CRC was and about \$10,000 net less than spring sprints.

01:37:22

Rich Newman: The cost of the race is in expense is is less money, especially with regard even with the full 10 grand on track fees, but we really need to work on the top line. So, I just applaud the idea of the Pro3 folks and anything else we can do to get folks over there in June, which I think will be phenomenal. Um, the other thing I wanted to mention was the AGM this year in total was really about the same as 2025's AGM. Our cost was roughly 12 grand. Um, and our, you know, what we brought in was around five. Um, those are ballpark numbers. it's in the data, but um it's just something that, you know, it's an investment for us, I guess, at the end of the day. Um, at this point, I will say a couple years ago, we were able to bring in more closely aligned the revenue with the actual expenses because we had a lot more revenue. So, I I still don't fully understand what that's about, but um u just a call out there.

01:38:21

Rich Newman: And then in terms of uh you know kind of how we're shaping up for the year so far um you know we we've had to do some pre we will do some prepays on Spokane. We've spent um you know about 11 grand in prepays just to get people lined up and make sure that we're covered out there. That's one of the that's the nature of probably our history there. But um we've got money going out there. Um, as far as income so far on race fees, and this has been a discussion and and Sherry probably not worth the rabbit hole, but um, you know, folks don't sign up until much closer to the race. So, right now, for example, for the whole race season, we've got about \$4,400 in revenue, not including a deposit that just showed up today that's not actually um in or it just recently showed up. It's not in into the bank fully yet. So, but the thing I would say is we've only got about \$2,000 um to towards spring sprints and last year, you know, that ended up being \$52,000.

01:39:22

Rich Newman: So, we have \$50,000 in in coming in in the next, you know, weeks um in prep to spring sprints. And that's probably typical, but there's very few people that are willing to put their money in so early in the season and sort of book out their season because those charges hit right away. And I do think in some ways that's a detriment. I don't know how we could do that differently, but it sure would be nice to have a better understanding earlier in the year because people could sign up but not necessarily have their credit cards hit. Um, just a general thought there and I know that is a problem for administratively, but right now, you know, with \$4,400 and we're sitting here in early March, the season's delayed. You know, the treasurer is nervous. Um, maybe Sherry's not.

SOVREN Historics: Well, I'm going to answer my own uh call here. I put my hand up. I uh one word, uncertainty. You know, the the word that's been guiding the rest of the economy the last uh year or so um is uncertainty.

01:40:26

SOVREN Historics: So, I think maybe a lot of our racers are uh sitting tight and they're going to put their entries in much closer to the uh race weekends would be my guess.

Um Lauren, go ahead.

Loren: Yeah, I'm I'm kind of with Rich on this um in that either the org accepts that we aren't going to know how many people are going to show up to a race until the last day of early bird and we sit there and sweat and fret or we try to find a way to do it kind of like I I used to look forward to this time of year signing up for every single race. That was a big kind of fun thing. All right, this is the day I'm registering for races. But it's the same deal for me as with Rich, right? Like I'm not I love Sovereign, but I'm not loaning Sovereign um \$600 for Fall Finale eight months in advance. Um and I don't want anybody to have to chase people all over the dang paddic trying to get them to pay because their credit card didn't work.

01:41:32

Loren: And I I would love to find a solution to this so that we get a more predictable on-ramp of people signing up to come race with us. And another benefit I think it is that's there is that with the insurance, people that sign up for a season in January, we're getting that money whether their car blows up in June or they move to Hawaii or like and maybe, you know, I'm I'm saying why people why it won't work anymore, but I would like to see us try that. And frankly, Sherry, if you have people show up at registration whose cards didn't go through, um I would support sending them off to the ATM to get cash to pay before they get their wristband. And if they don't like that, they can come have a conversation with the big mouth who had that idea.

SOVREN Historics: Well, I guess what uh Rich and Lauren are suggesting is having some sort of a signup uh sheet for given races that don't require It

John Rankin: I'm

SOVREN Historics: wouldn't require a financial commitment to sign up.

John Rankin: done.

SOVREN Historics: It's just an

01:42:52

Loren: I going back to the previous policy,

SOVREN Historics: intent.

Loren: I guess, or something like it where you sign up now and your card gets charged close to the race. I don't remember what that time frame was, but regardless of whether

you register in January or June for historic, your card's going to get charged,

Craig Larsen: Cool.

Loren: you know, end of June or third week, whatever the date was. It was some period before, but it wasn't as soon as you click register um at MSR. So, I'm not saying we have an alternate sheet. I'm saying we continue to use MSR, just pull the funds later. Um I would like to if we can figure out how to not have that be a burden on our already overburdened registrar, um I would like to see an effort to go back to that for reasons I stated.

SOVREN Historics: I'm going to hand this back to Craig at this point.

Craig Larsen: Yeah, after Mr. Newbie's comment blew my entire comu computer system offline and uh I had to reboot. So, I'm wary of you now, buddy. Even more than before.

01:43:59

Craig Larsen: Um, so, uh, Rich, was that a wrap on your stuff?

Rich Newman: Yeah,

Craig Larsen: Okay.

Rich Newman: it was

Craig Larsen: Okay. Uh, Sherry, admin and membership.

Sherri Masterson: So, addressing um Jamie and and Rich's comments, we did that one year um and had so many problems collecting from drivers from the registers catching the fact that it said they hadn't paid and need to collect and they didn't see it because someone distracted them. Then you go trudging through the paddic. Usually, I sent Jim Johnson after him. um it was something that he could do. He knew most of the people at the time, you know, it worked well. Um I don't know. It's called a deferred payment and you can set it up. Um in the information you tell people that, you know, it'll be on X day we'll be charging cards. um for the invitational we did it um and I think it was like the end of August, you know, that we charged for the October date because of of credit cards expiring in September.

01:45:12

Sherri Masterson: You know, it would cause more havoc. Um I don't know what it would do to the insurance. I would have to check on that. Um I'm going to tell you people are still going to wait. Um, even they still wait to early bird. Um, if you cut it off and say

you're going to charge at early bird, then you know that's one thing, but they're still they still wait. It's the indecision uh that happens. Um, you know, we could move early bird earlier. You we're only two weeks out, three weeks for historic. Uh maybe I think that was two weeks too. Superstition. You know, it's Yeah, it's superstition. It's it's you know there's all sorts of things involved in when people register regardless if it's to pay the money or not. Um at the time um you know we could get more people earlier if we moved our our early bird out to um you know 3 weeks or four weeks. There's clubs that do it four weeks.

01:46:17

Sherri Masterson: There's clubs that do don't do it you know. So, um, it definitely takes some looking

Craig Larsen: Rick, do you have a comment on this? Do you

Rich Newman: Yeah, just a quick question.

Sherri Masterson: into

Rich Newman: It sounds like Sherry, I'm just trying to understand if the juice is worth the squeeze,

Craig Larsen: have

Rich Newman: so to speak. So, are you saying that even though people could sign up and have their cards like charged a month ahead of the race, they could sign up earlier in the season and whatnot, have deferred that they weren't necessarily doing that. I maybe that was only me, but that's how I did it. I booked my season. Then I knew if I needed to bail out, I could bail out before the card was charged.

Sherri Masterson: Yeah, you you get a small handful that do it,

Rich Newman: But

Sherri Masterson: but you get a small handful that don't.

Rich Newman: okay, Craig, you missed it, but I was just basically saying we've got about \$4,400 toward the bucket of races out of 300,000 or whatever.

01:47:10

Rich Newman: Um, and it sure would be nice to have more visibility across all the races so the folks that would if they could sign up

Craig Larsen: Mhm.

Rich Newman: early, but the reality is we've only had a couple people do it so far and they get charged for the full season in the beginning

Craig Larsen: Yeah.

Rich Newman: of the year when they sign up because that's the nature of how MSR works now.

Craig Larsen: Right.

Rich Newman: And it couple three years ago it it didn't when I joined. So,

Sherri Masterson: Yeah. And as I said, we we did it the one year we did the deferred payment. Um tried it. And anyway, um as far as our races are right now, we have uh four that have signed up for spring sprints. Uh three of them are on the package deal with the test and tune included. Um we have five weeks until early bird from just about today. Um and the A2V group, the Atlantics will be in with group 11. Um which is the the Wings and Things group that we've got.

01:48:07

Sherri Masterson: Um Spokane has one. Uh, The Historic has one, but it's a double entry. CRC has one and it's a Bugatti and Fall Finale has none. Um, we do need to get uh advertising out for spring sprints. Um, the bulletin came out this week and, you know, we need to do some other um pushing with that. And at the at the quarterly meeting for membership, um, as of March 8th, we had 230 members. 40 42 are life, uh, with five of them being racers, by the way. 47 are non-racers. 141 are racer members. Six of those are Canadian. So, of our racer memberships, we've got six Canadian. And then there's two non-members that are Canadian or non-racers. Um, the roster is ready to send out. Um, and that is all I have.

Craig Larsen: Well, that's a lot. Thank you, Sherry. Um,

Sherri Masterson: Tom says

Craig Larsen: uh, race chair update. Mr. Mastersonson,

Sherri Masterson: he

Craig Larsen: Mr. Lawler, and Mr. Russell, anything, uh, we need to talk about today?

01:49:32

Craig Larsen: Nope.

Sherri Masterson: has nothing.

Craig Larsen: Okay. Um I don't Okay, good. Always got a slot for you. I bet it's the same with competition share update. Nothing new.

antonia kerney: Uh about the only thing there is we we have received two new CRFs. One's from Dario Dugstini who's has Will Painters Alpha. So he's he's he filed that.

Craig Larsen: Mhm.

antonia kerney: He actually helped he volunteered last year. Was trying to get the car ready for last year but it wasn't ready.

Corky Russell: Okay.

antonia kerney: And then we just got one from a guy up in Canada, Dave Gardner, and he has a Honda Civic. So So I haven't seen unless John or Michael have

Craig Larsen: Great. Excellent.

antonia kerney: you other

John Rankin: I don't see anything.

antonia kerney: guys.

John Rankin: Those two. That's

Craig Larsen: That's a nice looking Bugatti,

John Rankin: it.

antonia kerney: Oh,

Craig Larsen: Sherry.

antonia kerney: you got a Bugatti CRF.

Sherri Masterson: Yeah, that's true.

Craig Larsen: Yeah.

Sherri Masterson: The one entry that we've got that he was told that he was told by someone that they had to do CRS for the Bugattis.

01:50:42

Sherri Masterson: And I think that's only true for the ones that'll be racing in group one,

antonia kerney: Uh

Sherri Masterson: not the ones in the US Grand

antonia kerney: yeah,

Sherri Masterson: Prix.

antonia kerney: I forgot we got one from Coley Tipton also for one of uh one of Steven's old bug eyes.

Craig Larsen: It's one of Steven's old bug eyes.

antonia kerney: Yeah. So uh or frog eyes.

Craig Larsen: still blindingly fast.

antonia kerney: Yeah.

Craig Larsen: But

antonia kerney: And a question for Sherry.

Bill Simer: There are thousands of those cars out there,

antonia kerney: Are you Yeah.

Bill Simer: you know.

antonia kerney: Are you the repository of all the CRFs? I noticed on the CRF form it says to send it to you with some pictures. Doesn't have your name, but it has your address.

Sherri Masterson: Who are you talking to

antonia kerney: Yeah, Sherry. Yeah.

Sherri Masterson: me?

antonia kerney: So, it has your your uh Bass Lane address on here.

Sherri Masterson: Yeah. Well, and and that's mailing. It also um should have you guys it has you guys' emails and stuff on it, too, so they can email it.

01:51:38

Sherri Masterson: Um I always hope I don't get them in the mail because then I have to scan them and send them off to

antonia kerney: Yeah.

Sherri Masterson: you.

antonia kerney: Okay. But if we do get them uh electronically, you want us to forward the that file to you.

Sherri Masterson: No,

antonia kerney: Are you My question is are you the repository of all

Sherri Masterson: no, no. I'm I'm not the

antonia kerney: these?

Sherri Masterson: repository.

John Rankin: Well, Jeff and I have been talking about that.

antonia kerney: Okay.

John Rankin: We're trying to figure out who is.

Sherri Masterson: Uh, it's always been the comp committee in the

John Rankin: Well, I I I didn't get a big stack of them when I got on the comp committee.

Sherri Masterson: past.

John Rankin: I don't know what happens to them. They just go off and uh get recycled, I guess.

Sherri Masterson: Well, and the reason it says 2014 on it is because in 2014,

John Rankin: Huh.

Sherri Masterson: um, the ones that were received in 13 and below's basement and he had a flood and they got wet.

01:52:28

Sherri Masterson: So, that's why the 2014 date was put on there. So, if you'd made any changes since submitting in 2014, um, you didn't have to redo it unless you changed something. Um,

Craig Larsen: Well,

Sherri Masterson: I I don't know what happened to them at that

Craig Larsen: it's possible. It's possible that they are residing in one of the mysterious uh bins

Sherri Masterson: point.

Craig Larsen: that Andy gave me the last time he and I had lunch. He filled up the back of my truck with old sovereign documents. Um, so why don't I take a look at that pile, which I've been uh viewing with alarm at this point. Um, let me dig into that and see if maybe I have them.

John Rankin: Well,

Craig Larsen: I don't want

John Rankin: I I think that it's it's the ongoing issue that's more one that Jeff and I were talking about because it's,

Craig Larsen: them.

John Rankin: you know, we get them digitally and then what happens to them?

antonia kerney: Yeah,

John Rankin: I don't I don't keep a record of them.

01:53:16

Craig Larsen: Well,

John Rankin: I just

Craig Larsen: there needs to be It seems to me it's pretty easy if they're electronic to have a a digital uh repository someplace that we can get access to. Uh, Lauren.

Loren: Uh yeah, we have that we we pay a goodly amount of money for whatever Google is calling what they used to call G Suite and we have a a repository there of functionally

unlimited size that Sovereign owns and controls. So if you have them and don't know what to do with them, um the long-term solution is that the tech committee folks should have access to

John Rankin: Yes.

Loren: that repository. uh that requires some setup and mostly training. The short-term solution is you can email them to me and I will put them there where they can reside forever more as my grandmother used to

John Rankin: Well,

Loren: say.

John Rankin: I I think the issue really is um we just need to record that they've been submitted and then after that I don't think anybody ever looks at them again anyway. If they get submitted and approved then that's kind of the end of it.

01:54:22

John Rankin: But then um we don't have any record of who's been submitted and

Sherri Masterson: You need to know.

antonia kerney: Yeah. Yeah.

Sherri Masterson: Yeah.

antonia kerney: And that's why with Cor Kohley,

John Rankin: approved.

antonia kerney: he said, "Well, this was car was raced last year, so there should be a a CRF on file." And so I was couldn't find it though. So, uh, but no, so we'll have them send if we get them electronically, we'll ask them to send whatever photographs they want to send in in support of it. and then we'll I'll forward it to you, Lauren, and then you can figure out if you if you have a file in that repository so we can get to them somehow or

Sherri Masterson: Yeah, I I think that you guys need to to approve it and get a list made too.

antonia kerney: another.

Sherri Masterson: I think there needs to be a list that gets shared. Um because yeah, I don't know who really looks at things. I know with painters car, um Dario had said, you know, is there is the form around somewhere because nothing's been changed on the car.

01:55:25

Sherri Masterson: Um, I've got I've got f I've got files of some for many years.

antonia kerney: Yeah.

Sherri Masterson: Um,

Craig Larsen: Well,

Sherri Masterson: because if I had scan them in, they went in my

Craig Larsen: do we do we have enough of a trajectory to just make all that happen without talking about

Sherri Masterson: computer.

Craig Larsen: it anymore tonight,

Loren: Yes.

John Rankin: Yes,

Craig Larsen: please?

antonia kerney: Yeah.

John Rankin: we're just getting to Lauren.

antonia kerney: Yeah.

Craig Larsen: Thank you. Thank you.

Bill Simer: Craig,

John Rankin: Thank you,

Craig Larsen: Perfect.

Bill Simer: can I add the that the obvious answer is that my CRF was in Jim Levelvel's basement in

John Rankin: Lauren.

Bill Simer: 2013 and I don't know what to say, but Right.

Craig Larsen: I'm sure mine was all right.

Sherri Masterson: That was big level.

Craig Larsen: Um,

antonia kerney: Okay,

Craig Larsen: I'm gonna I'm

antonia kerney: that's that's all I had. I don't know if John or Michael have

Craig Larsen: gonna uh John or John or

antonia kerney: anything.

Craig Larsen: Michael?

John Rankin: Um I I I'm still leaning on this on this camera thing.

01:56:10

Craig Larsen: Nope.

John Rankin: I'd like to get some kind of a policy or a something and figure out that you know that we that we actually say to

Mike Lawler: It's meeting.

John Rankin: people if you have footage you have to turn it over so that everybody knows and it's not a question of do I want to or don't I want to and I don't know like I say if it's a rule or a policy or if there's a time uh period that we have to wait after announcing it or we have to vote on whatever but I'd like to clear it up because it would save us a lot of heartache.

Craig Larsen: John, I will I will personally dig into that as I do my digging in tomorrow. And um let's uh let's bring it back. Let me figure out what we need to do. I'll probably lean on Sherry for some help. Uh and uh let's bring it back. I I'm in support of making that a rule and so let's just figure out how we have to do it and bring it back to the board for a vote and we can have it in

01:57:03

antonia kerney: Yeah,

Craig Larsen: place.

antonia kerney: I think we in the uh in the comp rules the cars today are supposed to have a camera mount. Doesn't say anything more than that. Doesn't say you have to have a camera. It just has to say the car is supposed to have a camera mount.

Craig Larsen: Right.

Sherri Masterson: No,

Craig Larsen: Well,

Sherri Masterson: it says it says how the m how that it's to be

Craig Larsen: let's Okay.

antonia kerney: So,

Craig Larsen: Okay.

Sherri Masterson: mounted.

Craig Larsen: Let me just dig into it and we'll figure out what we need to do. Um and we'll bring it'll take a board action of some kind so we can figure out how to do that. Okay. Thank you. Um,

antonia kerney: Okay.

Craig Larsen: the only thing I have uh on the president's items is we um

John Rankin: Perfect.

Craig Larsen: remember when you're fishing when you were a kid and you get a nibble and you can't tell fish is on the hook or not on the hook? You know, we're kind of in that mode with a couple of sponsors.

01:57:48

Craig Larsen: Uh, one of which is Central Welding, which has expressed some interest. Uh, but I haven't gotten um I haven't landed the fish yet. So, I don't know what exactly is going on with that yet, but I'm actually expecting a phone call from their president this week. Um the the Lori and Steve Newbie and Chris and I are meeting with the mayors of Auburn and Kent in the next 10 days to fill them in on our race season and uh get them all excited about what we're doing and see if we can't get a little partnership thing going and um maybe have a you know have mayors out there and pace cars or god knows what, but something um something fun. um have them like you know wave at people or have a mayor's cup or something and maybe out of that we can get some tourism dollars and quit shaking your head Mike Lawler and embrace the idea embrace the creativity buddy. Um so uh so we're gonna do that and um uh I wanted to thank Bruce Boyd for joining us tonight.

01:58:47

Craig Larsen: Thank you Bruce. It's nice to see your face out there again. Uh it must have been a boring evening or no game on or something but uh but thanks man.

Michael: This

Craig Larsen: Thanks for showing up. Appreciate it.

David Boyd: Yeah,

Corky Russell: Hey, Bruce.

David Boyd: now I raised my hand.

Corky Russell: We need to

David Boyd: There you go.

Corky Russell: talk.

Craig Larsen: Huh?

David Boyd: I raised my hand. So, there you go.

Craig Larsen: There you go.

David Boyd: So,

Craig Larsen: Yeah.

Corky Russell: I just I just Uh

David Boyd: while since I've got the spotlight,

Corky Russell: oh.

David Boyd: um,

Craig Larsen: Yeah.

David Boyd: couple of things. I'm going to be meeting with Evergreen Chevrolet next week. I haven't set the exact date yet, but I will definitely be down there to uh try to shake their tree for sponsorship again this year. Uh Jamie on uh C2 Corvette, I've already sent out an email to a guy that I know that has one for a display for the Peter Brock tent.

01:59:38

David Boyd: So, I'll be working on that. Um, and another item I wanted to bring up because I was asked to do this with so to let Sovereign know IRDC is going to be having a volunteer

SOVREN Historics: Yes.

Craig Larsen: training.

David Boyd: uh volunteer fair at Civic Raceway on the 29th.

Craig Larsen: Mhm.

David Boyd: And they said absolutely anyone from Sovereign who would like to be there or do whatever, more than welcome. Um that was from the last meeting I was on with RDC. Um so e even if we probably wanted to hand out brochures or do whatever they are doing car tech conference guys are going to be there as stewards to stamp roll bars and do annuals for a conference. Um, so I don't know how big of a turnout that'll be, but uh it'll be in the west end of the paddic opposite Don Kitch's

Craig Larsen: Mhm.

David Boyd: stuff um at the other end of the paddic and we'll have there's a trailer will be there and multiple people and tents and so forth. So anyway,

antonia kerney: Okay.

02:00:50

David Boyd: if we want to get somebody out there or whatever,

antonia kerney: What What date was that?

David Boyd: 29th,

antonia kerney: What date of

David Boyd: Sunday the 29th. Yeah. And it's from noon to 400

antonia kerney: March

Corky Russell: Yeah, I think it's on my list to be there because I need to talk to some IRDC

David Boyd: pm.

Craig Larsen: Um,

Corky Russell: people.

Michael: Hey, not yet,

Craig Larsen: what's the best way to get the what's the best

Michael: but I certainly can talk.

Craig Larsen: way to get the message out to folks that that is available to potential volunteers? Put something on our website.

Michael: Well,

Craig Larsen: We'll probably

Michael: yeah. Well,

Craig Larsen: Michael

Michael: I guess I the the challenge Well, I guess um yeah, I don't think you need to shut it down that much. It just may mean that we're going to

Corky Russell: He wasn't talking to

Sherri Masterson: Facebook.

Craig Larsen: All right. Well, we'll leave it at that. And but Bruce,

Corky Russell: us.

Craig Larsen: um, love to get a pace car from them again,

02:01:57

David Boyd: Yeah, I'll give them my best shot. I'll see what turns up.

Craig Larsen: right,

David Boyd: I knew they haven't I I I just don't know how busy they are.

Craig Larsen: Jamie?

David Boyd: I don't know how many cars they're selling these days. Um and they have

that new general manager and uh so we'll we'll see. We'll shake the trade. And of course, Craig Bennett, who was the advocator of this, he's not there anymore. He retains.

Craig Larsen: Right.

David Boyd: So, um,

Craig Larsen: Well, if you get if you get a nibble,

David Boyd: we'll see.

Craig Larsen: I'm happy to come over and visit with them if it helps. Um, you know,

David Boyd: Yeah.

Craig Larsen: so uh if they need to know more,

David Boyd: Sure.

Craig Larsen: um we have stuff uh about the season, so u let me know.

David Boyd: Right. Yep.

Craig Larsen: Yep. Linda,

David Boyd: Okay.

Craig Larsen: Linda Graass, go ahead.

Linda Grass: This is totally off topic. Um, speaking of the quarterly meeting, um, I didn't have it in my calendar and so I went to onto our website and it's not listed on our website that I could find easily and I went to the bulletin board that I just got and it's not mentioned on the bulletin board either that I could find.

02:03:00

Linda Grass: So, we might want to put out information about the quarterly meeting coming up.

Craig Larsen: especially if we want people to go.

Linda Grass: You

Craig Larsen: That That would help.

Linda Grass: betcha.

Craig Larsen: Yeah, that would help. Um yeah. Uh I thought the news was out, but um apparently not.

Linda Grass: Well, a reminder might be good,

Craig Larsen: Yeah, good

Linda Grass: but like but like Sherry was saying about Bruce's thing,

Craig Larsen: reminder.

Linda Grass: Facebook would be a good way to get that out.

Craig Larsen: Can we do a Can we do a Can we the simple version for the quarterly?

Rich Newman: Where?

Craig Larsen: Can we just do an email blast out to members? Sure, you're you're muted.

Sherri Masterson: send me something.

Rich Newman: I actually dropped the data in myself. But where is it? This should where is it? Just

Sherri Masterson: It's It's at Yeah.

Rich Newman: maybe

Craig Larsen: uh open big garage Saturday the

Sherri Masterson: on the 4th.

Craig Larsen: 4th.

SOVREN Historics: I thought I've read it in several locations recently.

02:03:55

Sherri Masterson: Yep.

SOVREN Historics: It's pretty well engraved in my memory.

Craig Larsen: I thought it was out there. I'll uh add it to my phone call list for tomorrow. I'll check with some of you guys. Um we'll we'll figure out something and Sherry, I'll send you some words.

Sherri Masterson: Yeah. And then we can send that you can send that to um Jake too to put on the website or to put on uh Facebook.

Craig Larsen: All right.

David Boyd: Okay,

Craig Larsen: All right.

David Boyd: that's all I've got. I'm gonna sign off.

Craig Larsen: All right, buddy. We're glad you're still out there.

David Boyd: See you.

Craig Larsen: Thanks for joining us.

David Boyd: Oh, yeah.

Craig Larsen: Um,

David Boyd: For

Craig Larsen: I want to tie this thing off at 7:59.

David Boyd: sure.

Craig Larsen: I want to though thank the board and all who attended for the thoughtful conversation again about new proced procedures and rules for racing. Um it was a helpful conversation. It was progress. Um we move the ball forward. So I want to thank you all for thinking, reading and contributing. I I really appreciate it. That's what makes things work. So uh Steve Newbie, last word, buddy.

Lori Newby: Okay, last word. You know, uh, drivers who have to turn in their memory cards from their, you know, from their race car, please make sure that there's nothing else on there.

John Rankin: Some home movies.

Lori Newby: Just saying.

Craig Larsen: Just saying. All right. With that with that high note, we're out of here. Do I have a motion to adjurnn? Second.

SOVREN Historics: I'll second that.

Craig Larsen: Any objection? Thank you, everybody. Yeah. Good to see you all. Yeah. Yeah. Thank you.

SOVREN Historics: Good night everybody.

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