




Notes

Apr 8, 2026

DRAFT April SOVREN BOD Meeting - Apr 8, 2026

Meeting records  Transcript

Attendance:

Jamie Buskirk, Craig Larsen, Corky Russel, Linda Grass, Craig Hillis, Loren Campbell, Bill Simer, Mary Z, Sherri Masterson, Tom Masterson, Mike Lawler, John Allen, Martin Rudrow, Rich Newman, Charly Mitchel, Brad Shin, Brian Volkert, Michael Evans, Phil Edwards

Summary

Board consensus on new race day structural adjustments included mandatory in-car camera surrender and Festival of Speed planning updates for the website.

Race Day Structural Changes Approved

The board approved new structural adjustments for race day, including having Brad Shinn serve as Race Director and John Martinson with Doug Smith as Chief Steward. Brad Shinn will hold a chiefs meeting before Spring Sprints to work through the new protocols and clarify all roles.

Mandatory Camera Surrender Policy

A new policy was proposed to mandate the surrender of in-car camera chips upon demand if a driver is involved in an incident. The board decided that refusal to surrender the chip could result in expulsion from the premises, and this expectation will be included in the driver packet materials.

Festival of Speed, Historics, and CRC Planning Updates

Festival of Speed planning is progressing, and Loren committed to adding car corral and downtown car show registration to the website via the webmaster. Updates on the Bugatti exhibit space at CRC and necessary security for the multi-million dollar vehicles were also provided.

Details

- **Member Resource Sharing for Parts:** Sherri Masterson suggested that the difficulty in finding specific brake parts is information that should be shared with members, possibly through the bulletin board, by advertising companies that can custom-make parts [iv]. Craig Larsen agreed that insider tips on where to source or assemble parts are valuable, particularly for members who live outside the major metropolitan areas like Seattle or Tacoma [iv, v].
- **Formal Start of the Meeting and Minutes Approval:** The meeting was called to order at 6:00 PM, and the first administrative item was the approval of the last month's meeting minutes [v]. Mike Lawler moved for approval, and Jamie Buskirk seconded the motion [v].
- **Review of Spring Quarterly Meeting and Race Day Procedure Changes:** Craig Larsen provided a quick review of the spring quarterly meeting, noting that Brad Shinn gave an excellent explanation of the new racing procedures and structural adjustments being made for race day [vi]. The current strategy is to proceed with these "behind the scenes" structural adjustments and address other rule issues as the season progresses [vi].
- **Confirmation of Structural Changes Rollout:** Craig Larsen asked the board if they were ready to proceed with the structural changes to race day procedures, which include having Brad Shinn serve as the race director for at least the first couple of races [vii]. They also confirmed that John Martinson, with Doug Smith, will continue as Chief Steward, and the race chairs remain the same [vii].
- **Board Consensus on New Race Day Structure:** There appeared to be a consensus to move forward with the new structural adjustments designed to make everything run smoother, with Rich Newman confirming they believe the race director and structural changes are ready [vii, viii]. Brad Shinn confirmed they

did not receive external feedback after the presentation, noting that Chief Stewart John Martinson has affirmed they are prepared to handle the extra load [viii, ix].

- **Preparation of Chiefs for New Race Protocols:** Brad Shinn stated that to address potential issues and clarify roles, they will hold a "chiefs meeting" before Spring Sprints to work through the new protocols and procedures [x]. This meeting will ensure all chiefs understand their roles and how they interact, allowing for communication and real-time flexibility if the procedures require tweaking [x, xi].
- **Proposal for Mandatory In-Car Camera Surrender:** Craig Larsen introduced the second new issue, proposing the adoption of a rule to "surrender your in-car camera on demand" if a driver is involved in or has video of an incident [xii]. They proposed initiating this at the Spring Sprints and asked for board input on the consequence for non-compliance, suggesting penalty points [xii].
- **Clarification on Camera Requirement vs. Chip Surrender:** Corky Russell asked if this new rule requires drivers to actually have a camera, since current rules only require a mount [xii, xiii]. Craig Larsen clarified that the rule only mandates surrendering the camera or memory card if a driver already has one and is asked by a race official, such as the race director, chief steward, or a race chair [xiii].
- **Logistical and Enforcement Concerns for Video Surrender:** Loren suggested that the club should only take the memory card or chip, not the whole camera, and advised the club to encourage drivers to have an extra blank chip or plan for quick data transfer to be more customer service-oriented [xv, xvi]. Brad Shinn proposed making chip surrender a condition of entry, enforced by expulsion from the premises if a driver refuses [xvi, xvii].
- **Addressing Technical and Rule Compliance Issues for Video Surrender:** Linda Grass mentioned that a thumb drive might be needed for drivers who do not want to lose all their race footage, supporting Brad Shinn's suggestion [xviii]. John Allen questioned if the club should invest in its own hardware (laptop/thumb drive) to avoid liability issues associated with using personal laptops and asked if this rule required an organizational vote under the bylaws [xviii, xix]. Bill Simer suggested framing the surrender as a safety policy covered under the member code of conduct and driver responsibility sections to minimize pushback, rather than a formal rule change [xx, xxviii].
- **Consequence for Refusal to Surrender Video:** Craig Larsen agreed that non-compliance would initially be managed by race officials through stern discussion, with the intent to implement more severe consequences for future

races if necessary [xxix]. Rich Newman agreed that refusal should result in being expelled, viewing it as a simple safety issue and a clear condition of racing [xxv].

- **Inclusion of Review Panel Expectation in Driver Materials:** Brad Shinn raised a separate procedural point, asking if the expectation that drivers may be called upon to serve on the review panel should be explicitly stated [xxx]. Craig Larsen agreed and committed to adding this detail to the upcoming bulletin language, which will be drafted and reviewed by Brad Shinn and Loren [xxxi].
- **Update on Spring Sprints Preparation:** Mike Lawler and Tom Masterson reported that Spring Sprints preparations are proceeding well, with tow trucks and the ambulance organized, and the track checklist completed [xxxi, xxxii, xxxiii]. Corky Russell confirmed the TRA track setup trailer is ready to be positioned on Thursday night [xxxiii].
- **Spring Sprints Registration and Financial Updates:** Rich Newman confirmed they would check the contract and arrange payment of the balance due to Pacific Raceways before the event [xxxiv, xxxv]. Sherri Masterson reported 26 weekend drivers, 16 test day entries, and two novices signed up, noting that the early bird entry deadline is next week on the 16th [xxxv].
- **Financial Report Highlights:** Rich Newman presented the financial comparison for Q1, noting that race sponsorships are up this year, including \$2,500 from The Old Cannery, and Evergreen Chevrolet is expected to contribute \$1,000 [xxxviii]. They noted Web and Data Services costs are higher due to investment in club-owned tools and storage, and member dues revenue is up about five percent over last year [xxxix, xl].
- **Review of Management Report and Revenue Streams:** Rich Newman presented a management report highlighting current revenue streams, including approximately \$1,600 received from ticket sales for the Peter Brock pasta dinner [xli]. Sherri Masterson provided an update on Square deposits, reporting \$62 from car corral and spectator tickets, and confirmed 34 tickets sold for the Brock dinner [xlili, xlv].
- **Membership and New Driver Status:** Sherri Masterson provided an administrative update, reporting 243 total members, including 152 non-lifetime racers and 41 life members [xlv]. The club has 17 YODA's, with two to three still completing their driving school or other requirements, and some new drivers had to sign up for later schools because the Cascade school was sold out [xlvi].

- **Sponsor Status and Driver Packet Materials:** Sherri Masterson inquired about which sponsors are for the entire season versus just the Historics to correctly include them on the schedule and timing results [xlvi]. Craig Larsen committed to clarifying sponsor information and confirmed that new language regarding video accessibility and the review panel expectation should be included in the driver packet handouts [xlvi, xlvii, xlix].
- **Discussion on Non-School-Trained Novices in Novice Day:** Brad Shinn raised a question about whether a driver (Nolan) who is attending a later IRDC driving school could still participate in the novice day, as there is value in getting feedback from senior drivers [i]. Sherri Masterson confirmed Stephen Newby, the novice chair, has the final say and that participation will be evaluated based on the individual's experience, but they will not receive a full license until they complete the driver's school [ii, liii].
- **Contrasting Views on Novice Participation:** John Allen firmly opposed allowing drivers without prior school training to participate, arguing that the school is essential preparation and that if they miss the one actual novice day, they should attend the next available event where they can work with Steve Newby [liii, liv]. Loren offered a middle ground, stating they trust Stephen Newby's judgment for participation in the Friday novice experience, which is more controlled than the race weekend, but clarified that these drivers are restricted to Friday only and will not race on Saturday or Sunday [iv, lvi].
- **Novice Driver Participation and Liability:** There was a discussion regarding novice drivers participating on Friday and whether they should be permitted on the track with senior drivers, which Rich Newman felt was a good opportunity ([00:59:04](#)). Concerns were raised by John Allen about potential liability issues if novice drivers had not completed the required schooling. Craig Larsen agreed to discuss the matter, including the insurance coverage implications raised by Rich Newman, with Stephen, who was unavailable for the current call ([00:59:56](#)).
- **Festival of Speed Planning and Website Updates:** Bill Simer reported that the Festival of Speed planning is progressing well, with excellent weather anticipated and a celebrity driver dinner still planned despite Mario Andretti's absence ([01:01:46](#)). A key task is adding the downtown car show registration and spectator tickets to the website, as several car clubs have expressed interest in signing up. Loren committed to taking the lead and liaising with Bill Simer and Steve Pool, the webmaster, to make the necessary additions ([01:02:44](#)).

- **Certificate of Insurance (COI) and City Permit for Festival of Speed:** Bill Simer stated a need for a Certificate of Insurance (COI) and mentioned they would start pushing the city for the permit issuance soon to avoid last-minute complications experienced in the previous year. Tom Masterson confirmed they have requested the COI but received a strange response treating the event like a street race, which requires follow-up to clarify the actual purpose of the COI ([01:04:22](#)). Bill Simer confirmed that race car owners have the event included in their race entry fee ([01:06:12](#)).
- **SOVREN Historics Ticket Sales and Event Status:** Jamie Buskirk announced that ticket sales for spectators, car corral, and the dinner with Peter Brock went live on Monday, March 31st, thanking Steve P and Bobby Calvin for their efforts ([01:06:12](#)). Loren praised the use of physical spectator and car corral tickets as collector items, noting that planning is proceeding smoothly and with greater efficiency than the previous year ([01:07:38](#)) ([01:09:58](#)). They noted that graphics for the event, including Spring Sprints, are being finalized and will lead to poster and sticker orders ([01:08:40](#)).
- **CRC Bugatti Planning and Security:** Craig Larsen provided an update on the CRC event, noting that the Bugatti exhibit's space requirements continue to grow due to sign-ups, which is forcing a reconsideration of their location at the track ([01:12:16](#)). John Allen inquired about security for the multi-million dollar Bugattis, especially given the Portland location. Craig Larsen confirmed that the organizers, Ed Godshock and Neil, are hiring ex-police officers for security to protect the vehicles ([01:14:18](#)).
- **CRC Logistics and Partner Relations:** Tom Masterson noted that logistics for the CRC event, such as the Bugattis' departure time on Monday, still need to be worked out with the track. Craig Larsen acknowledged the complexities of working with partners like the ABFM group. Tom Masterson expressed frustration with the past experience of having to lock up the gates with minimal track staff ([01:15:27](#)).
- **Race Chair Updates and Volunteer Recruitment:** Mike Lawler quickly addressed the ongoing search for a media chief and confirmed that Loren had already set up a SmugMug account for photo submissions, negating the need for Martin to establish a new link ([01:16:23](#)). Tom Masterson reported a critical shortage of workers in control, noting they currently only have one control communicator for the upcoming Spokane event, and asked for patience. Sherri Masterson is also

looking for registrars, suggesting spouses or adult children who want to help at the track ([01:17:14](#)).

- **Volunteer Outreach Strategy:** Loren asked Sherri, Tom, and Mike to draft a brief description of the registrar and control log worker jobs, including the specific hours they are needed, for inclusion in the bulletin ([01:18:18](#)). Loren also suggested reaching out to the YODA drivers, believing they might have young, enthusiastic people interested in volunteering. Michael Evans indicated that Bentley and Chase, the flag chiefs, should be contacted about working corners, or they could contact him directly ([01:19:33](#)).
- **Discussion on Summer Quarterly Meeting Location:** Craig Larsen raised the possibility of holding the summer quarterly meeting during the Historics event, noting that while it is convenient for attendees, the Historics schedule is already very packed, which could overrun worker meetings ([01:20:34](#)). Brad Shinn suggested revisiting the rules to see if a summer meeting is required, as previous race-based meetings were poorly attended ([01:21:43](#)). Sherri Masterson confirmed the bylaws mandate quarterly meetings ([01:23:43](#)).
- **Alternative Quarterly Meeting Ideas:** Jamie Buskirk believed the Historics weekend schedule, with late racing and evening functions like the Peter Brock dinner, would make it impossible to hold the quarterly meeting ([01:22:49](#)). Tom Masterson offered the alternative idea of holding the meeting on Thursday, the load-in day. Rich Newman supported the Thursday timing, especially if beer were supplied, recalling a previous meeting held in the bleachers, which Craig Larsen found unideal but convenient ([01:24:41](#)).
- **Adjournment and Follow-up on Bioform:** The meeting concluded with a motion to adjourn ([01:26:42](#)). Sherri Masterson reminded Craig Larsen that the bioform was not discussed, which Craig Larsen acknowledged, agreeing to call Sherri Masterson the next day for a discussion about it ([01:26:42](#)).

Suggested next steps

- [Sherri Masterson] Post Contact Info: Contact the company to secure permission for posting their contact information in the bulletin board.

- [Brad Shinn] Schedule Chiefs Meeting: Hold a meeting for Chiefs before Spring Sprints event. Finalize operational protocols and race procedures during this session.
- [Craig Larsen] Formalize Video Rule: Review rule book details for camera footage requirements. Prepare an electronic board vote by end of week if formal board action is required.
- [Loren, Brad Shinn] Procure Memory Chips: Coordinate to identify optimal memory chip size and specifications. Determine necessary hardware for camera footage collection.
- [Craig Larsen] Draft Panel Language: Draft required language detailing driver expectations regarding review panel participation. Send draft to Brad Shinn and Loren for immediate review.
- [Rich Newman] Check Raceway Contract: Review the Pacific Raceways contract document. Confirm pre-event balance payment requirements.
- [Loren] Send Welding Logo: Locate Central Welding logo file. Send logo to Sherri Masterson immediately.
- [Craig Larsen] Verify Sponsors: Check sponsorship records identifying season-long versus Historics-only sponsors. Report verification findings to Sherri Masterson.
- [Craig Larsen] Update Driver Packet: Determine if old infraction sheet should be substituted with the new rules document for the driver packets.
- [Craig Larsen] Talk to Stephe Newby: Talk to Steve about liability concerns regarding novice drivers.
- [Craig Larsen] Investigate Liability: Look into the novice driver liability issue and schooling requirements further.
- [Craig Larsen] Contact John: Contact John next week to follow up regarding the novice driver decision.
- [Loren] Website Liaison: Serve as the liaison between Bill and Steve to add car show information onto the website.
- [Loren] Connect with Bill: Connect with Bill tomorrow to ensure full understanding of website needs and expectations.
- [Tom Masterson] Follow Up COI: Follow up with Matt regarding the Certificate of Insurance request. Get him straightened out on the actual use to avoid street race classification.

- [Bill Simer] Permit Issuance: Begin pushing the city to expedite permit issuance.
- [Mike Lawler] Help Wanted Ad: Send a help wanted advertisement to Loren for a media chief into the monthly bulletin.
- [Tom Masterson] Send Job Description: Send Loren a brief job description for the Control logging position. Include the specific hours needed.
- [Sherri Masterson] Send Job Description: Send Loren a brief job description for the registrar position. Include the specific hours needed.
- [Loren] Post Bulletin: Place the Control logger and registrar job descriptions into the bulletin.
- [Loren] Pester Drivers: Pester the Yoda drivers about potential workers for registration and Control positions.
- [Craig Larsen] Quarterly Planning: Ponder logistics of holding the summer quarterly meeting on Thursday during load in. Decide on feasibility and beer provision.
- [Craig Larsen] Call Sherry: Call Sherry tomorrow to discuss the bioform details.

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Transcript

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Meeting Apr 8, 2026 at 17:27 PDT - Transcript

00:00:00

Stirling's Driver: Okay.

Corky Russell: That work.

Stirling's Driver: Um

Loren: and and it just I think it was start he started to get a little little over Thank you. That's a really good word, Sherry. Yeah,

Sherri Masterson: overwhelmed.

Loren: a little little over little overwhelmed. So, I you know, it's a it's a fine line to walk with those folks and I told him, you know, whatever we can do to help to clear hurdles, we will do. And we also don't want to push him when he doesn't that's not the right thing for him.

Stirling's Driver: Well,

Loren: So,

Stirling's Driver: yeah. And specific to those brakes, I mean, those are the brakes that I have on that car behind me. Um,

Loren: No,

Stirling's Driver: and they are a little I

Loren: they're they're different than yours. Somehow they're Yeah, somehow newbie seen pictures and he's like,

Stirling's Driver: I

Loren: "Yeah, those are gurling brakes, but they're not what Rich has on his car."

Stirling's Driver: Well, they're still not easy to find. I mean, you can't find the brake pads.

Loren: Yes.

00:01:12

Stirling's Driver: I ended up using Porsche 356 pads that were cut. And then actually Stephen Newbie found had something that he picked up at one of his where he is in

Portland right now. He grabbed some new brakes and and uh they happen to fit too.

Loren: Yeah.

Stirling's Driver: So yeah, it's just anyway challenging.

Craig Larsen: You guys ever use that uh that place in uh South Seattle that uh will make up pads for you if you've got the backing plate? It's like it's like Seattle Break or something. It's got some name like that. It's uh right by the old brewery. I I've had them make up shoes and all sorts of stuff for me before.

Stirling's Driver: Greg, Craig,

Craig Larsen: Um

Stirling's Driver: it's a good call out because there's also a place in Tacoma that does it. So,

Craig Larsen: Mhm.

Stirling's Driver: my rear brakes or Woolseies or whatever and uh we did that. We actually had to find we we we had some shued or made and then I actually did find some online.

00:02:04

Stirling's Driver: Somebody has some new ones. So, now I've got like three sets of rear brakes. So that'll last me through the rest of my racing time, I think. But yeah,

Craig Larsen: Right. Probably.

Loren: Don't say things like that,

Stirling's Driver: and well,

Loren: Rich.

Craig Larsen: Yeah.

Loren: Don't say things like

Stirling's Driver: we took the wheels off.

SOVREN Historics: Nice.

Stirling's Driver: We took the wheels off and looked at them la after last year.

Loren: that.

Stirling's Driver: And you know, you guys can make all the jokes you want, but um maybe I need to drive faster this year, but yeah, the rear brakes look great. So yeah,

Corky Russell: Change your proportioning bell, would you?

Stirling's Driver: I don't know. Sterling's got a little different grumble this year. I think it'll I think I might need my breaks this year more. We'll

Loren: Rod keeps saying the same thing.

Stirling's Driver: see.

Loren: I got big expectations for you and Rod this year. I expect to be seeing a lot of your tail lights.

00:02:50

Stirling's Driver: I hope you see

Sherri Masterson: You know those breakes are things that that we need to let our members know.

Stirling's Driver: my

Sherri Masterson: you know, maybe something that, you know, you talk to the company and say, "We want to put your, you know, your contact information in the bulletin board." Um, when we first started racing out at at the ridge, um, the auto place, one of the auto places out there wanted they were willing to pick up your parts and bring them out to the track to you. So, we advertised it, you know, because there are companies out there that would, you know, do things like that. And yeah, I think those are things we need to let our our members

Craig Larsen: That's a great point,

Loren: That's

Craig Larsen: Sherry. And you know,

Sherri Masterson: know,

Craig Larsen: until you said it,

Loren: cool.

Craig Larsen: I hadn't even thought of that. That Yeah. Um the kind of the insider tips on uh where stuff can get put together. Um yeah.

Sherri Masterson: especially not the Seattle area or the Tacoma area.

00:03:45

Sherri Masterson: you're out, you know, further out in the bushes like Shelton, uh, you know,

Craig Larsen: Yeah.

Sherri Masterson: um, like make way, uh, you know, you just, you don't have the, um, the media. You don't drive past these places normally. You don't see it in the Seattle Times or,

Loren: Hey.

Craig Larsen: Yeah.

Sherri Masterson: you know, anything else.

Craig Larsen: Yeah.

Sherri Masterson: So,

Craig Larsen: Hey, it's six o'clock.

Secretary SOVREN: Oh, I was muted.

Corky Russell: Time to go mute.

Secretary SOVREN: Yeah.

Bill Simer: Mhm.

Secretary SOVREN: Okay, we can call the meeting to order. And um are we good to have an approval of last month's meeting minutes?

Mike Lawler: I'll make the approval.

Loren: Are we recording, Shelby?

Secretary SOVREN: Yes, Gemini is taking notes.

Mike Lawler: Okay, Shelby. Shelby,

Secretary SOVREN: Yeah.

Mike Lawler: I'll make the

Secretary SOVREN: Yeah.

Mike Lawler: approval.

Secretary SOVREN: Oh,

SOVREN Historics: I'll I'll second that motion.

Secretary SOVREN: wonderful. Thank you. All righty. Over to you, Craig.

Craig Larsen: Thank you. Um I'm thinking we may get through this agenda fairly quickly today.

00:04:51

Craig Larsen: Um but uh first up, I wanted to uh just do a quick um review of uh um the spring quarterly meeting. And Brad, I'm glad you could get on right away. I knew you were rushing to get on on the phone. Thank you. Um the uh beyond the the ad the standard news, Brad did a uh an excellent explanation of the thought process and work to date on new uh racing procedures for race day and uh a little bit less on regulations but enough so people could understand what we were talking about. And um I posed two questions in the agenda. The first one um for though I I think everybody knows but our strategy right now is to proceed with the behind the scenes uh structural adjustments to how we manage race day and then uh work on the the other kind of uh uh rules issues as the season goes on. Um so my first question for the board and I know

almost all of you were at the spring quarterly meeting which thank you for coming to the spring quarterly meeting.

00:06:03

Craig Larsen: Um I think all of you were um all of you who are on the call right now except for Sherry. Um uh so uh are we ready to are we ready and able to proceed with structural changes to our race day procedures? And um and uh what that would be is uh Brad has uh uh agreed to be our um our race director for the first couple races at least to see how this falls together. We've got uh John Martinson with Doug Smith uh running shotgun. Uh correct Sherry um riding shotgun or correct mic on uh for uh uh um Chief Stewart. Our race chairs are the same. Um as always, Ben, thank you. Uh so um are we ready to roll this out? It's an open question. Uh um

Stirling's Driver: Yeah,

Craig Larsen: uh

Stirling's Driver: I I think so. Craig, you're talking about the having the race director and the structural differences.

Craig Larsen: yep. Yep. The behind the the stuff that just should just make everything go

00:07:09

Stirling's Driver: Yeah.

Craig Larsen: smoother. I'm seeing I'm seeing some thumbs up flying by here.

Stirling's Driver: Yeah.

Craig Larsen: Um

John Allen: Did we get any response from the the group after your presentation?

Craig Larsen: no to me. Um, no. Uh, Brad, I'm sorry, John. Who did you ask that question of?

John Allen: It was just a a random question and since you were presenting it to the quarterly

Craig Larsen: Oh. Oh,

John Allen: meeting, I didn't know if anybody had gotten back to you because I believe you left it with contact you if you had any questions.

Craig Larsen: yeah. I I I think Brad and I both offered uh Brad, I didn't hear anything. And it was uh What did Have you heard anything?

Brad Shinn: No, I think I think the thing that um I would say a little bit of the elephant in the room is is that um We we look at we look at the change and we think okay there's going to be some there's going to be some extra load put

Craig Larsen: All

00:08:12

Brad Shinn: on our our chief Stewart and John has said yes I don't know three or four times Mike so Mike's asked and he said yes and we you know we've kind of said okay did you that was a quick yes did you did you read at all that was kind of what was

Craig Larsen: right.

Brad Shinn: behind that I I think I think you know he's a uh he's a grown ass adult and he can see it and he can tell us right now that yeah, he's you know that that's fine. Um I think the proof's going to be in the pudding and and um he'll he'll tell us afterwards. Um yeah, this is this is fine. This is workable. You maybe we need to make some tweaks here or there and that's I think that's practically speaking how we're going to operate, right? Um one of the things that came up so I'm satisfied with that. I I think long term, you know, we need to we need to be thinking about having a couple of options um uh just so we have more than one option for Chief Stewart.

00:09:16

Brad Shinn: But the the bigger thing that came out um is there's there's there's a little bit of an implied assumption that that um it's going to work like this, right? Uh well, what about me? How how do how does my role interact with that? I'm, you know, I'm in the tower and I'm doing this. And so what we came out of this was I'm going to hold a um chief's meeting before spring sprints so that we can work through what the protocols and and the the procedures. So what happens when, who gets notified, who notifies who, just so that we've got that all sorted out ahead of time, or at least a good a good understanding of sorting it out so there's not confusion. uh and that we have a way of uh pivoting or flexing, you know, in real time if it's if it's not working. So, that's kind of what I view my role as in this in this first couple of races is think through what, you know, what could go wrong. Um how could it how could it have a hiccup and then let's just make sure that we're communicating among the chiefs and and and fix it in real time.

00:10:30

Brad Shinn: So, that's kind of the feedback I got was um let's just make sure that John understands that we're asking him to to do a little bit more. He's said yes a couple times and then make sure that all of the chiefs understand what we're kind of what their role is in this and how they interact. So, I'm taking that on.

Craig Larsen: Thank you. Um, so people are comfortable. I'm sensing people are comfortable. Okay, good. Um, uh, Brad, I um, for the manyth time, I want to thank you for, um, shepherding this phase through and, uh, also for the great presentation at the at the spring quarterly meeting. People got the seriousness of it, but they also got the clarity of it. And um I uh you know it's not easy to portray something as complicated as this in a way that people get it and I think they got it. So thank you again Brad and thanks for thanks for uh volunteering uh uh getting volunteered to be race director for a while. Appreciate it.

00:11:34

Craig Larsen: So the second issue then that I uh sort of declared at the spring quarterly meeting is that we were going to adopt a uh I called it a surrender your incar camera on demand. Um if you are involved in an incident or have video of an incident um often the best video is from the car that's right behind. Um so uh I would like us to initiate that at the spring sprints. Um, and I'm ready to uh in our uh Lauren is kicking out a another bulletin here shortly. I'm ready to declare it in the draft bulletin language I've written for my part of that. Um, how do people feel about that? And my question would be um because I've been asked uh so if you don't surrender your chip, what's the consequence? And my short answer is you're going to get points. But um that's as deep as I've thought about it. Um, uh, Corky, go

Corky Russell: putting on my old tech hat.

Craig Larsen: ahead.

Corky Russell: We only require them to have a mount.

00:12:40

Corky Russell: What is What are we going to do to require them to actually have a camera?

Craig Larsen: I I'm not saying we should have a camera requirement at this point. I'm saying if you've got if you've got a camera,

Corky Russell: All right.

Craig Larsen: you've got to surrender it if you're asked by a race official, which I would say would be uh the race director,

Corky Russell: Okay.

Craig Larsen: the chief steward, or any of the three race chairs. If if any of those people ask for it,

Corky Russell: All right.

Craig Larsen: um then uh it has to be surrendered. Um

Corky Russell: Makes sense because I' I've had a lot of people complain that uh they don't have a camera,

Craig Larsen: John

Corky Russell: they don't want to have a camera,

Craig Larsen: Okay.

Corky Russell: blah blah blah blah blah blah.

Craig Larsen: Yeah, I I think that's that's probably the next logical step, but you know, it's a step at a time. Um, so um yeah, uh John Allen, you your hand was up

John Allen: Okay, cool.

00:13:27

John Allen: Um, first I think I want to address to Corki.

Craig Larsen: first.

John Allen: I believe our tech sheet says if you have a camera mount, it has to be teched. Does not say you have to have one. And if it is, then I missed that in our rules because those rules were written long before you probably even had a a possibility of putting a camera on. Um, the other one was uh it had to do with uh our rules with that. Um, I'm all for that as well. Uh, it's I think we're going to have all kinds of issues though with uh different camera points. Mine does not, for example, give you anything on this side of your my this side of my head.

Craig Larsen: Yeah.

John Allen: Um, so we'll see how that goes. Um, but that was really it. I just wanted to

clarify that the mount was one of the big ones.

Craig Larsen: Yeah. I think it's just surrender what you've got, you know, um without a standard at this point.

00:14:23

Craig Larsen: Um uh we the CRC we had trouble. People weren't turning over their stuff. So um uh Lauren, go ahead.

Loren: I just want to clarify that my opinion is that we should not be taking people's cameras but the memory card the chip from the camera and

Craig Larsen: Yeah.

Loren: um we can I mean my plan for that is to have an extra chip so that if the the organization needs the chip for my camera I can hand it over and not be without a camera. it. I we might smooth out some bumps if we advise people to get an extra one or have an extra one that is blank. Maybe a plan for how we can get the data off the chip at the track and give it back to the driver.

Mike Lawler: Yeah.

Loren: um some things like that that we can use to be

Mike Lawler: Yeah.

Loren: more customer serviceoriented than just, you know, hand it over and you're without it. Um we don't we don't want to deprive people of their cameras for a number of reasons. One of which is they might catch something else we want to see.

00:15:35

Loren: Um, but I think if we can say, you know,

Craig Larsen: Right.

Loren: we'll trade you or please push your extra card in and we'll get this one back to you ASAP, it will be less more palatable. I'll put it that way.

Craig Larsen: Thank you. Uh Brad, go ahead.

Brad Shinn: I was thinking the same thing, Lauren. Maybe maybe the club invests in a couple of chips and we just say, "Here's a chip. Give us a chip and then we we're not losing anything." But that's that's kind of operational. Um my thought, Craig, was that we make this like we do other things. Um we make this a condition of entry.

Craig Larsen: Right.

Brad Shinn: Um,

Craig Larsen: All right.

Brad Shinn: when when you when you sign in and you pay your entry, you're you're agreeing to provide your chip when asked. If you disagree, just like anything else, you you can be invited to leave the premises. I I I think it's it's in my mind, it's not this this is a really low consequence um high value thing.

00:16:47

Brad Shinn: and and so it ought to be low tolerance. That's my that's my thought is rather than in terms of so what are you going to do about it? It's like well um your being here is a is a condition of that. So can't be here if you don't. So that's that's my two cents on how you enforce it. But I think all we're talking about is a chip and um I've got a little reader. I can bring my um laptop and we can at least do that for spring sprints.

Craig Larsen: Perfect. Uh Sherry, go ahead.

Sherri Masterson: Um, if someone can see if Tom's trying to get in and he evidently is waiting.

Craig Larsen: Uh Shelby,

Sherri Masterson: That's all.

Craig Larsen: uh can you uh is can you get Tom

Sherri Masterson: If I'm there,

Secretary SOVREN: Um,

Craig Larsen: in

Sherri Masterson: if he's showing up,

Secretary SOVREN: no, he's not showing

Sherri Masterson: okay,

Secretary SOVREN: up.

Sherri Masterson: he'll keep trying then.

Craig Larsen: be on the lookout?

Secretary SOVREN: Yeah, I'll keep an eye out.

00:17:45

Craig Larsen: Tom, come in. Come in, Tom. Uh Linda, go ahead.

Brad Shinn: Take your time.

Craig Larsen: All right. You're uh you're muted.

Linda Grass: One of the things Bobby had to do when he was a chief steward down in California was to have a thumb drive so that when they asked for the chips because a lot of drivers put race after race after race on it and they don't want to lose everything. So, uh, they had a thumb drive that they could put. So, what Brad's talking about would work perfectly.

Craig Larsen: Excellent. Excellent. Thank you. Um John Allen, you're back,

John Allen: I am um I hear Brad talking about some hardware,

Craig Larsen: buddy.

John Allen: but what is the club's um are we going to invest in some sort of laptop or hardware that is owned by the club so that we can retain that? And also, we're talking about uh voting on our rule. Is that follow our bylaws or do we have to put this up for a vote for the whole organization?

00:18:51

Craig Larsen: I don't believe that this uh this level of detail is a bylaw issue. Um and I'm happy to be challenged on that, but uh um I don't believe it is. Um, we we make up, it's a good question, but we make up a lot of conditions of racing that uh never hit never hit bylaws. Um, and I don't think we need to at this point invest in hardware. Um, as long as somebody's got a laptop they can bring. Um, I think we can probably um cover that pretty easily. But reasonable questions, John. Thank you. Um, uh, Bill,

John Allen: One one last one last bit on that.

Craig Larsen: your hand.

John Allen: The the fact that if you're going to deal with somebody's personal laptop now,

Craig Larsen: Go ahead.

John Allen: you possibly open yourself up to liability. So that's why I was bringing up the uh club's hardware.

Craig Larsen: Okay, thank you. Uh, Bill Simber, your hand keeps going up and down. Are you Are

Bill Simer: Yeah.

00:19:42

Bill Simer: Well, so we'll cover something that I was going to think about, you know, I was going to offer comment on,

Craig Larsen: you

Bill Simer: but you know, certainly a lot of what you're doing here, um, the camera piece may be a rule. um the the process that was talked about earlier of um you know of having changing how we address these these incidents I think is probably not a um it's a it's a procedure not a rule um but the camera one you might face some headwinds on I don't think I wouldn't try it um but if you do you might have to go through the process it is a superior um way of resolving these things and any reasonable person should agree to do it. But you might just be thinking about if we have to go through the rule process, how do we do it quickly so you're not caught flatfooted?

Craig Larsen: I will um take all that rule related jazz under advisement and I will look through it and uh if I feel like we've got to have a board vote, I will uh bring an electronic board vote out to all of you um as early as later this week, by the end of the week.

00:20:54

Craig Larsen: Um, and people can uh if we have to take a if the board can act and has to take an action formally, um, I'll bring it to you electronically. Um, and we'll we'll do it that way. Um, right now, my sense is the consensus is clear. Um, and, uh, there's no there's no dispute over it. It's just how we do it. Um, uh, Brad, is that a question for us? What size

Brad Shinn: I was just kind of polling in the background if we wanted to have some chips,

Craig Larsen: any?

Brad Shinn: what would they I don't have a camera that needs anything. I've got photographic memory and so I I was just kind of asking the group what size chips if we wanted to have a couple on hand, what would that look like and all of

Craig Larsen: Well,

Brad Shinn: that.

Craig Larsen: can I leave it to two or three of you techie people to put your heads together and figure that out? Thank you, Lauren. Thank you, Brad. And anybody else who wants to join in?

00:21:47

Craig Larsen: Um, I was telling Jamie that the one thing I didn't mention at the spring quarterly meeting is I used to have a camera until I rolled my car over and knocked it off. Um, so, uh, I'm not a very good judge of, uh, of suitability. So, uh, um, so then, uh, yes, to your point earlier, Brad, about it being a condition of racing, yes. Um, but also if we end up in a situation where somebody is disagreeing uh is is not turning over their camera after being requested by a race official, what is our consequence? Um, my my initial reaction is it's points. Um, is that's what we put on everything. That's a violation of our rules, our racing rules on track. Um, but uh maybe it's up to the race officials to decide, but I'm wondering if there's any boundaries we want to put on that. Brad, go ahead.

Brad Shinn: I so I I I don't feel like it's technically a an ontrack issue that we want to apply rules to. Um, what what's our consequence if you're what's your consequence if we found you with alcohol on the premises?

00:22:58

Brad Shinn: Would we would we would we expel you?

Craig Larsen: I think that's a bad

Brad Shinn: Okay. Yeah, I get it. I get it. I I chose that for a reason.

Craig Larsen: example.

Brad Shinn: But but think think of the things that we we don't want you to have fireworks. We don't want you to uh start your race engine before whatever time. If you do,

Craig Larsen: Right.

Brad Shinn: what do we do about it? Because it's really in the paddic, not out there. And that's and that's what we I think an overreaction to this is not what we want. But also, we just like get your chip. Don't be a

Craig Larsen: Yeah, don't be a dip. Yeah, I get it. Well, you know, I'm happy to roll this out and see what happens. You know, I always uh like to be ahead of the curve a little bit and uh figure out, well, what am I going to say? You know, put your car in the trailer and go home.

00:23:47

Craig Larsen: Um, you know, I mean, if it's a I I tell you, you know, in the past when um last year when people refused to give over uh camera footage, um the our race officials were pissed and were looking at severe consequences for that level of disrespect. I mean, if you you know, if you if you ask them for it, they say, you know, uh f you hit the road, I'm not giving it to you. Well, that I that raises the question. Is that a sovereign racer? That's the question I have, you know. I mean, it's it's not um um I'll stop speechifying.

Stirling's Driver: No.

Craig Larsen: John, you have your hand up. Go ahead, John

John Allen: I think it also makes a difference whether it's the driver that's in questions camera or somebody else

Craig Larsen: Allen.

John Allen: behind him. So, because Brad's point is it's a paddic thing. Well, it's a paddic thing if you're not the person involved with it. But if you had an accident and you had a camera and you didn't get it, then it's an ontrack thing.

00:24:47

Craig Larsen: Um, hey, Sterling's driver, you got you got something to say there, buddy?

Stirling's Driver: I tend to I'm excited about spring sprints.

Craig Larsen: Yeah, me

Stirling's Driver: Um I tend to oversimplify these things and I know I don't know who it was that wouldn't give their

Craig Larsen: too.

Stirling's Driver: camera card, but I agree with what Brad said. It's a condition of racing. If you refuse to do it, you're gone. I mean, why wouldn't you do that? Unless there's some intent. It's not like, you know, you're just you're not safe if you're not willing to do that. I don't I don't know if there's anybody on this call that would be one of those people, but to me, it's like, what is the question? And why are we spending so much time on it? If you have the documentation around what happened on the track, we're just asking you to help us clarify it. You brought the camera. You're using the camera. If you don't want to do it, don't use a camera.

00:25:40

Stirling's Driver: I mean, I don't know.

Craig Larsen: Yeah. Yeah. No, very fair. Uh very fair position. Uh um uh yeah. Jamie, go ahead.

SOVREN Historics: Would it be helpful to uh frame consideration of um a repercussions of a refusal to yield uh video uh in terms of the misdemeanor and felony schedule that Brad's been sketching out? Um, is it a class one, a class two? Are we a three? Um,

Brad Shinn: The only problem with that is we're not implementing that stuff. So, so I agree with you. Yes, that's exactly remember there's a whole there's a whole section on aggravating and mitigating

SOVREN Historics: no.

Brad Shinn: circumstances and I think that begins to solve some of this. But in in my mind, um there's there's there's like some certain things that we just like ought to be like, "No, it's just it's simple, black and white. Give it to us or not."

Stirling's Driver: This is a safe it's a safety thing in my opinion.

Craig Larsen: Uh yeah.

Brad Shinn: Not

00:26:44

Craig Larsen: Uh Sherry,

Stirling's Driver: Sorry.

Craig Larsen: go ahead.

Sherri Masterson: I think you got to look at it too from this is vintage. Um there are going to be drivers that will have cameras put in their car by a family member, a son maybe, um a daughter. Um and they're not going to know how to take out that card. Um so when asked and they say no, make sure you clarify why there's a no. Um you know, do they know how to take it out? and some of them may be put in that they're hard to get to um just the way they're they're mounted. But just keep that in mind when you start asking for cards.

Craig Larsen: Mhm.

Sherri Masterson: Um you know, there are people on this call that can certainly figure out how to get a card out and there are other drivers in the paddic, too. So, it's just it's an issue that could be an issue.

Craig Larsen: Yeah. Uh, Bill Simer.

Bill Simer: Yeah, I just uh pulled up the rule book just for for a way to uh to maybe you

know couch this.

00:27:51

Bill Simer: Certainly the member code of conduct seems to be um something you guys could look towards and um and there are uh you know it refers to um safety policy violations. So not rules but policies. This sounds like a safety policy and so you might think about messaging that if you are if you run into uh someone that pushes back on it. I don't know anyone would but if they do that may seem to be a reasonable um comeback and then they would have to argue that it doesn't apply which I think would be a tough tough thing to uh to push. Similarly in that's section 11. Uh similarly in um driver responsibility and G and conduct um so you got a couple of things there that I think you can look to it's not a rule it's policy and um and it's covered by those two areas.

Craig Larsen: Thank you. Thank you, Bill. Um, John, go ahead. John Allen.

John Allen: Just to piggyback a little bit on what Sherry was saying, I have seen, not very often, but several drivers I've raced with over the past have actually used their iPhones to be their cameras, which do not have chips in them.

00:29:06

John Allen: So, we may have to deal with something uh a different way of getting the information off or have some push back if you're going to say hand over your phone.

Craig Larsen: Okay. Okay. So, I would say then I'm going to try to declare consensus here, which is um we are just going to expect people to uh follow the rules and if it takes two or three race officials talking to somebody to get them to break loose their camera chip, um we're going to try that and if it doesn't work, we'll adopt some more severe rule for races in the future. Sound fair? Sound reasonable?

Brad Shinn: No Found

Craig Larsen: Yep. Yep.

Brad Shinn: it.

Craig Larsen: We'll get our tallest, most overbearing people to go talk to him and uh look stern and say, "Give it up. Give it up." All right, folks. Thank you. That's um those are the two things I want to get uh were like new items. Um now, let's just dive into the regular part of the agenda.

00:30:05

Craig Larsen: And I thought Go ahead, Brad. Go ahead.

Brad Shinn: before before you do the second item that I wanted to talk about um that goes along with the procedure is uh how how we form these review panels and in in the proposed we one of the things we talked about is when we talked about it it's not in the in the rules is that we would draw the review panel from the different driver groups. Do we want to create an expectation that that you may be called and that's just like being a citizen, it's your job to be on a jury. Do we want to create that expectation or do we want to just see how it goes and see if we need to change anything? We can operate on the premise that we will call from those those groups and

Craig Larsen: Right.

Brad Shinn: and just do that. But I wanted to ask, do do we want to make it do we want to call it out?

Craig Larsen: Why not? Why not? Um, I'll tell you what.

00:31:10

Craig Larsen: I will um I will add it to my little there's a brief paragraph in my part of the bulletin coming up that I will add that to and Brad I will send that to you and and Lauren to uh take a look at the language to see if uh it works. Sound good? Okay. Uh make a note here. Um good. Okay. Um, so I wanted to move to uh spring sprints and I wanted uh uh race chairs and Sherry to have a chance to uh let us know how we're feeling about uh the sprints coming up here. Um, I'll tell you, I love going on the Sovereign website and seeing how many hours, minutes, and seconds it is till uh racing starts. I get excited every time I look at it every day. Um, so uh Mike, do you want Mike Lawler, do you want to just start? I mean, how are you guys feeling about spring sprints?

Mike Lawler: I'm feeling pretty good about it. I think Sherry and I've been working on the uh on the schedule.

00:32:06

Mike Lawler: I gotta hold get a hold of Mike now to to prove it. That's pretty good. I

hopefully Tom is on the line.

Craig Larsen: Tom's on.

Mike Lawler: He can give us some updates. Tom,

Craig Larsen: Yep,

Mike Lawler: take it. Hello, Tom.

Craig Larsen: you're muted.

Mike Lawler: You're muted, Tom.

Sherri Masterson: He's looking his mute

Mike Lawler: Looking for what?

Sherri Masterson: button.

Mike Lawler: I'll do a show while we're waiting for

Craig Larsen: Yeah,

Mike Lawler: him.

Brad Shinn: I heard him very very faintly.

Mike Lawler: Hurry up, Tom.

Corky Russell: is on sharing.

Mike Lawler: I can't do more dances.

Craig Larsen: it's is pretty entertaining, Mike. Uh

Mike Lawler: No, but I think I think we're pretty much there.

Craig Larsen: uh there we go,

Mike Lawler: Tom there Tom.

Tom Masterson: How's that?

Mike Lawler: Hello

Tom Masterson: Hey.

Craig Larsen: Tom.

Tom Masterson: Um, tow trucks are organized, ambulance is organized.

Mike Lawler: Tom.

Tom Masterson: Um, I've sent Ben the schedule. I haven't talked to him. Bobb's supposed to be doing that sort of thing.

00:32:59

Tom Masterson: Um, I don't know if she's talked to him yet. Um, other than that, insurance is on its way. Track checklist is done. So, I think we're pretty much ready.

Mike Lawler: Yep.

Craig Larsen: love. Love the sound of

Corky Russell: Okay. I I have the uh TRA track setup trailer ready to be positioned

Craig Larsen: that.

Corky Russell: on Thursday night, I think. And we should have no problem setting that up and be ready for race weekend.

Craig Larsen: And Corki, I have a little bit of stuff that was still that was handed off.

Tom Masterson: I have all the

Craig Larsen: Some of the stuff you you and uh Bruce put in the back of my truck um that you're going to need.

Tom Masterson: stuff.

Corky Russell: Never heard of that stuff.

Craig Larsen: I know.

Corky Russell: I don't know what you're talking about.

Craig Larsen: And you're going to need it.

Corky Russell: I have no idea what you're talking about.

Craig Larsen: You're going to need it and a lot more. Uh but uh Well,

00:33:42

Corky Russell: Hey, I have my own PA system. I don't need

Sherri Masterson: Hey,

Craig Larsen: I Yeah.

Corky Russell: yours.

Craig Larsen: Yeah. And you can have mine, too. Um uh so um I will we'll we'll figure

Corky Russell: Yeah, bring it along. We'll try to figure out somebody to stick with.

Craig Larsen: out something. So um uh uh go ahead,

Stirling's Driver: Hey Tom. Um,

Craig Larsen: Rich.

Stirling's Driver: regarding the Pacific Raceways payment, so we paid the deposit and I'm trying to recall. Do I need to send them the balance? I'll look that up, I guess, in the contract, but that has to be done beforehand, right?

Tom Masterson: I believe

Stirling's Driver: They're not going to invoice after. Okay.

Tom Masterson: so.

Stirling's Driver: All right. So, no real dialogue on it. I don't think I'll see anything. So, it's just sort of incumbent upon us to make sure we do it

Tom Masterson: Yeah. No.

Stirling's Driver: right.

Tom Masterson: Um, I doubt we'll see anything.

00:34:27

Tom Masterson: I Yeah, I'd have to look at the contract to tell you too because I know they changed

Stirling's Driver: I'll look at it.

Tom Masterson: it.

Stirling's Driver: Okay. Thanks. We'll get that done.

Craig Larsen: All right. All

Sherri Masterson: So, as Mike said there, you know,

Craig Larsen: right.

Sherri Masterson: we're we're getting ready to get the uh schedule out. Um, but we've got 26 weekend drivers signed up and 16 test in June and two noviceses. Um, so we're moving ahead. Um, which is nice. Uh, we'll get another message out. Uh, early bird ends uh, just less than two weeks. Um, so in fact, early bird ends next week on the 16th. So, we'll get a message out for that um to everybody and and move forward.

Mike Lawler: Yep.

Sherri Masterson: We have one of the two AV the Atlantics that's entered so far. So, we'll hope for more.

Craig Larsen: And I think Sherry, you or or Jamie or somebody sent them a message that reminded them that early bird goes off here.

00:35:43

Craig Larsen: Um since they they're apparently coming, but we've only got one person signed

Sherri Masterson: Yeah, I have not sent him anything.

Craig Larsen: up.

Sherri Masterson: I've had no contact with him.

SOVREN Historics: The last time I reached out, I didn't get a reply.

Craig Larsen: Well,

SOVREN Historics: So,

Craig Larsen: we'll we'll see if they show up. Um yeah, at least one one is going to be a champion if nobody else shows up.

Sherri Masterson: Yeah.

Craig Larsen: That was easy. That was easy race. All right. Um well, cool. I'm excited. I can't wait. I can't wait to get out. Um so, uh Rich, uh I had a slot for a finance report. Um I'm not sure it's a critical issue at the moment, but anything you want to say to the crowd?

Stirling's Driver: Yeah, if you don't if you don't want to cover anything, we can move on to the to the next things. I had a couple things I was going to throw up there,

Craig Larsen: Oh, go ahead.

00:36:35

Stirling's Driver: but um depending Okay.

Craig Larsen: Go

Mike Lawler: Good. Throw up.

Craig Larsen: ahead.

Stirling's Driver: Um real real quick. Um sorry, let me find this here. Do a share. Okay. So, now you guys just see yourselves.

Craig Larsen: Oh,

Stirling's Driver: All right. Sorry, Craig. I'm usually a little more prepared than this.

Craig Larsen: no worries. I I I jumped on you there. That's fine. We can take a deep

Stirling's Driver: Trying to get this out of the way now.

Craig Larsen: breath.

Stirling's Driver: All right. Um, so I sent out a couple I sent out like three things. um you know just before the meeting really about 15 20 minutes before the meeting and um Oh my goodness. This is not great. Oh my god. All right, let's do it this way. All right, I'm going to speak to it. Um and then I'll hit this management report which is here. Um, so the year year-to- date comparison I sent out just kind of looked at Q1 for 2025 and Q um this is not what's on the screen and Q126.

00:37:52

Stirling's Driver: And a couple things I was going to highlight and they're actually in this management report too I guess but rather than hunt and peek um race sponsorships big difference between this year and last year and the one thing I'll say about quarter over quarterarter right is just because it's not showing up by the end of March this year doesn't mean that the timing is right right this the race timing is different everything's

different so in that quarterly report it's just sort of a little bit of a guide and I tried to flag a couple things that were interesting one of them is we've already received about \$3,000 in race sponsorship ship money for the historics. \$2,500 of that money um came from the old Canery. We have \$500 from Central Welding. We have um Evergreen Chevrolet for signing up for about a grand. That's not in our books yet because they haven't responded, but that's all coming. So, I think that's really good news going forward. Um this is a maybe another Tom question. I noticed last year that we received an advertising bill for the Pacific Raceway program advertising.

00:38:51

Stirling's Driver: I have not seen that yet this year. Um it was 600 bucks last year. I haven't seen it. Did anybody was anybody going to VMC this year for

Craig Larsen: Um,

Stirling's Driver: us?

Craig Larsen: Lauren was on the call. It was a It was a virtual meeting.

Stirling's Driver: Oh, so no travel expenses and stuff like that.

Craig Larsen: No, no travel.

Stirling's Driver: That's the difference. Okay. Um the other call out and this is I do understand this a little bit. Web and data services are quite a bit higher than they were last year. Some of that will be timing, but we've also made a material change in how we're thinking about this. So, we're kind of owning a little bit more of our tools. We're kind of getting a little bit better um around storage and things. So, that's a an area that will probably be a higher cost for us this year, but then again um you know, we'll pay dividends based on the investment that we're making.

00:39:39

Stirling's Driver: Um but just something for us to continue to kind of watch a little bit. And then I noticed member dues and fees at least through March um were up, you know, a good five percent over last year. We'll see how that all shakes out, but we've got about 32 grand in revenue versus 28 last year um through the end of March for member dues.

Craig Larsen: Great.

Stirling's Driver: And I know we had a couple of lifetimes or I think Lauren, you're a

lifetime guy now or something. So that probably helps as well. So um yeah, just uh that was kind of our comparison. This report here is just an interesting thing I haven't provided before. Um the one thing I won't go through well actually I will hit a couple of highlights.

Craig Larsen: Rich,

Stirling's Driver: Um so racing Oh no.

Craig Larsen: I'm not seeing anything on my screen but a black box. Is anybody else?

Stirling's Driver: Well then that means I should differently hold on let me let me

Craig Larsen: Is that just me?

00:40:29

Stirling's Driver: let me try this again. There we go. I think I shared a window that was probably a black box versus this deal. And I wish this was a little bigger. You guys, can you see that? Okay. Or no.

Craig Larsen: No, that's okay.

Stirling's Driver: Is that blurry?

Craig Larsen: I can see it.

Stirling's Driver: Actually, let me enlarge it. Okay.

Craig Larsen: There we go.

Stirling's Driver: Um, this is just sort of an interesting stack of, you know, kind of a management report. It's different. It kind of has all the categories. All the numbers are in here, but I wanted to hit a couple things I think are interesting. Um, Peter Brock is doing, as you know, a lot of people know, Peter Brock's doing a pasta dinner, and we've already received about \$1600 um for tickets for that dinner and talk um for for the historic. Um I already mentioned the race sponsorship that is there as well. Um but this is just sort of kind of runs it through and shows how things are bottoming out.

00:41:27

Stirling's Driver: you know, where where the revenues are, kind of where our costs are so far. Um cost of goods, kind of our gross profit. We're we're doing a fair amount of um some prepaids. We did um this \$3,000 was, you know, some cleanup out in Spokane. Um we're spending some money there. Um prepaids for the track in Spokane. The \$5,000 is the prepaid for the track in Spokane. You know, stuff like that. Um we're just

spending a little bit of money. Um, uh, marketing and advertising. We're getting ahead of some things there, which I think is is is great. Um, I mentioned the web services. Um, yeah. And then I think I think that's pretty much it, Craig. I just kind of wanted to highlight this this here particular report. At the bottom of it, it shows our bank account, kind of where things are at um, for that um, as well. in our prepaids, the things that we're actually, you know, we um that we put ahead that are kind of booked out later this year, deposits on the different races and whatnot.

00:42:22

Stirling's Driver: Anyway, as always, if there are any questions, um uh there's a couple of new newer or newish looking reports in the the stuff this morning or this evening. That's it.

Craig Larsen: Thank you, Rich. Super helpful. And you sent these out as an attachment to board members earlier, right?

Stirling's Driver: I sent it actually to the whole group. So I sent it to the imitate to the invited group.

Craig Larsen: Perfect. So people, if they didn't get enough,

Stirling's Driver: Um it's

Craig Larsen: they can dig in and check with you. Yep.

Stirling's Driver: all right there.

Craig Larsen: It's all right there. There you go, Sherry. Go ahead.

Sherri Masterson: Um Rich,

Stirling's Driver: Yep.

Sherri Masterson: you had asked earlier about the um square money that's coming in and there's probably about \$62 and change that's been deposited or will be deposited.

Stirling's Driver: Yep.

Sherri Masterson: And that is all car corral except for uh three senior um uh admission uh spectator tickets. So, I do have a a list that I'm keeping, a form that I'm keeping because I get a report every day.

00:43:28

Sherri Masterson: They send a report out just after midnight um of what has been done for that day. And then it's usually two or three days depending if it's a weekend or not

before we get the money. So, I've got a count of all that.

Stirling's Driver: No, that's brilliant, Sherry. And we can take this offline unless it's helpful to the group a little bit, but I thought we were going to be you I believe we're going to be using Square for other things this year as well. And that was my fear is that some like selling tickets and car corral stuff, whatever. Um, and I just wasn't sure you'd have the visibility that we needed for that.

Sherri Masterson: Yeah, I do.

Stirling's Driver: Um, I just wanted to make sure I tracked it.

Sherri Masterson: Yeah.

Stirling's Driver: Okay. Okay.

Sherri Masterson: And because we're looking at doing it for Spokane spectators as well and car and the car and the car

Stirling's Driver: So, okay.

Sherri Masterson: parade air show car.

Stirling's Driver: Yeah. And all of that was in within the last week,

00:44:13

Sherri Masterson: Yeah. So,

Stirling's Driver: which is technically in April anyway,

Sherri Masterson: it'll be the same thing.

Stirling's Driver: so no big deal.

Sherri Masterson: It'll be it'll be tagged um in within square. So, when I get the reports, it's broken down.

Stirling's Driver: Okay.

Sherri Masterson: And we've sold 34 of the Brock uh Peter Brock dinner

Stirling's Driver: I

Sherri Masterson: tickets.

Craig Larsen: All right. And no,

Stirling's Driver: guess have some room have some room for that. Sorry,

Craig Larsen: that's uh yeah,

Stirling's Driver: Craig.

Craig Larsen: um it's going to sell out, I'm sure. Sherry, I thought we just roll right into admin and membership report. if uh anything in addition to previous comments that you'd like to share with

Sherri Masterson: Um we have 243 members,

Craig Larsen: folks.

Sherri Masterson: 152 racers um that are not lifetime. Um 50 non-racers, 41 life members.

Craig Larsen: I'm

Sherri Masterson: Um and that has six of uh racers that are licensed in that. um our new we did have a new um lifetime members besides Lauren.

00:45:16

Sherri Masterson: Greg Burch is now a lifetime member. Um we have 17 Yodas. Um and we have at least two if not three still in the process

Craig Larsen: Wow.

Sherri Masterson: of getting their driving school done or getting their car or you know whatever the the excuse or the time constraint is is providing. Um, several had ti signed up for or who wanted to sign up for the ca the cascade school down in Portland and it was sold out. And so some of them have gotten in with the DC one which is after our race. Um, and then we've got some still that are this weekend, next weekend with um, Don Kitch and Performance. So, we're getting the new drivers. Um, and we'll see what we come up with from there. Um, I have taken care of, uh, tech, got helmet stickers and annual stickers done. Um, I do still need the the, uh, Central Welding logo. Um,

Craig Larsen: Uh, we got that. Lauren, do you have that?

Loren: Uh, I think so.

00:46:36

Loren: I'm gonna I'll go look for it right now, Sherry, and if I've got it, I'll send it over to you.

Sherri Masterson: Okay.

Loren: Sorry about that. I dropped the ball.

Sherri Masterson: So, I have a question with our sponsors. Um, do we have sponsors that are for the entire season versus just like historic? Um, it makes a difference with what we put on timing results and the schedule.

Craig Larsen: Yeah. And um let me let me go back through the record. Sherry, I think um our our our seasonl long ones are lame and multicare. Everybody else is the historic. Let me make sure we didn't promise somebody something. So, um Yeah.

Sherri Masterson: get get back to me on that.

Craig Larsen: Yeah, I'll do it.

Sherri Masterson: Um, and then the other one other thing that I've got, um, I've got all the our wristbands and our lunch tickets and all that stuff are all ready to go, but last year we put paperwork in the entry in the in the folders for the drivers um, for handouts.

00:47:46

Sherri Masterson: Um, it covered the flags, the member conduct, and infractions. What do we want to put out this year?

Craig Larsen: Maybe not related to this, but Brad, you have your hand up.

Brad Shinn: Um, it's not related to this,

Craig Larsen: Okay.

Brad Shinn: but but but I would say you want to put the the video file accessibility on there and probably the expectation that you could be asked to be on the uh review panel. Oh.

Craig Larsen: Sherry, what's your um what's your schedule for uh producing that? What's your schedule for producing the schedule? Sherry, when do you need to wrap up the schedule? When do you need that? When I'm sorry, let me back up. When do you need language for that item for the packet?

Sherri Masterson: Thursday,

Craig Larsen: You're Yeah.

Sherri Masterson: the week before I'm looking. Um,

Craig Larsen: Okay.

Sherri Masterson: probably by the morning of the

Craig Larsen: So, the 22nd.

Sherri Masterson: 23rd

Craig Larsen: Okay. I'll um the same uh Brad, you I'll uh I'll draft some stuff up and shoot it to you to take a look at.

00:49:16

Craig Larsen: And yes, that should be in those two items should be in the driver

Sherri Masterson: So,

Craig Larsen: packet.

Sherri Masterson: um, we put out two pages, um, two pieces of paper. They were both

double-sided. Um, the member code of conduct was on one one page. And I think the infractions took two. I don't remember.

Craig Larsen: I think we could probably pull the infraction sheet and substitute the new one, but let me think about

Sherri Masterson: Okay.

Craig Larsen: it.

Sherri Masterson: Any other comments?

Craig Larsen: Everything went silent there. Uh Brad, go ahead. Your hands up. You're muted.

Brad Shinn: I have a question about novice day. Do you want to talk about this here, Craig, or someplace else? You know which Yeah.

Craig Larsen: Namaste.

Brad Shinn: Remember remember the question that I had?

Sherri Masterson: might as well go.

Brad Shinn: I don't know if you want to talk about here or a different place.

Craig Larsen: I forget the question, Brad. I'm sorry. Go ahead.

Brad Shinn: Okay.

00:50:24

Brad Shinn: So, this this came up in a question after our meeting on the 4th. Um I uh Nolan who is going to the school the um IRDC school um was asking whether he could still participate in novice day

Craig Larsen: I

Brad Shinn: because yeah so you as as a novice there's some some real

Craig Larsen: remember.

Brad Shinn: value in getting senior driver views and feedback and so he was wondering ing, you know, am I going to miss out on that? And so we asked Newbie and we asked Craig and we said we were going to bring it back here um because we didn't know the answers to whether or not um there were there were liability issues or whatever. there there being what two or possibly three IRDC drivers who are coming coming in as noviceses that means there's two drivers who are not getting the benefit of this three drivers so that that's the that's the context Next.

Craig Larsen: What was um to me this was an issue for Mr. Newbie to um give us some advice about and

Sherri Masterson: Stephen,

00:51:45

Craig Larsen: um Huh.

Sherri Masterson: Stephen talked about it.

Craig Larsen: Go ahead Sherry.

Brad Shinn: Well,

Sherri Masterson: Ste and I talked about it. Um, and it's going to be an individual type thing with the kind of experience that the driver has. The first thing is we have to have the medical, no medical, no track. Um,

Craig Larsen: Right.

Sherri Masterson: we're not giving them the actual license. um until they compete things up provisional until we've seen them um because we don't want them taking that license and going somewhere else and saying I have a provisional license with sovereign let me race and of course then you know whatever happens um with Nolan um he's flagged before so he's not unfamiliar with flags and that's a lot of what you learn um on the ground school part of it is is the rules of the road and you know he's got dad you know that can help him out maybe there too but it's it was it was decided that um there's another driver also I think that Steve was looking at but it'll depend on what the their um experience is um you know Nolan's not coming in it from nowhere Nolan knows about racing you know he's because he's flagged and and been around um other Then I've got a new driver who um he you know definitely said, "Look, I'm brand new." And then come to find out he's been carting for years.

00:53:17

Sherri Masterson: Um so it it Steve has the final say on on what happens with these drivers. Um from talking to them, from looking at their experience, um they won't get a license until they've completed it. um the driver's school, so they don't go anywhere else. But um we will know that they've paid their membership, they've paid their license, they've got their medical in, they just don't have the driver's certificate yet. Um you know, in the past, we've taken drivers that um haven't done actual racing wheelto-heel, but they've done time trial stuff. Um and we've taken those in as being ground school and you know having the time experience on track that we've done them as a pro a provisional without an issue.

Brad Shinn: So you're Sher, you're answering some of the questions that we couldn't answer it. It it that there's not in in the conversation we had there. It's not a question of get, you know, getting a license. It was having the benefit of having some people who were not yet going through the school but but who could benefit from going through the novice day of the things that you that you get in that.

00:54:36

Brad Shinn: So nobody nobody should be understanding is that this is a circumvention of getting their license and having to go through the school first. But but you seem to be answering the questions that Craig and and Stephen were kind of shrugging their shoulders. We need to we need to check in and just make sure before anybody says yeah to

Craig Larsen: Yeah. Uh, John, I'll get to you in a minute.

Brad Shinn: that

Craig Larsen: I haven't forgotten you. Um, uh, yeah, my this I I follow Steve Newbie's lead on this. He's our novice chair. Um, and thank you for the background information, Sherry. Um, we have experience in this category. Yeah, I just, um, at the driver at the quarterly meeting, I wasn't comfortable just declaring what it is. So, uh, thank you, Brad, for reminding me. Um, John Allen, go

John Allen: I'm a hard no on this.

Craig Larsen: ahead.

John Allen: We have a rule that says you have to have schooling before you can take the novice license. It followed me all the way through this and it probably should have everybody else.

00:55:40

John Allen: And the fact that you flagged is not the same as being on the track. And if you haven't done the school, the school really does prep you for the novice day. It's not the other way around. So, uh, we also supposedly have different novice days further in the year now. It's not just one. So if you miss this one, you attend the next one. And I'm really pretty firm about that

Sherri Masterson: We don't have other novice days.

John Allen: one.

Sherri Masterson: This is the only actual novice day that we have. The rest of the time, uh, novices can come in and they work directly with Steve at the at the

John Allen: So, and get a no stay.

Sherri Masterson: event.

John Allen: There's other ways that you can as a novice join our

Craig Larsen: You hear both? Yes. Yeah. Yes, there is. Um, Lauren, go ahead.

Loren: I I guess I would start by saying I'm sort of in between. Um I think the training is well my the training I got was very important.

00:56:39

Loren: The training I got was a classroom day and two insanely busy on track days like five to six sessions per day. I was flat on my back wiped out at the end of those days. I I personally can't imagine going out on track in a race environment without having had that training. That's different for me than going out on Friday with another group of novices in a more controlled environment. Um, so and this this has nothing to do with it's Nolan or it's somebody else or I mean I want Nolan on track as much as anybody. Um, it it feels a little unfair to me to stick Nolan out with a 40 car grid um without having any supervised incar training.

Sherri Masterson: Sorry.

Loren: But I feel differently about sending Nolan out on a Friday with another novice group under a more controlled environment. Nolan or anybody else for that matter that Stephen has sort of evaluated. So that that's kind of my two cents about

Sherri Masterson: Let me clarify.

Loren: it.

Sherri Masterson: These drivers will not be allowed to race a Saturday and Sunday.

00:58:00

Loren: Okay.

Sherri Masterson: This is Friday only.

Loren: Yeah, that's I I I I

Sherri Masterson: No, it it's not right to do it

Loren: I

Sherri Masterson: otherwise.

Loren: what so what I guess what I would say is I trust Stephven's judgment about their ability to participate in the Friday novice experience more than I trust my own. So, if Stephen is okay with it and has the the staffing that he needs to supervise that and provide feedback and maintain control on the track, I I think that's a reasonable thing. But, yeah, the racing thing is a for me it's a little bit different. So, I hear what you're saying, John, and I'm sort of I guess I'm sort of in between on it.

Sherri Masterson: and and and Steve will not hesitate putting somebody, you know, in a chair um to watch and partake in the ground school stuff and not let him back on track if that if it needs to be. So, we talked about all of that.

Craig Larsen: Um, uh, Rich,

Stirling's Driver: Yeah,

Craig Larsen: go ahead.

Stirling's Driver: I was um wanting to make sure that weekend wasn't included and I didn't think it was.

00:59:04

Stirling's Driver: So, Friday, Friday only. And then um I do think that novice day is an opportunity. Um I I agree. I think we should let Stephen make the call. And um if they don't actually go out on the on the track with the senior drivers, but they do the early part of the day, trying to remember how that works. But um if they are there, even if they never step on the track and they're part of the mix quite honestly of what's all happening, I think it's all good. Um so I I think we let Stephen make the call and um and that's my opinion. And I agree with what John's saying, but I don't think this is the same.

Craig Larsen: John, here's what I propose to do. Um, I'd like to bring your concerns, which I agree with. You know, I mean, I I share your concern about it. Um, as much as I'd like to be open to the possibilities and be flexible,

John Allen: All it's going to take is one person to take somebody else out

00:59:56

Craig Larsen: um,

John Allen: and you've got a liability problem because they did not take the schooling that we required to in order to take this.

Craig Larsen: yeah. No, I I I'm I'm I'm a I'm agreeing with you.

John Allen: It's just bad all around.

Craig Larsen: Um, I will I will talk to Steve about this. He unfortunately they were on the way to the swap meet in Portland today and they couldn't be on the call. Um and uh I'll talk to Steve and John. I I'll talk to you offline about this. Um I there I have a bit of an information gap about who the various drivers are um who are affected by this. I mean I know names but I don't really know anything about them. So u I'd like to spend a little time with Steve to see what his comfort level is before we decide what to do. Uh uh Rich, go

Stirling's Driver: Uh John's highlighting something else actually alto together which is that we may not be covered for them if they're not in the

01:00:48

Craig Larsen: ahead.

Stirling's Driver: racing school is kind of what I read in what I read his comments to be. So it may be that black and white.

Craig Larsen: That's what I wanted. Well, I want to talk to Steve about that, but also um I want to look into this a little bit uh more. So, um Brad, thank you for bringing this up. Um I it had fallen off my radar. Um but this was the reason we brought it to the board. was a good board opinion. So, um, thanks. So, this is, uh, this is not a whitewash or a slight of hand. I I want to talk to Steve about it and John, I'll loop you in. Um, you express the strongest concerns. I'll be uh I'll be in touch with you. Um, and that'll be uh it'll be after this weekend because they're at the swap meet. So, um, it'll be beginning of next week. So, let me finish my note on that. So, let's um Sherry, did you have anything else?

01:01:46

Craig Larsen: No, I guess not. Uh,

Sherri Masterson: Oh, I don't I sorry my camera wasn't on.

Craig Larsen: okay. That's okay. That's okay. Uh, whenever you pause that long, I figure that that we're all done. Um, so I wanted to just go through some quick information items. Uh, Bill, uh, do you want to give us a a brief razatas about Festival of Speed?

Bill Simer: Yeah, the the the weather is going to be perfect. It's going to be 68 degrees sunny with light winds. We're going to have a uh we're going to have a celebrity driver dinner. Unfortunately, Mario and Dreddy cannot show up, but that's not going to stop us

from having the dinner anyway. I look at your numbers thinking, "Yeah, we need to do this." Um, no, I think the the inside the fence planning is going well and all of those things. Um, the downtown event is going well. Um, the downtown Spokane partnership is uh is becoming a real couple things I need your help with though.

01:02:44

Bill Simer: Um, and I know everyone's busy, but uh, we have to find a way to get our car corral and downtown um, car show on the sovereign website. Um, we have liaison with a number of car clubs and they're all saying, "How do we sign up?" So, uh, I had sent out an email on the 23rd and I hope I got everyone on here. I should have. It was to Lauren, to um, Steve Riffle who's a local guy, Steve P. and I copied Sherry and Craig. Sherry raised some questions that I think I answered. So, I think I've got all the information. I did follow up with a second email um identifying the number of spaces on 29th the month. So, I think we have all of that information. Craig, who do I need to talk to about getting us on the

Craig Larsen: Um,

Bill Simer: website?

Craig Larsen: our web master is that Steve

Loren: Bill,

Craig Larsen: Pool.

Loren: I'll I'll take the lead on that. Uh,

Bill Simer: Okay, Lauren, thank you.

01:03:37

Loren: so I I will I will be the liaison with you and Steve and we'll make that happen. I think we've got the framework thankfully in place already and it won't be complicated

Bill Simer: Perfect.

Loren: to um to add this.

Bill Simer: I looked at the framework at the website that you have for the historic.

Loren: Um okay,

Bill Simer: It looked great. So we have that same kind of multiple choice

Loren: fantastic. So yeah,

Bill Simer: thing.

Loren: I you know just I I'm we're I'm trying to help mitigate the piling on on Steve because the value he is bringing is like a five figure consulting fee to the organization that we don't want to have to pay somebody else.

Bill Simer: Yeah,

Loren: Um and yeah,

Bill Simer: I wouldn't rock that boat and that's why I

Loren: we don't want to burn that guy out. Um that's that would be expensive.

Bill Simer: preface my requests.

Loren: So Yep.

Bill Simer: I know everyone is busy. We're asking a lot.

Loren: Yep. But I think we've got I think it's not a huge ask actually at this point because we've got the framework.

01:04:22

Bill Simer: So,

Loren: So let's maybe you and I connect tomorrow and make sure I understand what's what you're needing and wanting and

Bill Simer: okay.

Loren: expecting and then I will sort of talk tech to Steve about it.

Bill Simer: Sounds good. Thank you.

Loren: Awesome. Thank you.

Bill Simer: And then um I need a COI. I um I think Tom has the information uh necessary for that, but if Sherry and Tom, if you're on um if you don't have the information, the COI, please let me know. And um and then I'm going to begin pushing on the city for the permit issuance. Last year, they held it up at the very last minute and it did complicate things for us. So, we're hoping to get that one along a little little sooner. And

Tom Masterson: I have put in the request for the COI bill and I don't

Bill Simer: that's

Tom Masterson: I I got a really strange response from him. So, I'm going to have to follow up because he was treating it like we were doing like a street race.

01:05:18

Tom Masterson: He was asking for barriers and spaces and so I'm going to have to get

back with Matt and do some pushing on that and get him straightened out on what we're actually after the COI for.

Bill Simer: So,

Craig Larsen: Yep.

Bill Simer: I can send you a copy of last year's if that would be helpful.

Tom Masterson: I have a copy of last year's and you had sent it to me earlier.

Bill Simer: Okay.

Tom Masterson: So I've got at least two copies of last year somewhere.

Bill Simer: Okay. Cool. Thank you. So,

Craig Larsen: All right.

Bill Simer: that that's really all I have.

John Allen: Bill,

Craig Larsen: Go ahead,

John Allen: I have a question if um I've been in contact with the the Kiwis who are real

Bill Simer: Yeah.

Craig Larsen: John.

John Allen: excited about that event. Uh and they asked me some questions. When I went on the website, it wasn't really clear. Are the race car owners um free for this event or is it charged? Because it basically rolls right into per car and limited space as opposed to racers.

01:06:12

Bill Simer: race race car owners are included in their race

John Allen: Good. Okay,

Bill Simer: entry.

John Allen: that's I assumed it was that they're going to be really happy about that, but um just want to make sure we may want to tweak the verbiage on the motorsports rig if that's maybe I read that wrong, but uh it's possible that we might have a little bit of work to do there.

Bill Simer: Okay, thank you.

Craig Larsen: Thank you, Bill. Um, and we have a meeting this Saturday.

Bill Simer: Yes, we do.

Craig Larsen: All right.

Bill Simer: You should have had a received a Zoom link just before our meeting this evening.

Craig Larsen: All right.

Bill Simer: So,

Craig Larsen: Perfect. Um, uh, Jamie, any historic news that, uh, you want to share?

SOVREN Historics: Well, the uh previous discussion is kind of overlapping on uh the big historic news. Uh we went live on Monday, March 31st with the sovereign uh ticket sales page. Um so many thanks to Steve P and also uh Bobby Calvin, Bill Edwards. Uh but but Bobby and uh and Steve hammered out uh a lot of uh changes, improvements to the description of our events, both the uh the car corral and um the event itself on the website and then Steve got our uh sales uh website live and uh it's ticking over.

01:07:38

SOVREN Historics: We are selling tickets. We're selling tickets to spectators. We're selling car corral tickets and we are selling tickets to the uh dinner with Peter Brock. Um so that's uh fantastic uh news. Um what else is going on? I'm still hammered on vendors. We don't have a lot yet, but hopefully they start to uh start to pay attention to the calendar. U yeah we're getting closer all the time. Um let's see.

Craig Larsen: Things are things are falling together really well.

SOVREN Historics: We've got a I believe so. Thanks for attending the last few meetings, Craig. I appreciate you being there.

Craig Larsen: Yeah.

SOVREN Historics: Um Lauren, any prompts for me? Um what am I missing? What what are what are our major accomplishments? reason you've been

Loren: You're you're asking me. Um uh well, I mean it's fun for me. We've got the tickets, right? Like the the physical spectator tickets are in hand.

SOVREN Historics: showing

Loren: They look great. I think I mean I'm not I'm not, you know, propping up my wife here,

01:08:40

Craig Larsen: Yeah,

Loren: but I I I just love that we've taken the tickets and made them into something that people are going to hang on to, stick on their walls. It's a collector item.

Craig Larsen: they're

Loren: We did We did the same thing with car corral tickets this year.

Craig Larsen: great.

Loren: Um I and I think that the whole thing for the most part has gone extremely smoothly. There have been, you know, a few conversations that I've had with Phil about car corral where we both sort of got to, you know what, that's a tiny tiny tiny little detail or a tiny tiny tiny few people that might abuse that little hole in the system and we're just not going to care about that, you know, if and and I think it is a good example of not expending 90% of the energy on 1% of the of the issue. Um, so it's it's rolling along um really well. The graphics are locked in. I don't know if Brin has final has added the the uh

SOVREN Historics: Yes.

Loren: additional sponsor logos that Craig um reeled in for us yet, but we're about ready to order posters.

01:09:58

Loren: Um,

Craig Larsen: Mhm.

Loren: we have oh sort of not historic but spring sprints graphics are out on social media. I'm sort of spreading those around. We have text stickers ordered for that. And Bren's got next week off. So I think we'll probably proceed to uh Spokane and historic text stickers and have that checked off the list. Charlie. Um, so yeah, I just for me I I sort of hit pause last weekend and thought this is going so much better than last year.

Craig Larsen: Right. Right.

Loren: We we have gotten so much smarter and so much wiser about how to do this. Not that we're going to have it perfect, not that there's not going to be improvement for next year, but it's we're not like dear in the headlights this year, which is really really wonderful. And thank thanks Jamie for being a a the leader in a continuing fashion, right? Like there's huge value there.

SOVREN Historics: Well, it helps that we've done it once before anyway. We're not in Doug Kirk's category,

Craig Larsen: Right.

SOVREN Historics: you know, 25 years or whatever it was that he he and Deb put this on.

01:11:04

Craig Larsen: Right.

SOVREN Historics: But, uh, yeah, we we kind of know the path through the woods now. And, um, yeah, we got just a few other items to, uh, produce. We're thinking dash plaques, programs, of course. Hello, Martin. And, uh, Brent's going to help with that as well. Um, um, let's see. We're going to do a t-shirt. We're going to figure out the production numbers, sizes, uh, sexes, etc. And we're going to have tote bags with the poster art available at the event, you know, for our better halves, our wiser halves. Um um yeah, no, I'm I'm pretty excited. Let's see. Paddic planning is coming along nicely. Um it's going to look a lot like last year. Um we've got a exhibition tent reserved now. It's going to be smaller than last year's and half the price. Um, let's see. Yeah. Yeah. I'll wrap it up there. We're we're we're meeting every two weeks and uh I'd like to think that we're on track and on

01:12:16

Craig Larsen: Yes, it sure feels that way.

SOVREN Historics: schedule.

Craig Larsen: Thank you. Thank you, Jamie. Um, and yeah, once the the path is broken, the second time around is is a lot easier. Um, we know what to watch for for sure. Um, uh, I was going to do a Tom between you and me. I was going to do a quick uh CRC update, but there's really not much to talk about. It's we're so far away. Although, um, I'm heading down to Portland on the 17th of this month to look at the layout of the track to try to figure out where these, uh, uh, fantastic Bugattis are going to land. Their space needs keep growing as they uh, keep getting people uh, signing up to show up, and our previous big idea of slipping them between uh, the ABFM and us is just going to be too disruptive to the paddic. And so we're um I'm thinking about trying to squeeze them in. Um this is going to sound worse than it is. Squeezing them in between the Santa cans and the grandstand.

01:13:18

Craig Larsen: Um you know, behind that row of trees that's uh uh where I used to grid. Um it's a beautiful stretch of grass if we can convince the Portland people to uh to let us

uh put cars on it. Um but they're uh people are signing up transporters and you know I think uh you know I I I think it's hard to predict right now but um as an aside the people who organize the Bugatti things every every place in the world it lands that person's rep for the next 10 years is based on how good their event comes off. And so the so if you're like the American Bugatti Club and you're the lead guy from the American Bugatti Club or the lead gal, if the event comes off great, your star is polished for a decade. And if it goes bad, you everybody looks down at you for a decade. So it's like this is not just like having people show up at the racetrack. It's like having people who show up at the racetrack who everything everything matters a lot.

01:14:18

Craig Larsen: What's on my dinner menu in September? I don't know. I don't know what's on your dinner menu, man. What do you feel like eating, you know? It's kind of crazy. John, go

John Allen: Uh this was a fairly hot topic when it was in Seattle,

Craig Larsen: ahead.

John Allen: but what uh is the latest on security for these multi-million dollar cars and

Craig Larsen: They're appropriate.

John Allen: especially given that it's down there in Portland?

Craig Larsen: You should ask. We told them to hire their own. We said, you know, we have security people, but it's not like stuff doesn't get stolen, you know, and I tried to explain to him the uh the world around the racetrack uh down there in Portland. So, uh said, you know, so uh um the local folks, Ed, uh Ed Godshock and Neil demonont, they're hiring some ex cops to be security for the Bugatti people. So, and it'll benefit us, too. But, uh yeah, so it it's all coming together. It's just sort of a, you know, there it it's like you have to step into the time travel machine and fast forward four months from now and get very detailed about everything and we're not ready to do that.

01:15:27

Craig Larsen: But it's all working out. Um, I think that's enough. Tom, anything you want to throw in the Bugatti pot, CRC pot?

Tom Masterson: Uh, no. I mean, there's, as you say, there's details we're going to have to work out like what time they're going to get the hell out of there Monday and how we're

going to handle that and all of that because the last time we had this on Labor Day, Sherry and I, the track didn't have any staff and they asked Sher and I to lock up the gates and ABFM said, "Oh, we'll come in and take down the tent." So, um, needless to say, we weren't happy. Um, so we're going to have to work out details like that. And part of that's working with the track, which I have lots of experience doing.

Craig Larsen: Yeah. Yeah. I'm I'm laughing,

Tom Masterson: So

Craig Larsen: Tom, because I'm thinking, yeah, I haven't touched on how fun the ABFM people are to work with.

Tom Masterson: uh, yeah, don't go

Craig Larsen: Oh, God.

01:16:23

Craig Larsen: It's hilarious.

Tom Masterson: there.

Craig Larsen: I I uh uh more stories to come. I'm not bad mouthing them. They're partners. Um, they're partners.

Mike Lawler: Yes.

Craig Larsen: Uh, so I have a slot for a race chair update beyond what we've already talked about. Anything you guys want to go for,

Mike Lawler: Yeah,

Craig Larsen: Mike?

Mike Lawler: real quickly. Uh, at this point we still do not have have a uh media chief and so I've asked Jacob to put a help wanted ad into the into the U B&B. Um, and I've been talking to Martin to see if we can set up a a link photo link for these guys

Tom Masterson: Perfect.

Mike Lawler: after spring sprinting and one place they can send all our photos to. Other than that,

Loren: Uh,

Mike Lawler: it's

Loren: that's already done. Let's not repeat that work. We already have a SmugMug account. I already spent hours getting it set up, Mike. So,

Mike Lawler: Oh,

Loren: it's done and DG knows about it.

Mike Lawler: cool.

01:17:14

Mike Lawler: Okay, great. And that's

Craig Larsen: Perfect.

Tom Masterson: I have the only thing I have is we're we um going to

Craig Larsen: Go

Mike Lawler: it.

Craig Larsen: ahead.

Tom Masterson: be short on workers in control. So, everyone please remember to be patient. Uh, I lost one of my one of my two workers and right now he's the only one that went to Spokane. So, right now I'm until they show up with somebody, I'm the only control communicator we have for Spokane. Um, which is not a good thing.

Craig Larsen: I'm sure Bill is making a note of

Tom Masterson: I already told Reinhold that uh, you know,

Craig Larsen: that.

Tom Masterson: I'm I'm spreading the word. I can't I It's It's hard enough to work two radios and I don't do logging because I haven't learned how to handle a microphone in a computer at the same

Craig Larsen: Yeah,

Tom Masterson: time.

Craig Larsen: I was gonna say you're Yeah, spreading yourself a little thin there, buddy.

Tom Masterson: Yeah.

Craig Larsen: Uh, Sherry, go ahead.

Sherri Masterson: and I am also looking for registrars for this year.

01:18:18

Sherri Masterson: So, if you have a um a spouse or uh an adult child that would like to come out to the track but don't want to sit there all day, um I'm going to looking for people to help with registration this year.

Craig Larsen: Let's spread the word. Um, maybe we'll slip that in the bulletin as well.

Tom Masterson: And and by the way,

Craig Larsen: Um,

Tom Masterson: for for control, if all you want to do is log, which means you just have to

write down the radio calls that come in, I'll take anybody that can write, legibly, preferably, but um you don't have to be on the radio.

Craig Larsen: We'll uh we'll throw the net out. Yeah. Go ahead, Lauren.

Loren: Uh Tom and Sherry, if you could would you please send me a a brief description of the those two jobs and a brief including what hours they are needed. Like for example, Sherry, I think I'll have I can cast the net out and have much better chance of catching a registration person for, you know, whatever 8 to 10:30 or 8 whatever the time is than like 8 to 5 3 days.

01:19:33

Loren: So, if you can just help me with what's needed, I'll put that in the bulletin. But I can also um uh pester the Yoda drivers a little bit, too, because I think they probably have folks that are young and energetic and enthusiastic and sharp of wit.

Craig Larsen: Excellent idea.

Sherri Masterson: Not a problem.

Tom Masterson: Yep, we can do that.

Craig Larsen: Okay. Excellent idea. Um, uh, I just got a note, uh, that, um, John Allen just mentioned to me, uh, offline that a co-orker has expressed interest in working corners. Uh, Mike Evans, who should they talk to about that?

Michael Evans: Uh uh Bentley and Chase are supposed to be our flag flag chiefs. Uh but if not, they can call me.

Craig Larsen: Is that good enough, John? All right,

Sherri Masterson: And and you can find their contact information in the member hand the the roster the member roster

Craig Larsen: perfect.

Michael Evans: Oh.

Sherri Masterson: and in the handbook.

Craig Larsen: Excellent.

Loren: They are super responsive to email too as well, John. So, shoot those two guys an email and you will get a reply back.

01:20:34

Craig Larsen: Yeah. Perfect. Perfect. Okay, excellent. Thank you, uh, race chairs. Uh, I

have a slot for competition chair update, but we don't have any competition chairs on the call. So, um, that's a short item. Uh, I don't have anything else for president's report um, beyond what I've already said. Um, anybody else have something they'd like to share before we ring off tonight? Actually, let me bring up one item. Um, I talked to Sherry about this and I talked to Jamie about this. Um, I don't think it's going to work, but I was trying to figure out whether we could have the summer quarterly meeting uh at the historic and um because it's everybody's there and um I've only had one uh uh member meeting at a race and it wasn't the historic and the historic schedule is so packed that um it's convenient for people who want to go to a meeting but it's inconvenient for everything else that we're doing in the schedule, including it overruns worker meetings.

01:21:43

Craig Larsen: It overruns, you know, things like that. Yeah, I know. Supply beer. Exactly. Yeah, exactly, John. Uh um so I I'm I'm just raising it. I I thought it would be a good idea, but do people have strong feelings about this or should we just last year what we did about two weeks later we had a uh summer quarterly meeting at the lame and it was our lowest turnout meeting. Uh we had 25 members probably show up u because most everybody had seen each other at the track already two weeks ahead. So, um, do people have strong feelings about it, Brad? Or any good

Brad Shinn: Um,

Craig Larsen: ideas?

Brad Shinn: every president struggles with having quarterly meetings. Um, and so I would suggest that we revisit the rules and see if they're required. Um, there's no point in having a meeting that no one's interested in. So, um, my view is if we can't I I held a meeting at, um, I think it was historic and it was historically lowly attended.

01:22:49

Brad Shinn: Um,

Craig Larsen: Mhm.

Brad Shinn: but I I don't know that we need a summer meeting honestly.

Craig Larsen: And that's when we had a big tent that time, right?

Brad Shinn: Uh, it was out on the grass. I I I don't remember all the details, but the

bottom line is is that I I remember thinking,

Craig Larsen: Okay.

Brad Shinn: do we really need all these meetings? Maybe we only need two member meetings a year. Um,

Craig Larsen: I tell you that was I'll get to you Jamie in just a second. That was kind of I I tell you in the back of my mind I had the same thought, Brad, because we're all there and we're all talking to each other and everybody's getting a bunch of information at the historic anyway. So the summer quarterly meeting, does it just jump on top of it? Um I I I don't know. Uh Jamie, go

SOVREN Historics: Yeah. Yeah.

Craig Larsen: ahead.

SOVREN Historics: As I as I uh told you before, my thought is that the historic schedule both Friday, Saturday evenings, uh we're racing too late in the evening and then we've got functions afterward.

01:23:43

SOVREN Historics: We've got the dinner with Peter Brock. Then we've got potlucks on Saturday. And uh damn, I just I I don't see how we're going to pull it off, you know, on that weekend.

Craig Larsen: Yeah. Yeah. Sherry, go

Sherri Masterson: I hate to burst burst the bubble,

Craig Larsen: ahead.

Sherri Masterson: but the bylaws say we have to have the quarterly meetings.

Craig Larsen: Yeah. You know, when I used to work in government, I was at a council meeting one time when they declared day was night. So, there's always a way. There's always a way if we decide what we want to do. Um it uh uh yeah.

Sherri Masterson: I think the only way we could do it is if it were in one of the um

Craig Larsen: So

Sherri Masterson: the aisles of a potluck like you know drip pen alley and the the Bridgets and the

Craig Larsen: yeah.

Sherri Masterson: minis on in that area or in with Big Boar or with the Formula Fords.

Craig Larsen: Yeah.

Sherri Masterson: Um, and people just kind of, you know, bring their bring their chair with them or bring a blanket to sit on the floor and, you know,

01:24:41

Tom Masterson: Could

Sherri Masterson: do whatever. But I think that was the only way you could do it on Saturday

Tom Masterson: we do it Thursday?

Craig Larsen: Oh, whoa. There's an interesting idea since Thursday's load in Tom. Um, thank you for that idea. Let me uh let me ponder that. Go ahead. Uh, Sterling's driver.

Stirling's Driver: Yeah, I mean I think if you follow John's too and supply beer and do it on Thursday, it's a great idea. I was trying to recall I think my first meeting with Brad's when under Brad's tenure, we did have one in the bleachers on one of those evenings and um it made it

Craig Larsen: Yeah. You know.

Stirling's Driver: real easy.

Craig Larsen: Yeah. I hate those bleacher meetings though because it's like everybody's sitting in the It's like,

Stirling's Driver: Um,

Craig Larsen: you know, it's like the uh Roman Forum,

Stirling's Driver: I didn't say it was good.

Craig Larsen: you know? It's like everybody's like looming over you demanding answers to questions. is like I used to spend a lot of time I used to spend a lot of time setting up rooms for success and

01:25:42

Brad Shinn: Honestly, it was

Craig Larsen: that would not be a room I'd set up for success. Um but uh yeah easy at least there's seats. Um, okay. So, that Okay, I got some good ideas already and I think Yeah.

Mike Lawler: Please.

Craig Larsen: Um, so merge it with a with a group that's already set up like uh the Spriet land or you know large boore or we do it Thursday provide beer something like that.

Okay, that's it. Anything else for the good of the order folk? I want to thank you all for showing up at the quarterly meeting and I want to thank you for the good feeling that

came out of that meeting. Uh the vibe was great. Um people spent a lot of time after the meeting standing around talking to each other. They spent a lot of time before the meeting. We took a break in the middle. A lot of people spent time chatting with each other. It was really uh was a great event to be at and I really uh I really enjoyed being part of it and I really enjoyed being part of Sovereign.

01:26:42

Craig Larsen: So, thank you all for showing up and making it a big deal. It was really cool. Thank you. Um, anything else for the good of the order? Motion to adjurnn. Oh, uh, Mike, go ahead. You got something?

Mike Lawler: Yeah. A motion to

Craig Larsen: Hey, there you go. Uh, Rich, did you have your hand up,

Corky Russell: I second

Craig Larsen: Rich?

Mike Lawler: adjurnn.

Craig Larsen: Nope.

Corky Russell: it.

Craig Larsen: Okay,

Corky Russell: Come on.

Craig Larsen: somebody's okay.

Corky Russell: It's been seconded. Let's

Craig Larsen: All in favor,

Corky Russell: go.

Craig Larsen: we're out.

Mike Lawler: See, see you Saturday,

Craig Larsen: Thanks everybody.

Mike Lawler: Mr. Cyber.

Craig Larsen: See you

Mike Lawler: See you Saturday.

Craig Larsen: soon.

Sherri Masterson: Oh, hey Craig. You know what we didn't talk about was the

Craig Larsen: Oh yeah, yeah, yeah, yeah.

Sherri Masterson: bioformm.

Craig Larsen: Sherry, right. How many people are we lost? threequarters or half our people. Um,

Corky Russell: No,

01:27:40

Craig Larsen: Sherry, let's you and I talk about that.

Corky Russell: really.

Craig Larsen: I'll call you.

Sherri Masterson: Okay.

Craig Larsen: Okay.

Sherri Masterson: Well, and I sent you a copy of it that you can send people

Craig Larsen: And it was it was great what you sent me. So, let me uh um Are you around tomorrow? Probably around 10 and one. I'll call you tomorrow. Okay. Thank you. Cool. All right. Bye everybody. We're really out now. See you.

SOVREN Historics: Phil and I are going to hang around and chat about nothing. Uh uh Shelby, if you want to shut if you want to shut it down. We'll just we'll just hang out here in the room.

Secretary SOVREN: Okay, sounds

SOVREN Historics: Yeah, it's a it's a routine.

Secretary SOVREN: good.

SOVREN Historics: We've got uh we do it after the historic meetings as well.

Secretary SOVREN: All righty.

SOVREN Historics: Yeah.

Secretary SOVREN: Well, I got to go close my goats in.

SOVREN Historics: Yeah.

Secretary SOVREN: So,

SOVREN Historics: Yeah. You don't want the wolves get them. All right.

Secretary SOVREN: okay.

SOVREN Historics: Byebye. Mr. Edwards, how are you? Oh, no. All right. All right. Well, we'll just call it then. Um, yeah. You got to figure out what that is.

Transcription ended after 01:30:30

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