



Notes

May 14, 2026

SOVREN Meeting Minutes

May 13, 2026

Meeting records  Transcript

Attendance:

Jeff Kerney
Chase Johnson
Corky Russel
Craig Larsen
Issy Lipetz
John Allen
John Martinsen
Linda Grass
Loren Campbell
Stephen Newby
Mary Z
Michael Nau
Jamie Buskirk
Tom Masterson
Rich Newman
Brian Volkert
Martin Rudrow
Bill Simer
Sherri Masterson
Mike Lawler
Brad Shinn
Shelby Clark

Summary

The committee reviewed operational successes and financial performance while addressing critical safety policies and future event logistics.

Performance and Safety Protocols

The organization achieved growth in the novice program and confirmed that drivers involved in rollovers require medical clearance before returning to competition. This policy prioritizes participant safety following recent incidents.

Financial Oversight and Assets

Spring Sprints revenue exceeded projections despite reconciliation issues with deferred deposits. The committee decided to purchase a 2600 dollar t-shirt press to generate new income streams.

Event Planning and Logistics

Members are coordinating sponsor hospitality and addressing high lodging costs by promoting trackside camping. Efforts continue to finalize SFOS and Historics event registration and volunteer recruitment.

Decisions

NEEDS FURTHER DISCUSSION

- **Bugatti event chicane usage** The proposal to remove the track chicane at the CRC for the Bugatti event was deferred for further consideration at the next meeting.

ALIGNED

- **Post-accident race suspension policy established** Drivers involved in major accidents, such as rollovers, are suspended from racing for the remainder of the weekend unless medically cleared.

- **T-shirt printing equipment purchase approved** The purchase of a \$2,800 press and t-shirt inventory for independent event merchandise production was approved.

Next steps

- ☐ [Craig Larsen] Discuss Pregrid: Bring up pregrid efficiency issues at the Spokane drivers meeting; emphasize timely gridding.
- ☐ [Michael Nau] Propose Protocol: Develop a formal concussion protocol proposal for board review following significant accidents or rollovers.
- ☐ [Tom Masterson] Train Corky: Train Corky Russell on handling insurance paperwork procedures at the track.
- ☐ [Loren] Follow up on Spitfire: Follow up with Charlie to check the status of the Spitfire car donation.
- ☐ [Jamie Buskirk] Plan Shirt Training: Organize a training party before the Historics event to press shirts and train volunteers on production.
- ☐ [The group] Define Repository: Determine a long-term repository location for documented Car Registration Forms (CRFs).
- ☐ [Jeff Kerney] Share Historical Data: Share historical data consistency findings and folder contents with Michael and John Ranken.
- ☐ [Jeff Kerney] Contact Canadian Racers: Call Canadian Formula V racers directly; encourage participation in the historic invitational.
- ☐ [Sherri Masterson] Assist CRF Gathering: Help gather missing Car Record Form paperwork once other members start collecting copies.
- ☐ [Sherri Masterson] Email Registration Data: Email Mark Hansen registration documents to Craig Larsen.
- ☐ [Craig Larsen] Seek Sponsor Hosts: Seek individuals from the group and elsewhere who can host visiting sponsors at the track.
- ☐ [Craig Larsen] Message City Mayors: Send messages and free tickets to the Mayors of Auburn and Kent encouraging attendance at the historic event.
- ☐ [Jeff Kerney, Craig Larsen] Prepare Formula V Points: Provide Loren with Formula V talking points including acquisition and running costs.

- ☐ [Craig Larsen] Follow Up FV Cars: Follow up with Jeff/Antonia regarding pursuit of Formula V cars available in California.
- ☐ [Craig Larsen] Create Announcer Script: Create a script ensuring frequent mention of sponsors names during the track event broadcast.

Details

- **Meeting Opening and Minutes:** Secretary SOVREN called the meeting to order, and members reviewed the previous month's minutes. After a brief discussion, the meeting minutes were approved with a motion from Jamie Buskirk and a second from Tom Masterson ([00:01:42](#)).
- **Spring Sprints Debrief - Successes:** Craig Larsen expressed excitement regarding the 11 novices who participated in the novice program, highlighting the inclusion of many younger drivers as a positive long-term goal for the organization. Stephen Newby agreed, noting the impressed quality of the younger group of drivers who performed like seniors ([00:03:02](#)).
- **Spring Sprints Debrief - Pre-grid Issues:** Craig Larsen noted that the pre-grid area was hectic during the first race due to late gridding, and announced plans to address this at the upcoming drivers meeting in Spokane ([00:03:02](#)). Craig Larsen also mentioned the intention to monitor drivers who consistently grid late ([00:04:20](#)).
- **Concussion Protocol Proposal:** Michael Nau introduced the need for a formal concussion protocol following a rollover incident in the Formula Atlantic class that resulted in a significant concussion ([00:04:20](#)). The committee is exploring a process to require medical clearance before allowing drivers to return to the track following significant car-to-car contact or rollovers ([00:05:26](#)).
- **Insurance Paperwork Training:** Tom Masterson emphasized the need for someone to be trained in handling race track insurance paperwork, a task previously managed by race chairs. Corky Russell volunteered to take on this responsibility ([00:06:50](#)).
- **Concussion Protocol Policy Debate:** Issy Lipetz and John Allen discussed the liability risks of allowing drivers to return to the track without medical clearance following a serious accident ([00:07:53](#)) ([00:10:21](#)). The group reached a consensus that for major incidents or rollovers, the default procedure will be that

the driver is done for the weekend until a doctor can provide a formal sign-off ([00:11:37](#)).

- **Banned Racer Policy:** Craig Larsen summarized the organization's policy regarding racers banned by other Vintage Motorsport Council organizations. The board decided to respect bans related to on-track incidents, while bans for non-track related issues will be taken under individual consideration based on the organization's own experience and knowledge of the racers ([00:13:46](#)). John Allen noted that the organization should improve communication with any individuals under review regarding these scrutiny processes ([00:15:13](#)).
- **Pre-grid Gate Access Issue:** John Allen reported that a closed gate at the pre-grid on Sunday morning caused a backup of racers and potential engine overheating ([00:16:28](#)). Tom Masterson explained that the gates were closed for safety reasons following Saturday night activities and noted that if gates are closed in the future, participants should contact the race chair who has access to an inner track key ([00:17:28](#)).
- **Yoda Report - Participation and Financials:** Loren reported that the 40-and-under driver program has grown significantly, with 23 members now in the organization compared to 14 at this time last year ([00:18:40](#)). For the Spring Sprints, 10 drivers entered the program, generating \$6,750 in revenue, which met the program's \$6,000 threshold to avoid re-evaluation ([00:20:00](#)).
- **Yoda Report - Safety and Outlook:** Loren noted there were zero car-to-car contact incidents among the Yoda group during the Spring Sprints and one minor off-track incident that was resolved through conversation. Loren highlighted that six additional drivers are currently preparing to enter the program, and Craig Larsen commended the program's design and execution ([00:21:15](#)).
- **SOVREN Rebranding Discussion:** Craig Larsen suggested that the organization should consider branding SOVREN as the "greatest bargain in racing" given the amount of track time provided for the cost, noting that the threshold for young drivers to enter is very low ([00:22:28](#)).
- **Arnold Bugeye Car Story:** Loren shared a success story regarding Jack Stark, who worked to repair a Marcos car after an engine failure and did not get it ready in time for Spring Sprints, but he successfully raced the restored Bugeye, leading to an emotional experience for the team ([00:23:39](#)).

- **Spitfire Car Inquiry:** Loren inquired about the status of a Spitfire car previously slated for donation, and Craig Larsen advised following up with Charlie, who had previously assessed the vehicle ([00:25:41](#)).
- **IRDC School Collaboration:** Jeff Kerney discussed using the IRDC competition school for training, noting that many students are SOVREN-bound ([00:26:43](#)). John Allen suggested that for future years, coordinating to have the IRDC school take place before the Spring Sprints would help increase car counts for the novice program ([00:27:59](#)).
- **Novice Orientation and Aesthetics:** Linda Grass emphasized that novice instructors should teach drivers about the importance of contrasting colors for car numbers for better visibility. Stephen Newby confirmed that a novice orientation is being planned for Spokane to support drivers who could not attend a school prior to the Spring Sprints ([00:29:17](#)).
- **T-shirt Press Purchase:** The Historic committee decided to purchase a press and supplies for approximately \$2,600 to produce their own gear, such as t-shirts and tote bags, at events ([00:30:47](#)). This initiative is expected to offer a higher profit margin, and the committee plans to organize a session to train volunteers on the process ([00:32:05](#)).
- **Finance Report:** Rich Newman provided an overview of the profit and loss reports, noting that Spring Sprints were financially successful ([00:36:26](#)). The organization is increasing its use of Square for payments, and Sherry Masterson is maintaining a spreadsheet to track these transactions ([00:37:23](#)).
- **Bookkeeping and Internal Controls:** Bill Simer reported reconciling the bank account and discovering \$1,977.70 in Square deposits from April that had not been recorded, which he labeled as deferred revenue until further reconciliation is possible ([00:39:12](#)). He also identified a double payment for insurance, illustrating the effectiveness of the current secondary review process ([00:40:09](#)).
- **Cost of Goods Inquiry:** Mike Lawler inquired about a \$3,000 "track cleanup and repair" expense, which Bill Simer and Craig Larsen clarified was a board-approved contribution to the Spokane track for fuel and improvements ([00:41:02](#)).
- **Spokane Festival of Speed Update:** Bill Simer reported that volunteer recruitment is going well, with 12 volunteers currently secured and efforts continuing to find 12 more ([00:41:50](#)). Parking plans for the city of Spokane have been submitted, and the event will feature gourmet pizza for the worker-driver dinner ([00:42:44](#)).

- **Spokane Festival of Speed Registration:** Bill Simer and the team are continuing to work on registration for the downtown car show and car corral, noting some initial pushback regarding the \$30 entry fee for high-end cars, but reporting that entries are gaining momentum ([00:43:40](#)).
- **Pacific Northwest Historics Update:** Jamie reported that the Historic committee is meeting bi-weekly and focusing on recruiting volunteers, including reaching out to JBLM and MultiCare ([00:45:35](#)). Loren distributed new rack cards to help with recruitment and promotion ([00:46:43](#)).
- **Marketing Materials Distribution:** Jamie noted that Martin has a large supply of event posters that need to be distributed geographically to maximize public awareness for upcoming events ([00:47:55](#)).
- **Columbia River Classic and Bugatti Event:** Craig Larsen reported that the organization is making progress on gate revenue negotiations for the event and noted that the Bugatti tent has been successfully relocated to a preferred lawn area at the track ([00:48:58](#)).
- **Chicane and Sound Rating:** Tom Masterson and Craig Larsen discussed the potential of running the event without the chicane for the Bugatti group. Additionally, the organization requested an increase in the track's sound rating to 112 from 110 to accommodate more large-bore racers, which the track is considering ([00:51:08](#)).
- **Membership Report:** Sherri Masterson reported a total of 262 members, including 167 racers ([00:52:12](#)). During the Spring Sprints, 83 drivers checked in, and the event generated \$59,596 in total revenue, which includes entry fees and spectator income ([00:53:17](#)).
- **Canadian Driver Participation:** Sherri Masterson noted that the Canadian driver discount policy was applied for the Spring Sprints, and they are continuing to track its impact on participation for the Spokane event ([00:54:59](#)).
- **Records Management:** Jeff Kerney reported that they have been organizing and digitizing car registration forms (CRFs), noting that the current process for storing these records is decentralized and requires a more permanent, central repository ([00:57:26](#)).
- **Formula V Invitational Outreach:** Jeff Kerney reported on outreach efforts to approximately 35 Formula V racers across the West Coast and Canada for the historic invitational, resulting in 6 confirmed local participants ([00:58:33](#)). Jeff Kerney noted that interest in vintage Formula V racing has significantly declined

in Southern California, leading to many cars being listed for sale, and they intend to contact Canadian racers directly to increase participation ([00:59:47](#)). Loren expressed interest in using Formula V cars to recruit new and younger drivers due to lower acquisition and operating costs compared to other car groups, and requested that Jeff Kerney and Craig Larsen provide talking points regarding these expenses to assist in recruitment conversations ([01:05:59](#)).

- **Management of Car Records:** John Allen proposed implementing a digital check during vehicle technical inspections to verify if a car record form exists on file, aiming to improve the accuracy of the club's car list. Jeff Kerney explained that current records are disorganized, consisting of both paper and electronic files, and that consolidating them into a single electronic repository is necessary before they can be utilized during tech sessions ([01:00:42](#)). Sherri Masterson clarified that records prior to 2014 were damaged and subsequently grandfathered, but offered to provide additional electronic records from MotorsportReg and suggested adding a notification to the tech sheet to flag missing files ([01:01:47](#)).
- **Sponsorship Engagement and Hospitality:** Craig Larsen reported ongoing efforts to coordinate sponsor activities, including the distribution of ticket packets and advertising coordination with Martin ([01:02:46](#)). Craig Larsen highlighted the need for members to volunteer to host sponsors, such as representatives from Central Welding, at the track to explain paddock operations and foster these new relationships ([01:03:57](#)). Stephen Newby confirmed that their team is currently managing the hospitality for Old Canary and Multicare, allowing other members to focus on different sponsor relationships ([01:07:01](#)).
- **City Lodging Tax Funding:** Craig Larsen discussed the potential for securing municipal grants through city lodging taxes, which are funds generated by hotel stays and redistributed to organizations that drive tourism ([01:07:01](#)). Craig Larsen noted that while the application process requires pitching the event to cities such as Auburn and Kent, establishing a consistent relationship with these municipalities could provide a regular revenue stream for future events ([01:08:12](#)).
- **Lodging Challenges and Camping Options:** Bill Simer and Sherri Masterson highlighted significant increases in local hotel pricing for the historic weekend, with costs at some venues reaching \$300 to \$400 per night due to the impact of the World Cup in the greater Seattle area ([01:08:12](#)). To address these costs, the group discussed camping options, noting that participants are permitted to camp in the paddock near their vehicles ([01:09:13](#)). Corky Russell cautioned that the

nearby train traffic causes significant noise disruption at night, and Lori Newby suggested that attendees utilize earplugs to manage the noise ([01:10:04](#)).

- **Meeting Adjournment:** Craig Larsen concluded the meeting, and a motion to adjourn was moved by Tom Masterson and seconded by Mike Lawler ([01:10:04](#)).

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Transcript

May 13, 2026

Meeting May 13, 2026 at 17:12 PDT - Transcript

00:00:00

Lori Newby: You don't need to. Okay.

Craig Larsen: It'll get lively here in a minute though. Everybody snap to attention. Who's yipping out

Secretary SOVREN: Can you guys hear that?

Craig Larsen: there?

Secretary SOVREN: Okay, let me see.

Craig Larsen: Linda was regaling us with her dog's new record in leaping into the lake before people got on the call tonight.

Linda Grass: No, not a lake into a 60ft

Craig Larsen: 60 foot pool.

Linda Grass: pool.

Craig Larsen: Yeah. Yeah. So, and and what what's her new number?

Linda Grass: 20 feet 2 in on a 16 I mean on a 13 and 3/4 inch tall dog.

Craig Larsen: There you go. 20 times his

Linda Grass: Yeah.

Lori Newby: Wow.

Craig Larsen: length. All

Linda Grass: something else.

Lori Newby: And and how far could he jump if you hadn't thrown him?

Craig Larsen: right.

Linda Grass: Actually, she did it on her own. She runs to do it.

Secretary SOVREN: I've got 6:00 p.m. here on my side of things. It is super windy at my house right now, too.

00:01:42

Secretary SOVREN: So, I'm hopeful that I won't lose power, but that that does happen

here on occasion. So, um yeah, we can call the meeting to order and just uh I guess uh the notes from meeting minutes from last month if there's any edits for those.

Craig Larsen: Doesn't look like it.

Secretary SOVREN: No.

SOVREN Historics: I will make a motion to approve.

Craig Larsen: Got a

Secretary SOVREN: Great.

Craig Larsen: second.

Tom Masterson: I'll second.

Craig Larsen: All in favor, of course. Thank you, Shelby.

Secretary SOVREN: Great. Thanks,

Craig Larsen: Um, we have a couple of agenda additions. Uh Lauren is going to give us a quick Yoda report update and we have a uh uh a note from the historic committee um about a purchase they're going to do for t-shirts, but we can get to that stuff later. Um I wanted to kick off uh tonight with a quick uh debrief on the sprints. Um I this a good chance for uh ideas and issues to get highlighted and uh made part of the record so we can tackle them uh if we need to before the next uh set of races coming up.

00:03:02

Craig Larsen: First race is always a chance to check out what you know and what you don't know. So uh anybody want to jump in and uh offer up some thoughts? Um, I I I will say initially I am just thrilled with having 11 noviceses go through the novice program. Um, and to see so many younger drivers uh out with us. It's uh it accomplishes the the most important goals for Sovereign for the long term and um I I'm just I'm thrilled by it. So that that's my first reaction. Somebody else jump in.

Lori Newby: Yeah, I know what that was going to be my reaction from it, too. Uh, what a great group, too. Holy mackerel. Um, they were all out there just, you know, like they were senior drivers. Really, really impressed with them.

Craig Larsen: Yeah. Yeah. Yeah. Really, really, really incredible. I I also say we had um uh it was brought to my attention by a couple different people. Um and uh always at the first race of the season, pregrid is a little hectic and it was a little more hectic this year um with a bunch of late gridding and uh people sort of rushing uh our hardworking workers out there on pregrid.

00:04:20

Craig Larsen: um they were really scrambling and so uh I'll uh I intend to bring it up at the driver's meeting um at uh in Spokane that uh you know give folks in pregrid a break and uh get out there in a timely manner and uh um try to make it a little less crazy and I'm also going to make a note about um you know we're keeping an eye on people who might have a tendency to be perennial lake gritters um who grid late so they can pass more people. So, uh, not really a problem now, but it's been a well, it's a bit of a problem now. It's been a bigger problem in the past with a couple of notable folks who made a career of that. So, uh, couple couple notes for the drivers meeting coming up. Um, other folks, I know you've got thoughts out there. Yeah, go ahead, Michael.

Michael Nau: Hey, so the competition committee uh we've talked about it and there was the incident with the rollover in the formula Atlantic uh and uh pretty significant concussion there.

00:05:26

Michael Nau: Uh I think one of the things that we're kicking around is seems like if there's uh an incident of that magnitude um where there's a potential concussion, we ought to have a concussion protocol that would say you roll over or significant cartocar contact. There needs to be something that would say you actually have to get cleared before you can come on the track. So, we're kicking around a few things as to how to do that to propose something to the board, but it is something that I think we've identified other sports, other areas have a concussion protocol. Some seems like something that we should be introducing. So, uh more to follow on that one.

Craig Larsen: Thanks, Mike and Brad circulated Brad Shin circulated some uh um ideas about that as well and I think probably from some of those conversations. Mike, right? Okay. Uh Linda, go ahead. Linder

Linda Grass: From my understanding,

Craig Larsen: grass.

Linda Grass: I think Mary Zitner has been trained uh on the that protocol.

Craig Larsen: Yes. Yes, that's my understanding as well.

00:06:50

Craig Larsen: And has a a strong nursing background.

Mary Z: Physician

Craig Larsen: Yeah. Uh Tom Masterson,

Mary Z: assistant.

Craig Larsen: nursing assistant. Yeah. Uh Tom Mastersonson, go

Tom Masterson: Yes. And and Brad and I had a long discussion on that because a we're we

Craig Larsen: ahead.

Tom Masterson: inform either the chief steward or driver services that this person needs to be kept an eye on. Um and also we need to have someone trained and it used to be a race chair. Ward always used to do it uh in handling the insurance paperwork at the track. The few times we've needed it. I've handled it, but it's after the fact and that really should all get handled at the track and with the person. So, um I'm going to need to train find somebody and train them a little bit. There's not much to it that um obviously I can't do it. So,

Craig Larsen: Yeah. Yeah. Excellent point, Tom. Um,

Corky Russell: That's me raising my hand to volunteer for

00:07:53

Craig Larsen: uh,

Corky Russell: Tom.

Craig Larsen: what, Corky?

Corky Russell: I said that's me raising my hand to

Craig Larsen: Thank you, Corky. Well, that's a that's a quick resolution.

Corky Russell: volunteer.

Craig Larsen: Yeah, that's um yeah, that's uh one of the recommendations definitely coming out of the sprints. Yeah. Um uh Izzy, welcome again uh from the Southland. Um you're up, buddy. Uh you're you're muted.

Issy Lipetz: There we go. Can you hear me?

Craig Larsen: Yep.

Issy Lipetz: Um, I wasn't actually aware there was a rollover, but I'm curious in what situation where someone would have been in a serious enough accident to cause a concussion, would they their car be able to go back out on track? Um, and then beyond that, if you've been in an accident that serious, shouldn't there be some sort of a cooling

off period for the weekend whereby if you've been in a major accident, you're you're done for the weekend? I know that in the past, having being go gone to vintage race events since I was very young and my grandfather and my father being in vintage race events, any serious incidents like that were were caused for a serious consideration of letting you back out on the track period with other cars.

00:09:18

Craig Larsen: Yeah, that's that's correct. And I think um my understanding and anybody who's close more closely involved jump in on this but my understanding is uh things were dealt with uh uh satisfactorily. However, it pointed out the need for uh a clearer protocol about this. Um you know the getting the cars checked out and things like that are pretty easy. It's the the personal you know how the p the health of the driver is a little bit more complex. Um, uh, Tom, do you Tom Aerson, do you still have your hand up,

Tom Masterson: No, it should have and shouldn't be,

Craig Larsen: sir?

Tom Masterson: but it may be. Um, it's it's in a different menu. You know how this is there. I'm

Issy Lipetz: Okay.

Craig Larsen: Okay.

Issy Lipetz: Well, thank

Craig Larsen: Okay.

Corky Russell: I got two hands

Tom Masterson: gone.

Craig Larsen: Uh, uh,

Issy Lipetz: you

Craig Larsen: Mary, go ahead.

Corky Russell: up.

Craig Larsen: Oh, you're uh, you're muted, Mary. There we

Mary Z: there. I just wanted to say that um I know when I had mine,

00:10:21

Craig Larsen: go.

Mary Z: nothing was done and I think that's one thing that made me decide that needed

some work.

Tom Masterson: Baby

Mary Z: Um so that's one of my areas willing to help out. Uh so who would be the contact person who's started this the the

Tom Masterson: wild.

Craig Larsen: I well um from my perspective and again others jump in.

Mary Z: workout?

Tom Masterson: So my

Craig Larsen: um my perspective, Brad is kind of chairing the thinking about this or the talking about it and

Tom Masterson: cat

Craig Larsen: um so uh I think that uh where at least the organization of our thinking is going to come from. Um but beyond that I I don't know. Uh John Allen,

Mary Z: Okay.

Craig Larsen: do you have a something to add sir?

John Allen: I was just going to remind the typical thing I would normally do, which is legality or liabilities. If we have somebody who's looking after somebody and we let them back on the track without a doctor looking at them, are we opening ourselves up for legal issues?

00:11:37

Issy Lipetz: to add

John Allen: Um, I think my my suggestion would be if you've had that serious of an accident,

Issy Lipetz: all

John Allen: just like everybody else has said, I think your weekend's done and you need to go have it looked at.

Issy Lipetz: I I agree with that and and I think that's this is what John said as well. In the same way that we can't clear someone to be on like you can definitely tell someone they can't go back on track, but to clear someone to go back on track and say, "Oh, you're you're safe to drive." In the same way that when you tech a car, you can't tell them that they're safe to drive because of the legal exposure. You should not be telling people that they are safe to drive after an accident like that. That is up to a doctor to decide.

Craig Larsen: So, it sounds like um we're we're in the conversation process about this, but it sounds like there's uh at least the beginning of a consensus that if you're upside down or in a major accident, um the default setting is you're done for the weekend.

00:12:39

Craig Larsen: uh and um at a minimum till there's a doctor who can sign off on your your ability. That's the starting point for the conversation. It sounds like that's where our thinking is now. Sound fair? Okay. Okay.

Issy Lipetz: Yes.

Craig Larsen: Um uh other thoughts about the weekend? Um again say I was overall I was very pleased. We had we had some accidents on Friday. We had some on the race weekend. Um those things happen. Um but overall I was uh very pleased. We have a we have a a report that Brad has sent out on a couple of issues that I want to pick up under discussion uh a little bit further on in the discussion item. Uh but uh um overall I was uh uh it was a it was a just a fine launch for me for the weekend for the season. Okay. Um, I'm going to skip to uh what uh Brad uh sent out. I I had Brad send this out to board members.

00:13:46

Craig Larsen: I'm not sure everybody got it, but in addition to um the concussion protocol in the in the runup to the event, we had this uh kind of most of you are aware of the uh um the running conversation about a couple of our racers who um had been uh banned by Vera for non on track uh issues for in other reported behavior issues. Um so we went through quite a conversation about this in various venues and the decision that uh we made was that um for the VMC, the Vintage Motorsport Council, if someone has gotten points and been banned from racing for an ontrack uh uh accident or incident, um we were going to agree with that ban. if it was for other reasons that were not related to an ontrack incident, we were going to take it under consideration and so we were going to consider uh uh another uh VMC organization's uh ban as uh a piece of information and we were going to make a decision based on our own knowledge of the racers or experience andor conversations with them.

00:15:13

Craig Larsen: And so the decision was made that these folks were welcome to race with

us um but that we were aware of the other issues and uh weren't going to be ignorant of them, but uh we hadn't had any uh of the issues that Vera had run into in our organization and so we were going to um welcome them to the racetrack. So that's kind of the policy that we ended up with on that one. Um other people that are on this call were involved in it. Does anybody want to add anything to that kind of summary? Uh, John, go

John Allen: Well, the one thing that I wanted to stress that came up on this uh early on **Craig Larsen:** ahead.

John Allen: is actually it came up late on there were no communications with the Kiwis officially from the board that we were even putting them under scrutiny like this. Um so I think that we owe it to anybody who's being reviewed that we communicate with them earlier on.

Craig Larsen: Yep, fair enough. Um, so, uh, Brad has Brad sent out a number of other, uh, kind of reviews and comments about the, uh, the race weekend.

00:16:28

Craig Larsen: I don't want to dive into all those with Brad not being here. Suffice it to say that our new procedures uh for um race day support are uh evolving and uh are going to need some more attention as we go forward. But uh um all in all, I think we're on a road to a much better system. So um if anybody else would like to add something to that, uh John,

John Allen: Um I believe it was Sunday.

Craig Larsen: I look to you.

John Allen: Yeah, I believe it was Sunday morning. Uh the gate to the pregrid was closed and we had a backup of a bunch of racers trying to get down there. I'm not sure whose responsibility that is to open it at the first of the day, but uh that's something that we probably want to if it's race chair or I don't know who it's supposed to be, but we need to make sure that they're not stacking up their overheating their engines while they're waiting to go down to pre-rid.

Craig Larsen: I confronted a closed gate and I was happy somebody ran up and opened it cuz I wasn't going to get out of my car.

00:17:28

Craig Larsen: So yeah, I don't know what that was about. So um anything else about the sprints that people want to share at this point? Yeah, Tom, go ahead. Tom Masterson. Uh, you're muted, Tom.

Tom Masterson: It's It's finding all the buttons in all the right places. Um, yeah, the gates were closed. They're not always closed, but remember we had Jason out playing Saturday night, so we had the gates closed for safety and the track just didn't get them all opened. Um, if worse comes to worse, someone make a quick tour of the track and one of our race chairs should they're I know Mike's there early enough. Corky probably is. Um, and check gates and if you can't get them open, come find me. I've got radio to the track. I've got and I've got an inner track key on me at all times. So, um, if we've got closed gates, let me know and we'll get it taken care of.

Craig Larsen: Thank you, Tom. Um, appreciate it.

00:18:40

Craig Larsen: Uh, Lauren, do you want to do a quick Yoda report now?

Loren: Sure. Get the uh screen share going here. All right. This is just a continuation of the sort of, you know, postevent summary that I've been doing for the last year. Um, we got Yoda and Craig's car. Um just a reminder for folks who maybe don't remember or haven't seen this before. Um this is our participation from the 40 and under driver group for the three years I did the eval um prior to starting this program. So we average 4.7 per event. Spring sprints was particularly anemic. We averaged three drivers in that group. Our total annual revenue from that group was 13,500 bucks and they accounted for 4.6% 6% of our entries um average per year. Uh at this time we have by my count anyway 23 in the organization. I did redact one um that we haven't seen whose membership has expired. Uh at this time last year we had 14 um and those 14 that was a doubling of the number from the beginning of the year.

00:20:00

Loren: So we tripled that number uh in just over a year. Uh we had 10 entered in spring sprints depending on how you count. Our esteemed secretary was a late scratch and we had one who was uh just entered in the Friday test and tune. Uh we had two noviceses.

Uh they represented if you count all 10 uh about 12% of our entries 10 of 83 that includes the uh test and tune uh novice day entries only. Uh last year it was seven of 72. I don't remember now if that 72 included test and tune. Um but the numbers up even from last year almost 50% which is I'm super stoked about that. Uh by my count uh the driver revenue from this program for spring sprints was uh \$6,750. Uh for those who don't know, we have a guardrail on this program that if the revenue from that group drops below 6,000,

Craig Larsen: Wow.

Loren: we re-evaluate it. So, uh we're there this year. Yay us. Uh zero car to car contact incidents that I'm aware of um amongst this driver group.

00:21:15

Loren: We had one uh on track incident where uh there was a loose wheel um and the driver was trying to get off the track and was out of the racing line when the wheel came off. um no damage and he continued to race. And we had one uh offtrack incident where there were some cross words uh between one of the drivers and a volunteer. And uh I was asked to talk to that driver and found that the person was uh extremely willing to hear what I had to say and recognized that um the way that it went was not ideal and I you know things happen and I was pretty pleased with the way that whole conversation went. Uh and we have six additional drivers for this program that are in some stage of prepping right now. um that I I every single one of those six I think we'll see this year. May one, maybe not. So, we're we're headed in a good direction here. I'm super stoked. I love talking to people about this program. Um just today I was at 425 Motorsports and talking to one of their young employees.

00:22:28

Loren: He's a 20-year-old and he knew nothing about it and he just lit up. Wait, I can go do that for that little amount of money? you know. So, this is my favorite thing that I'm doing with this organization right now is directing this program.

Craig Larsen: uh incredible incredible results and uh but also you know a a very well-designed idea Lauren and you and Brian uh deserve tons and tons of credit for the concept and the execu the execution of it and The numbers are unbelievable. I mean, unbelievable. It's I mean, a bunch of additional drivers in the wings in addition to who's

on the track right now. It's uh you know, thank you. Thank you from the organization. Thank you, Brian. Um it's a fantastic program. And you know, I think we need to think seriously. This was occurring to me as I was sending out messages to sponsors this week. We need to rebrand Sovereign a little bit as the greatest bargain in racing uh anywhere in the nation.

00:23:39

Craig Larsen: I don't know where you get more track time for the price we charge anywhere. It's unbelievable. Um and the threshold for young drivers is um almost non-existent now. If you can get a car, you can get in. It's incredible.

Loren: I I I forgot one thing which is that um you know

Craig Larsen: Incredible.

Loren: Jack Stark who won our inaugural vintage spirit award for that group. Um, you know, I he just continues to show up and the kid uh worked his butt off with

antonia kerney: Oh.

Loren: his grandfather to get his Marcos ready after the engine detonated last year. They got the engine, the new engine about 10 days before the event before spring sprints. They had a problem getting it running right. They got it solved. He went out for a quick test drive on like Wednesday and the clutch didn't work. and he had paid his entry fee and I got I heard from him. He said, "Uh, I'm not going to be able to drive, but I'm going to be there." The dude showed up on Friday at the track.

00:24:43

Loren: And just it was one of those situations where the words were out of my mouth and I was sort of looking at them like, where did that come from? I realized he was the perfect guy to get in that yellow Arnold car and be the first driver in it for 46 years. and the kid went out and drove the wheels off it and had a great time. And that's why that that's the primary reason I built that car. And Owen Duncan will be in it on Friday for his driver school at

Craig Larsen: Yeah.

Loren: IRDC.

Craig Larsen: Wow. Wow.

Loren: So, yay.

Craig Larsen: You're you're you're helping pave the way.

Loren: Just thrills me.

Craig Larsen: You're helping pave the way, Lauren, for people to get into vintage racing. And uh the organization owes you a huge debt of

Loren: Uh,

Craig Larsen: gratitude.

Loren: that's not that's not what I'm I'm I'm after.

Craig Larsen: I know, but but I'm saying

Loren: I I It's just Thank you. I just It It I mean,

Craig Larsen: it.

Loren: driving out to grid behind that car for qualifying, you know, and like lifting up my visor to wipe the tears.

00:25:41

Loren: I mean, it was just really, really, really neat. And um I Is that whatever happened with that Spitfire? Is that Spitfire still floating around somewhere that the person was going to donate to the club? This is a little off topic,

Craig Larsen: I'm I'm sure it's still out there.

Loren: but

Craig Larsen: Uh Charlie uh graded it as uh brittle

Loren: yeah.

Craig Larsen: and um uh but you could chat with him or someone could.

Loren: Okay.

Craig Larsen: Charlie gave it a fairly careful look. Um, uh,

Loren: Okay.

Craig Larsen: yeah. Yeah. But, but it's been racing with us.

Loren: Yeah.

Craig Larsen: It's racing with us in the past.

Loren: Okay.

Craig Larsen: So, yeah.

Loren: I'll follow up on

Craig Larsen: Uh, thank you. Uh, Jeff Kernney, go

antonia kerney: Um, yeah,

Loren: that.

antonia kerney: I was just going to add to what Lauren was saying is that Friday is the first

Craig Larsen: ahead.

antonia kerney: IRDC comp school and I'm coaching at it. And I sent uh Lauren and Steve Newbie and um Brad Shin a note because I realized that there were three vintage sprites in that group.

00:26:43

antonia kerney: And then I found out from Lauren that there's actually a fourth one that doesn't have his car ready. Who's who's uh was that Owen? No, that's Eden Dying.

Loren: Katie.

antonia kerney: Uh,

Loren: Yeah.

antonia kerney: and so I just wanted to let the sovereign group know that we're utilizing that IRDC comp school pretty heavily. Last year I think I had I knew of three students that came through there that were sovereignbound. So, uh, there's another comp school coming up June 26th. Um so I don't know if we need to do something some sort of a collaboration with IRDC or start looking at that because um you know almost half the students that they have going through their program are sovereign bound not IRDCbound which is good. It's a it's it's not much money. Uh you get all day driving you know it it's much more intense than our novice day. They're they're busy uh almost every hour of the of the day. Even during lunch hour when they're sitting there eating lunch, they have Andy Collins come over and talk to them about flags and equipment.

00:27:59

antonia kerney: So, it is literally a eight nine hour u job for them to be there and do it. And then of course coaching, it's always fun to get out there and try and wheel these guys in that are thinking they're going to be uh Indianapolis 500 drivers after the first year. But anyway, just a thought.

Craig Larsen: Thank you, Jeff. Uh Martin, go ahead. Uh you're you're muted, Martin. Martin, you're still muted. I'm gonna While you figure that out, Martin, I'm going to go on to John. Uh John Allen, go

John Allen: Just want to piggy back off of what Jeff was talking about with the um IRDC training.

Craig Larsen: ahead.

John Allen: If possible for future years, if we can work with them to have their school before the spring sprints, that would get us a lot more cars because as you know, a lot of people couldn't make our novice day because the training was after that. That would be a suggestion I'd have.

Craig Larsen: Uh, Linda, go

Linda Grass: One of the things I don't know whether it's covered or not,

00:29:17

Craig Larsen: ahead.

Linda Grass: but from a timing and scoring perspective, I'm hoping that the instructors are also instructing about how big your numbers need to be on your car and that they need to be contrasting colors and teach them what contrasting means because um there was a couple there was a couple of cars in the novice group that their numbers were really hard to

Craig Larsen: H aesthetics always come into it, don't they? Yeah. Uh Martin, I'm going to give you another shot, buddy. Are you're muted on on my screen. I don't know if you are on yours. Uh can you get on the phone like you did like you did uh yesterday? I'm gonna I'm going to move on, Martin, and we'll come back as uh when you get uh a way to talk to us. Um I I wanted to let the board know that uh Oh, go ahead,

Lori Newby: Yeah, thank you. Um,

Craig Larsen: Steve.

Lori Newby: I just wanted to kind of tail in, Johnny, on that. Uh, um, you know, the IRDC school, uh, we, and because we had a few drivers that weren't able to make a school prior to the spring sprints, we are doing a novice orientation at Spokane this year.

00:30:47

Lori Newby: So, we're um, we're working out the details right now. I don't know whether Doug Smith's on the call this evening or not, but um yeah, we're we're working out the details so that we can get out there and get some, you know, ready with with the program.

Craig Larsen: Yep. Excellent. Excellent. Martin, I sense a possibility, buddy. can't hear you. Well, well, I'm going to bring up the next issue and I'm still I'll still wait for you, Martin, to get uh get connected here. Um the the historic uh team um and Jamie, if you

want to jump in a minute, uh that's that's a chance. The historic team has decided to uh pick up a t-shirt press and uh uh well, it's not a t-shirt press, it's a press and uh t-shirts uh so we can produce our own uh gear at the historic and at other events. And it represents like a \$2600 expenditure. Um, it has the potential to pay for itself on the historic weekend with about a third of those 300 shirts we plan to get.

00:32:05

Craig Larsen: The my my bonehead version of it is the advantage is uh you print them as you need them. You print the sizes you need. If you have leftovers, you can print them with something else at another event. Um, and the profit margin is uh significantly higher than uh buying and pre-ordering printed shirts from somebody else. So, I'm sort of advising the board of that that um I think it's a completely reasonable expenditure and uh the historic is going to go ahead with it. Um uh Jamie, do you want to throw anything in on that or Lauren or anybody who's smarter about this than I

SOVREN Historics: Well, I'm going to uh bow to Lauren as being the smartest person on the subject here,

Craig Larsen: am?

SOVREN Historics: though he may have to give credit to Bren in turn. Um, Bren and Lauren have been producing uh some some gear for the last year or two and uh it's been going pretty well. So, we're going to kind of duplicate uh their efforts and we'll just be um silk screening uh uh the event poster onto either t-shirts or tote bags.

00:33:08

SOVREN Historics: Some people prefer to tote bags, I'm told. Uh so, that's the program. And yeah, we we might spend as much as \$2,800 to get started. And it's going to it's the the crux is going to be finding a a capable volunteer or two to kind of shepherd the process during the race weekend. Uh Lauren's suggestion was that we get together at some point before the historic and have a ginatonic and hot t-shirt uh uh party and uh press up, you know, a couple of hundred shirts or something and tote bags and um that would be a good time to train up a volunteer or two in how to properly align the material going into the press and to produce a a quality product without too many uh without any mistakes. So that's the uh summary. Yeah. Lauren, anything you want to add

Loren: Uh, no. I I I think we're talking about five or six hundred bucks of that is the press

and the rest are t-shirts.

SOVREN Historics: there?

Loren: And the I hate to use the word ironon because it's not, you know, the 80s style ironon that lasts for two washings.

00:34:15

Loren: These are really high quality transfers that last and last and last. Um, and we we sort of on a lark did this in the Sprite Midget Paddic last year with the Battle of the Brits stuff. And um to everyone's complete surprise, everything was gone by noon on Saturday. We had nothing left. So it worked really well. It it does require some human energy to, you know, take the sales and um either hand out shirts that are pre-made or make up shirts if we run out of the pre-made stuff. But um it's, you know, I think the net cost per shirt is like seven or eight bucks and we sell them for 25. So, it's a really good um margin item and everybody was just dying for swag last year. So, the the only thing that we would, you know, be buying that that might end up getting tossed are the decals themselves. And those are about four bucks a piece. So, we're just going to take our best guess at those and order them and keep track for next year.

Craig Larsen: Thanks. Yeah, great innovative idea.

00:35:23

Craig Larsen: And uh um yeah, uh everybody's envious. The Spriet folks had coolest t-shirts and uh you couldn't you couldn't get them for anybody else. So uh yeah, let's share the wealth. Um, that takes us to, unless somebody wants to throw something in, takes us to a finance report. And I see that, uh, Rich is on the call, uh, as is, uh, Bill. So, Rich, do you, uh, want to give us some highlights or whatever level of detail you want to share today?

Rich Newman: Hey guys and everybody. Um, I am driving on the freeway so I don't have the detail. I was sitting and waiting and I wasn't sure if you're going to try to get to me earlier. I'm kind of in the middle of moving uh my stepdaughter out of a dorm in San Diego right now.

Craig Larsen: Huh?

Rich Newman: Timing is everything. Um, Bill did some more work this afternoon. He might want to add some comments. Um, and I was trying to get the an updated set of

reports out to everyone after Bill kind of put his magic on him and wasn't able to get that done.

00:36:26

Rich Newman: Um,

Craig Larsen: Heat.

Rich Newman: however, um, there was an email sent out earlier today that showed our profit and loss by class, which is the one that actually shows the races compared, uh, or the races this year and kind of where we're sitting for revenue so far as well as expenses and all categorized like used to seeing. Um, spring sprints, I'm going to kind of refer to Sherry a little bit in terms of the success of spring sprints overall financially right now at this point. I still got cost coming in, but it looked it looked pretty good. Um, and I think from a topline perspective, it looked good. So, we'll wait for Sherry to make some comments on that. Um, the uh other things that went out is we had an overall sort of balance sheet look at the com at at us year-over-year and um that is really solid. Again, I won't provide a lot of detail, but you'll be able to see it there. It is interesting to see kind of where we're spending and where we're not spending, whether it's on any of these reports.

00:37:23

Rich Newman: um comparatively year-over-year. So, one nice thing about having all this detail in front of everybody's eyes is you're able to look at it and actually see um yeah, that's still coming or you know, give us a heads up, you know, this why didn't like for example, we didn't pay for track advertising this year. Um maybe that bill is still coming. Little things that come to me um wasn't a lot. I think it was 600 bucks, but things like that um are always helpful to kind of help us understand, you know, puts and takes for the year. Um there's also a profit and loss that's sort of aggregated together year-over-year. Um and again, it's amazing um how, you know, things are very consistent to last year across the board, at least at the highest levels. Um for numbers, there's a couple things we're working on from a bookkeeping perspective. We are doing a lot more with Square right now. Um with regard to people being able to pay for things online, Sherry has a spreadsheet.

00:38:16

Rich Newman: She's tracking all the different puts and takes that we're using Square for. It's a little bit of a mess for me to try to track that without her spreadsheet. So, there is some revenue that Bill was kind of helping load into QuickBooks to make it look uh right, especially we're getting stuff pretty much pretty close to every day right now in May. So, I'm sure that will only accelerate as we get through the season or in toward toward historics. Um, and then yeah, that's that's probably about it. Are there any questions? Any anybody saw anything? And then I definitely want to defer to Bill. He may have a little bit more robust comments that he wants to make. Um,

Mike Lawler: It's

Rich Newman: that's pretty much it for

Craig Larsen: Um,

Rich Newman: me.

Craig Larsen: Mike, I'm going to hold you for a minute. Bill, do you have something you want to

Mike Lawler: just

Bill Simer: Yeah.

Craig Larsen: add?

Bill Simer: Um, so what we discuss, so the last step I do, I go in and I I look at the overall reporting, look for things that may not be on the surface, may need some further attention.

00:39:12

Bill Simer: So drill down on those and move them to their proper categories or ask questions. Um, and then I reconciled the bank account. So, we know that what's showing in the bank account has actually gone through the bank. And in that process discovered about \$2,000 in revenue through these square deposits in the month of April that had not yet hit our books because we don't know what that is. So, asked Sher for a worksheet on it. Uh, we're going to need to do some work. She did send it. uh we're going to have to do some work on this to uh make it a little bit um easier to use to enter in that information into our uh our records. Um so what I did is I captured that \$1977.70 on the balance sheet as a deferred revenue until I knew where to put it. So you got about

another \$2,000 in revenue from what u uh from the statements that Rich had sent out. Um, also discovered though that we had a payment for insurance that appeared to be a double payment.

00:40:09

Bill Simer: Um, which is which easily happens. We just go solve that with the vendor. But that's the type of uh thing that you uncover when you do a secondary review. So, I think the process really works well with Rich doing, you know, all of the work and me just coming in afterwards looking at it saying, "Does it make sense? Does it reconcile to the bank?" It's a great level of internal control. So, um, the statements that Rich sent, I think, are usable for you to get a sense for how we're doing year-to-year. Recognize we have about \$2,000 more of revenue than what's showing on them.

Craig Larsen: always like more revenue.

Bill Simer: Absolutely.

Craig Larsen: Always good.

Bill Simer: Absolutely.

Craig Larsen: Yeah. Um I think uh overall folks in the organization have a lot more confidence in our finances now since uh you guys have been working on this for a few years now. So it uh it's nice to see the regular reporting. Uh Mike, did your hand came and went. Are you good?

00:41:02

Craig Larsen: Okay.

Mike Lawler: No, just quick quick quickly. Uh, under under the reports, I see something called cost of goods,

Craig Larsen: Okay.

Mike Lawler: and it's a says track cleanup and repair at \$3,000. What is that all about? Is that guardrail fixing or

Bill Simer: No,

Mike Lawler: what?

Bill Simer: that that was Spokane uh when we agreed to uh to help fund some of the track improvements there.

Mike Lawler: Okay.

Bill Simer: And so we gave the AGC \$3,000 to pay for fuel.

Craig Larsen: Yeah, that that was our board action back in early in the year,

Bill Simer: But excellent question,

Craig Larsen: January.

Bill Simer: Mike. Thank

Rich Newman: It it really is, Mike. That's exactly what I'm talking about where you see those differences year-over-year,

Craig Larsen: Yeah.

Rich Newman: right? And you're like,

Bill Simer: you.

Rich Newman: "What is that \$3,000?" And when I see it, I looked at it and go, "Oh, yeah." you know, it's uh it's us being a good participant in, you know, in Spokane and and helping them get that track um straightened out.

00:41:50

Mike Lawler: Well, it's it was it stood out like a sore thumb and I just go,

Rich Newman: But it's it's good stuff.

Mike Lawler: "Thank you, gentlemen.

Craig Larsen: Yep. Yep.

Bill Simer: Yeah.

Craig Larsen: Um, Bill, while we've got your uh speaker up and working, uh, do you want to give us a little uh SFOS uh

Bill Simer: Yeah, I think things am I am I? Yeah, there you go.

Craig Larsen: update?

Bill Simer: I am. You can hear me. Things are looking pretty good. We're chasing down a few of the last details. Um Michelle has just been, you know, beating the bushes to find volunteers. Um unfortunately, our relationship with Meals on Wheels is not going forward this year. It wasn't as beneficial to them as they had hoped. and and um but Michelle found a rolodex from the about five years ago when this was run if if they still have rolodexes. Um went through it, started calling people and darn it, if she's got like 12 volunteers and she is working to get 12 more.

00:42:44

Bill Simer: So, she is just really doing a great job. Um and then other than that, we're just dealing down on the details. Uh I went to uh our application to for a permit for the city of Spokane is still proceeding. I submitted a parking plan last Sunday which tells them what meters and for how long and when. Followed up with perfection traffic control they're going to be there. So I think the details are falling into place. The one myth if we have it is that um our featured cars for the event unfortunately the owner is going to be in Japan. So I asked him what I could drive you know I just just leave it in your garage. I'll come get it. Um so we're still working on that piece. It's a small piece of the whole thing. Um, but the best news is we have secured the emergency response pizza vehicle for uh for Saturday night for worker driver dinner. And I want you to know it's not just normal pizza.

00:43:40

Bill Simer: This is gourmet pizza. So if you're thinking, I don't want to have Domino's, it's not Domino's. So So give it a try. It's great pizza. You will like it. you'll want to make you'll want to talk Mark Star the proprietor to open opening a shop on the west side because it's that good. So that's what and the last piece I'll tell you um I want to thank Steve and Lauren for their help on putting the um the tickets for our downtown car show and the car corral um on uh so on our website so uh that people can use Square. No one is happy with everything and people are making a little bit of noise about bringing their \$200,000 Porsche and having to pay \$30 for that, right? But uh we continue to work on it. Yeah, Lauren, you got to shake your head, don't you? We've got about seven entries right now. Some of them coming from what we call the Manito Cars and Coffee Group is a group that brings some real eclectic cars the last Sunday of every month.

00:44:42

Bill Simer: We'll continue to work that again. We have one more Sunday to do that. Um, and the organizer has been really helpful. He was the first guy to register. But we've got a 73 uh 911 RS Tour RS Lightweight coming that was uh yeah, previously owned by Bumpos Bumpos and raced in the day.

Craig Larsen: Wow.

Bill Simer: And some other really cool cars showing up. The British car club finally figured out that they can't register using an iPad,

Craig Larsen: Heat.

Bill Simer: but Gary Snow was able to help them sign up using his his laptop. So, we're building some momentum on that. I think it's going to be fine.

Craig Larsen: It's going to be great. It's a It's a It's going to be a fantastic weekend. I can't wait. Thanks, Bill. Uh, go ahead,

SOVREN Historics: I've got one question for Mr. Simer. What's his backdrop

Craig Larsen: Jamie.

SOVREN Historics: tonight?

Bill Simer: Oh, my backdrop is I think somewhere in the Baja.

SOVREN Historics: Your airream down on down in Mexico.

00:45:35

Bill Simer: Yeah. Little air stream action going. Yeah.

SOVREN Historics: All right.

Craig Larsen: All right. Uh uh any other questions for Bill regarding the fabulous Spokane Festival of Speed? Thanks, Bill. Uh very much. Um and there's a meeting uh every week until we get

John Allen: I do want to say that the pizza is awesome.

Bill Simer: That's right.

Craig Larsen: there

John Allen: That is like the best pizza I think I've had at the track.

Bill Simer: Thanks, John. It is the best pizza you could ever have.

Craig Larsen: ever.

Bill Simer: Ever.

Craig Larsen: All right. Um, uh, Jamie, any, uh, highlights, uh, for the next event after Spokane, the fabulous Pacific Northwest

SOVREN Historics: Well, uh, we continue to meet bi-weekly.

Craig Larsen: Historics

SOVREN Historics: Um, things are going pretty well. Uh, as with Spokane, our biggest, uh, pulled up to date is, um, you know, getting a getting a critical mass of volunteers signed up. So, we've been, uh, trying to cast a wider net. um car clubs, sovereign membership, the sovereign mailing sh uh mailing list.

00:46:43

SOVREN Historics: Um uh and things like that. Um Jeff has made uh phone contact with a sergeant directing the boss program at JBLM and uh they were enthusiastic um about the program. Uh they're new in that position. Uh right now we don't have any commitment from them but uh uh we're hoping to hear something soon and of course we may get a few from MultiCare. They've got a a function coming up shortly I believe within a week uh big charity function where they're going to employ a lot of their volunteers and uh they're going to regroup and uh I guess look for a show of hands after that. See if they can round up some volunteers for us for the Fourth of July weekend. Um, other than that, nothing really new went on. Lauren, go

Loren: Uh, I just opened two boxes that were sitting here and we have the rack

SOVREN Historics: ahead.

Loren: cards. This one is for historic with the schedule on the back. This one is volunteers with uh you can go racing for less than you think and it's easy to get started.

00:47:55

Loren: So, these are here and I got to get them to people that if you want some, shoot me an email and I'll figure out how to get them to you. But we've got a big box in each one.

SOVREN Historics: I should add that uh Martin has a big pile of our event posters,

Craig Larsen: Great.

SOVREN Historics: a thousand or so posters in his garage and uh we're going to try to get those uh distributed in larger numbers geographically. see if we can get somebody in Seattle to take a bunch and maybe somebody in South Tacoma or something uh could grab 50 or or 100 and and start distributing them. So, the idea of course is to use them uh mostly to publicize the upcoming events. So, we need to get them out. They're going to get displayed in a business or anything like that. The sooner sooner they're into uh people's hands, uh the better the more effective they'll be, the better the spend will be. Um, the same goes uh for the rack carts that Lauren's talking about, particularly the uh the ones with our race schedule, you know, promoting our race schedule.

00:48:58

SOVREN Historics: And uh again, the volunteer uh recruitment record kind of we're all on the it it it's Yeah. Beating the beating the volunteer drum. Every place we can find to go beat that drum. Yeah. bound to help

Craig Larsen: Oh, there's a there's Martin with posters.

SOVREN Historics: us.

Craig Larsen: Yeah. Yeah. Very

SOVREN Historics: I I can't wait to see a poster in in the paper,

Craig Larsen: cool.

SOVREN Historics: so to speak. I think it's going to be a really nice piece to go on the garage wall here.

Craig Larsen: Yeah. Yeah. Cool. Thanks, Jamie.

SOVREN Historics: Yeah.

Craig Larsen: Um, uh, I'm going to quickly finish with the information items and then Sherry, I'm going to come back to you in just a minute. Um, so on the, uh, and Tom, if you've got something to throw in here, uh, hang in there, man. Uh, on the CR Columbia River Classic All British Field Meet Bugatti event, um, we're still doing a dance around Gate Revenue. Um, uh, Tom and I managed to miss the last meeting and I think strategically it was a great thing to do.

00:50:03

Craig Larsen: Um, and, uh, but, uh, they're, you know, they're they're hanging on with their fingernails, but, uh, we'll, uh, we'll continue to make progress with them. Um, we did relocate the Bugatti uh tent and all the classic Bugattis uh to uh the track agreed to let us use the lawn area between the trees and the grandstand that has sprinklers in it which we previously were banned from the last couple years. Uh, but it's a beautiful setting for tents and vintage Bugattis and they can pull right out on the access road and uh, you know, they've got shade and it's going to work out really nice. Uh Jamie and I, Chris went down and met with uh the track with Ron at the track and we walked the site and chatted him up and uh I think he uh he got the message right away and Ron's a great guy and he's you know he's he's a pro race guy obviously so he uh he helped us out real quickly. Um that's all I've got. Tom, do you have anything to throw in?

00:51:08

Tom Masterson: Um, have you heard from Bugatti if they want to run that track without the chicane or with the chicane?

Craig Larsen: Uh they the Bugatti people want to run it without the

Tom Masterson: Then I am going to say,

Craig Larsen: chicane.

Tom Masterson: and we discussed this in the tower that we run the whole event without the chicane. Um, I mean, let's face it, we ran it for years and years before that chicane was there without major incidences.

Craig Larsen: Well, well,

Tom Masterson: So,

Craig Larsen: let's I'm going to ask folks. We got thumbs up and thumbs down. I'm going to ask folks to think about that and we will deal with that at the uh we can bring it up at the next meeting. Um I personally am pro-chain for myself and I am anti-shane for Bugattis but uh that's just me. I'm just one vote. So, uh um uh oh, also we we pitched them to get uh at the track we asked to upgrade our dB rating, our sound rating to 112 uh the highest they have available uh from 110 which would allow us to pull in a lot more uh large boore racers.

00:52:12

Craig Larsen: Um so hopefully and they seem to be very supportive. Nobody had asked for it yet. We previously, when Tom and I were talking about it, we thought 110's great, you know, but then as we got thinking about it and talking about it more, there's a difference and Jamie in particular uh can attest to the difference um the size muffler you got to have on a large board car to get to 110. So, we asked for 112 and they said, "Sounds great to us. We'll just take it through the system and let you know." So, uh that's where we are. Um, Sherry, I with any questions about any of that? Great. Sherry, I'm going to go back to you if you're uh ready to do uh an admin and membership report.

Sherri Masterson: I am.

Craig Larsen: All right, go for it,

Sherri Masterson: So for our members,

Craig Larsen: madam.

Sherri Masterson: we have 262 currently. Um 167 of those are racers. Uh with 132 having a sovereign license and 35 racing on an alternate license.

00:53:17

Sherri Masterson: Um, we have 54 non-racers and we have 41 life and seven of those have sovereign licenses. So, um, not doing too bad there. Um, we've got 20 new members this year so far to date. We had 25 in 2025. Um, our largest since I started tracking was 41 in 2020 of all the years um that we got them in the COVID and it's slowly been declining since then. Um, for spring sprints, we had 89 drivers entered and 83 checked in. Um, 78 were the the weekend and test and tune or some combination thereof and five of them were Friday only. Um we had four cancels um that we kept the money um equated to 1925,925 with our new policy with insurance offered and and no refunds for electronic uh entries. Um we did have two cancels that that we refunded that were manual entries. um spectators uh we brought in 1,560,560 less about 38 fe in fees for uh square from that we paid uh a ticket taker that worked very well. She was there from 8 to 2 on Saturday and 8 to 1 on Sunday and we paid her \$25 an hour.

00:54:59

Sherri Masterson: Um so overall for spring sprints with the entries and the spectators we brought in uh \$59,500 uh596 and change. Um I don't of course I don't know you know we don't know yet what all the expenses will be on it and how we're going to come out but um it worked out and of course that extra 1900 helped um for Spokane. Oh and we had uh seven of the drivers for spring sprints were Canadian. Um, two of them ended up cancelling, but so we had five that were actually there at the event. Um, but we got a,000. You know, that cost us,85 for their, you know, I know that that's something that John Allen was concerned about was how much versus what we bring in. Um, you know, would we have brought those all of those Canadians in um if we hadn't discounted it? Um, you know, I don't know. Izzy's online. He's a Canadian, you know, he joined at the event. Um, and that 155 off made a big difference with how much he paid for a late fee.

00:56:18

Sherri Masterson: Um, for San for Spokane, uh, the fee for the Canadians is 135 off. Um, we currently have 14 entries. Okay, maybe 12 depending on what happens with the

Kiwis. Um, for the for Bill for the uh track for the people going downtown. Um, I have five that said yes, five that said no, and four I don't know because they entered before I put the question in. So, we're hitting about 50% right now. That's all I got.

Craig Larsen: That's a lot. Thanks, Sherry. Um, uh,

Sherri Masterson: Yep.

Craig Larsen: Mike, I think you might have been in another meeting uh earlier. We did a already did a debrief on the sprints, but I've we're now coming up to race chair uh update or report. Um um Mike, Tom, Corky, you guys got anything you want to add?

Mike Lawler: Yeah, I

Craig Larsen: Okay. Okay. Uh well, thank you for your brevity. Um uh competition chair update. Uh Jeff current Mike, you already made some comments as to Jeff.

00:57:26

Craig Larsen: Anything else for the good of the order you want to bring up?

antonia kerney: Uh I I just have uh one thing is I today I sat down and has had some downtime. So, I went back through all of our all the emails I've gotten over the last two years for car registration forms and trying to get those sort of documented and getting into PDF folders and stuff. And so, it looked like for 2025 we had 12. I had I don't know what John got or someone else but uh I got 12 CRFs and so I now have copies of all those and I'll we'll have to figure out where we're going to have a repository of of these for long term. What brought that up is this year I got eight new ones so far and one of them was Coley Typton who picked up one of Steve Newbie's midgets and we went looking for the CRF from for that car and we couldn't find anything. So that's what kind of said, huh, where are these things kept? And they're apparently just kept by the comp committees.

00:58:33

antonia kerney: I asked Jim Johnson and he says, "Yeah, I got a folder here someplace with them." So, uh, so it might behoove us just to get those all into one place, but, uh, but it it's sort of interesting. It was kind of consistent from year to year. And I'll share that with Michael and and John, uh, John Ranken and see if they had any that they wanted to add to that. Okay. Other than that, there's not much. Um, one thing I did want to bring out, I did send out an invite to the Formula V guys to try and get them interested in the

historic for an invitational. And, uh, you know, there's I send it out to about 35 Formula V racers. Some and some of them have multiple cars, but that's all over the West Coast in Canada. And so far, I've gotten our six local guys come back saying, "Yep, I'm going to be there." Uh and and what was interesting though uh this might be interesting to the group is that I talked with one guy from Southern California and I when I started and Craig I think when you started Formula Ves were a pretty hot uh group down in Southern California.

00:59:47

antonia kerney: Apparently now there are none. There are no Formula V's running in Southern California in the Vintage. The SECA it's still a hot bed. But for Vintage, they've all dried up and they're all trying to sell their cars. So there's a bunch of the Horn of the Bees for sale. If anyone wants to if Jamie wants to get rid of that big loud noisy thing and get something that's he can run the whole weekend on a one tank of gas.

Craig Larsen: Yeah,

antonia kerney: But uh still pushing to try and get some more cars which I'm hoping I have to call the Canadian guys

Craig Larsen: that's

antonia kerney: directly. Okay,

Craig Larsen: that's interesting.

antonia kerney: that's it for me.

Craig Larsen: That's very interesting, Jeff. Uh I I hadn't realized that. Um, I know John Rankin for one is uh building a Formula V. It might be a lot cheaper to buy one. Um, always cheaper to buy one. Uh, John Allen, go

John Allen: Uh, back to the CRFs. Um,

01:00:42

Craig Larsen: ahead.

John Allen: the is there any thought of having that available to the tech guys when they're teching cars to check to see if there's one on file and if not have it done like while over the weekend so that we get a better list of cars in our uh

antonia kerney: Well, ultimately, John, that would work, but right now it's It's a hodgepodge of uh people that have paper copies and electronic copies and uh so we'd

have to get them all into

John Allen: Right.

antonia kerney: one repository that's electronic. We don't want Charlie and his guys sorting through a big file cabinet full of paper.

John Allen: No, I I Yeah, I don't really want them to to load them up with more,

antonia kerney: So

John Allen: but it just be a flag that hey, you're not we don't show you as having a a record

antonia kerney: yeah. And then Sherry might pipe into this also because I guess there was a a bunch of a bunch of the very

John Allen: or

antonia kerney: old ones got damaged.

John Allen: Yeah.

antonia kerney: So people like well yeah people that have been running

01:01:47

John Allen: Or maybe we just start from scratch and just redo

antonia kerney: for I I forget Sherry was it 10 years or something ago something happened and so all those

John Allen: it.

antonia kerney: old ones were just kind of grandfathered those cars.

John Allen: Yeah. Okay. Well, just want to throw that

Craig Larsen: Thanks,

John Allen: out.

Craig Larsen: John. And uh Jeff Sherry, go

Sherri Masterson: Uh I I think that it does have merit,

Craig Larsen: ahead.

Sherri Masterson: John. Um but I have a lot of electronic ones that are on MSR um from back, you know, for several years back. So, if there's particular ones that you know are missing, um once you guys, you know, start gathering paperwork from other people, I might be able to help with that. Um it's also something we could add to the text sheet. Um if I had a list that, you know, if they say they they filled it out, then you know, there's something that way. So, when you see the text sheet, you know right away.

01:02:46

Sherri Masterson: Um something we can work on in the future. And I do have Mark Hansen sitting here in front of me. Um that got mixed in with stuff on registration that I didn't give you at spring sprints. So I will email that off to you. Oh, and the um the damage was uh prior to 2014. That's why it says if you filed something since 2014 because all the ones prior to that uh got wet.

Craig Larsen: All right. Thank you for the clarification. Um, uh, so that does it for our reports. Uh, we're to president's items. The only thing I will add to the agenda is uh some of you's mailboxes is filling are filling up with copies of stuff I'm sending out. I've been doing a bunch of uh followup with our sponsors. Um one getting them connected to Martin for uh ad space in the program, but also uh thanks to Lauren giving me a bunch of tickets. I've been uh sending messages out and sending packets of four tickets out to all our sponsors.

01:03:57

Craig Larsen: Oh, I'm sorry, Lauren. I didn't see you had your hand up. I'll get you just a second. Um, sending out tickets to our sponsors. Um, which brings me to the issue I wanted to bring up. I'm hoping all these sponsorship relationships are like at the earliest possible level of developing a relationship with Sovereign. They're all fairly brand new. Um they're all at a for the most part at a modest level. Um all have potential for growth. And so I have been asking uh our sponsors to if they're coming to the track at one of our races uh particularly the historic to let me know and I'm going to be seeking from people on this call and elsewhere um folks that can be a host. So, for example, if Mike Buell comes down from Central Welding or some of his staff come down, I want to be able to connect him with a a person or persons who can show them around the paddic, explain what we do, um have a smile on their face, uh treat them right.

01:04:57

Craig Larsen: And so, um I'll be uh I know that cuts out a lot of you, but uh but uh but there's also a lot of you who will be good.

Corky Russell: I'm one of their best customers.

Craig Larsen: Um and so uh yeah well exactly and uh these folks are uh another future

revenue stream um that uh I think sovereign can find a pretty easy way to count on for the years ahead. The last stop I'm making uh probably tomorrow is messages out to the mayors of Auburn and Kent who so far have are ghosting me despite our uh fantastic meetings with Lori and Steve and Chris and I with the mayors. Um I'm not getting much bounce back. So I'm going to be sending them messages and free tickets and uh encouraging them to uh try to fit it into their busy holiday weekend calendar on the 4th and come out and visit us. So, uh, bunch of patting people on the back and patting their heads going on this week. So, um, Lauren, go

Loren: Oh yeah. I just looping back to the Formula V discussion that that would be a great car to talk to people

01:05:59

Craig Larsen: ahead.

Loren: about getting into as a new driver, particularly these younger drivers. We do have some that are going into Formula 4, but I'm guessing that the V's are less expensive to acquire and less expensive to run. Um, so if one of you two could please just shoot me some talking points about them. What does it cost to get one that's decent? What's running cost? like I can have that conversation when I'm talking to folks and we should all have that information, right?

Craig Larsen: Great. Yeah. Uh Jeff and I can both send you stuff. And uh and Jeff, we should pursue this uh cars sitting around in California that are available. Um we should talk about that. Um I I'll uh I'll find a way to get in touch with you. Um, Steve, go ahead. Steve

Lori Newby: I was just going to, you know, follow up on your comments about hosting people at the track.

Craig Larsen: Newbie.

Lori Newby: Um, you know that we've got the old canary and multicare covered.

01:07:01

Lori Newby: So, um, you guys can focus your your efforts elsewhere if you need to.

Craig Larsen: Yep. Yep. And uh I need to do a script for our announcer um to uh so they hear their name a lot when they're done at the track. Um, so, uh, these people are all enthusiastic. Um, and, uh, um, so I'm I'm excited about the potential for the future. Um,

for those of you who don't know, the city the city hook, yeah, we want to get the mayors out and get them excited about racing, but the the trick with the cities is they have something called the lodging tax, which we all when we go stay in a city, we pay on our hotel bill another 30 or 40 bucks or something as a lodging tax. that all goes into a big pot and is redistributed to things and organizations and events that bring visitors to the community. And uh these are grants and the only uh requirement for the grant besides getting one is that you put the event on. So you don't have to do much more than uh uh make a great case, try to, you know, it's like it to be crude about it.

01:08:12

Craig Larsen: It's like hogs in a trough. you know, everybody wants this this revenue stream, but once you get your once you get your snout into the trough, um then it starts to be a little bit more automatic and you start getting on the list and they start sending you the application and you start getting queued up for, you know, some little check of money every year uh from the cities for just doing what we're already doing. So, um uh it's a great potential revenue stream, right, Bill?

Bill Simer: Yes, it is. Yes, it is.

Craig Larsen: Go ahead,

Bill Simer: So,

Craig Larsen: Bill.

Bill Simer: um I've heard some chatter about the impact of the World Cup event in the greater Seattle area and hotel room prices around July

Craig Larsen: Oh,

Bill Simer: 4th.

Craig Larsen: it's off the chart. The the Holiday in Express is 300 a night for the historic weekend.

Bill Simer: Yeah.

Sherri Masterson: I I suggest people bring start passing the word to to camp. Um bring their trailers,

Bill Simer: Yeah.

Sherri Masterson: bring their their tents and put them over on the you know behind the tower

01:09:13

Bill Simer: Sherry, would you call Renee and mention to her that we might be sleeping in the trailer this

Sherri Masterson: because

Bill Simer: year?

Craig Larsen: call her and sell.

Sherri Masterson: I know that Doug's the place that Doug Smith stayed at at Spring Sprints is like 400

Corky Russell: Nope.

Bill Simer: What?

Sherri Masterson: a night, you know. I mean,

Corky Russell: Wow.

Sherri Masterson: it's just they are they are just,

Bill Simer: Oh.

Sherri Masterson: you know, and we're surrounded by there's a game before us and a game after us.

Tom Masterson: And people can you can actually camp in the paddic as long as you're a participant.

Sherri Masterson: So,

Craig Larsen: Yep.

Tom Masterson: It's the volunteers and stuff that they have a little more trouble with over there. So you don't have to stay behind the tower. You can stay by your car.

Bill Simer: And thank you Brad for your offer of \$125 a night for a

Craig Larsen: Yeah. So, you know,

Bill Simer: hammock.

Craig Larsen: you're always thinking about others, Brad.

Bill Simer: Yeah,

Craig Larsen: That, you

01:10:04

Bill Simer: always. Are the showers still operable at the end of uh Yeah.

Craig Larsen: know,

Bill Simer: Okay. Over. Okay. Thanks,

Sherri Masterson: Yes.

Bill Simer: Steve.

Sherri Masterson: And I I heard that they're free now, too.

Craig Larsen: Yeah. Uh, Corky, go ahead.

Corky Russell: So I spent the um weekend by spring out at a camp out in a tent by Sherry and Sherry Schiller and I tell you that train comes by and I don't care how sound of a sleeper you are when it's when there's one train pulling One train in the middle pushing and another train at the end push pushing from linen. And that happens several times a night. So you might want to sleep in a

Lori Newby: Where are ear plugs?

Corky Russell: trailer.

Craig Larsen: All right, folks. Um,

Lori Newby: And Andy Collins has some assists for that.

Craig Larsen: yeah,

Lori Newby: They're called earplugs.

Craig Larsen: there you go.

Bill Simer: Ah,

Craig Larsen: Yeah. Yeah.

Bill Simer: yeah.

Craig Larsen: Sometimes it's the easy solution, right?

Bill Simer: Well, I will weigh the price of bringing my trailer and diesel truck over opposed to driving

Craig Larsen: Yeah.

Bill Simer: the Subaru Cross Tech and we'll figure it out.

Craig Larsen: Yeah.

Bill Simer: Yeah. Right.

Craig Larsen: Yeah. All right, folks. Uh that is it for tonight. Unless uh folks have anything they'd like to add. Thanks for getting me to my dinner uh on time. I appreciate it. All right, folks. Thank you. Uh, do I have a motion to adjurnn?

Tom Masterson: It's all

Craig Larsen: Second.

Mike Lawler: So second bye.

Tom Masterson: moved.

Craig Larsen: All in favor?

Sherri Masterson: So

Craig Larsen: All right.

Lori Newby: Bye.

Craig Larsen: Thanks everybody. Um, uh, see you at the track.

Bill Simer: Good to see everyone.

Craig Larsen: Okay. Bye.

Bill Simer: Hi

Sherri Masterson: or Saturday.

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