

Aug 13, 2026

SOVREN BOD Meeting

Aug 12, 2026

Meeting records  Transcript

Attendance:

Craig Larsen, Jamie Buskirk, Shelby Clark, Linda Grass, J Duncan, Rich Newman, Corky Russel, John Allen, Jeff Kerney, Sherri Masterson, Kevin Needham, Stephen Newby, Mike Lawler, Charly Mitchel, Michael Evans, Mary Z, Bentley Breithaupt, Brad Shinn, Jim Johnson, Tom Masterson, Michael Nau, Doug Smith, Ken Jones, Michael Edick, Scott Knell / Jacques Riehl

Summary

Board meeting approved race management protocols, authorized equipment acquisitions, and finalized disciplinary actions for safety compliance.

Race Management Standards Approved

New operating standards defining tower roles and emergency response protocols were adopted following a board vote. Additionally, driver suspension and group probation measures were implemented to enforce safety standards.

Rescue Equipment Funding Authorized

The board authorized spending \$18,000 dollars on new rescue tools to improve emergency response times. The organization will retain asset ownership while leveraging fundraising campaigns to offset total costs.

Operational Policy Debates Concluded

Proposals regarding chicane removal for the CRC were rejected by the board after a formal vote. Chicane will only be removed for the Bugatti group. Discussions concluded with reports on event planning and financial reconciliations for the remainder of the season.

Decisions

Needs Further Discussion

- **Emergency extraction tool purchase proposal** The board evaluated a proposal to purchase battery-operated emergency extraction tools, pending further investigation into funding models and inter-club agreements.
- The club agreed to purchase the necessary tools to ensure safety standards are high for the remainder of the 2026 race season and will sort out fundraising and ownership details at a later date.

Aligned

- **June meeting minutes approved** The board approved the June meeting minutes.
- **New race management standards adopted** The board adopted the new operating standards for race day management as a complete package.
- **Russ Werner penalty and probation** The board approved the suspension of Russ Werner through 2027 and placed the Emerald Cup on probation for the remainder of the year.
- **Number seven retired** The board approved the retirement of the number seven for the open-wheel run groups 9, 10, and 11.
- **Equipment purchase funding authorized** The board authorized funding of up to \$18,000 for the purchase of equipment identified by Kevin Needham, with the understanding that the group will actively pursue external cost-sharing opportunities.

- **Chicane removal motion rejected** The board rejected the motion to remove the chicane for the upcoming event, resulting in the decision to retain the chicane for Non-Bugatti racing groups.
- **Russ Warner penalty reporting method** The Russ Warner penalty is established as a year-long suspension for reporting purposes, with no additional points assignment required.

Next steps

- ☐ [Kevin Needham] Procure Rescue Tools: Identify and price battery operated cutter and spreader units for emergency crews. Present these findings to the board to facilitate the purchase decision.
- ☐ [The group] Issue Counseling Bulletin: Send a message or bulletin to organization members outlining the details and accessibility of the established counseling fund.
- ☐ [Kevin Needham] Purchase rescue equipment: Acquire two pieces of hydraulic rescue equipment for use at events.
- ☐ [Rich Newman] Coordinate partnerships: Manage communication and agreements regarding cost-sharing for the rescue tools with other clubs.
- ☐ [Michael, Brad Shinn, Rich Newman] Organize GoFundMe campaign: Coordinate the fundraising campaign and ensure collected funds are deposited into the treasury.
- ☐ [The group] Address safety at drivers meeting: Communicate speed limits and prohibited two-wheeled conveyances to drivers verbally at upcoming races.
- ☐ [Sherri Masterson] Update MSR front page: Restructure the website landing page to clearly display paddock speed limits and safety rules.
- ☐ [Loren Campbell] Distribute safety bulletin: Include clear messaging regarding paddock safety and rules in the official racing bulletin.
- ☐ [The group] Post safety signs: Install signage at gates clearly prohibiting unauthorized wheeled vehicles, age restrictions, and bicycles.
- ☐ [Rich Newman] Review Appearance Fees: Investigate the discrepancy in the Peter Brock appearance fee billing. Verify the total cost with Bill Simer to ensure accounting accuracy.

- ☐ [Charly Mitchel] Transport Promotional Materials: Deliver the remaining posters and goodie bags to the Portland event. Utilize the merch booth to distribute the inventory.
- ☐ [Sherri Masterson] Research Member Materials: Discuss ideas for new member welcome packets with Jackie. Develop a strategy for creating updated materials that fit postal weight constraints.
- ☐ [The group] Gate Staffing: Recruit 2 volunteers to manage the gate for the CRC event. Monitor entries to track spectator segments for correct revenue splitting.
- ☐ [Sherri Masterson] Retrieve Transponder: Contact Josh Moray to recover the outstanding transponder. Ensure the device is returned in time for the Portland event.
- ☐ [Loren Campbell] Send Logos: Retrieve and email the required logos to Sherri Masterson. Facilitate the update for the MSR and Steve Pool by Friday.
- ☐ [Craig Larsen] Form Nominating Committee: Finalize the composition of the nominating committee. Distribute the information to the board members.
- ☐ [The group] Update Club Handbook: Review and update the club handbook for the upcoming year. Coordinate the necessary documentation changes.

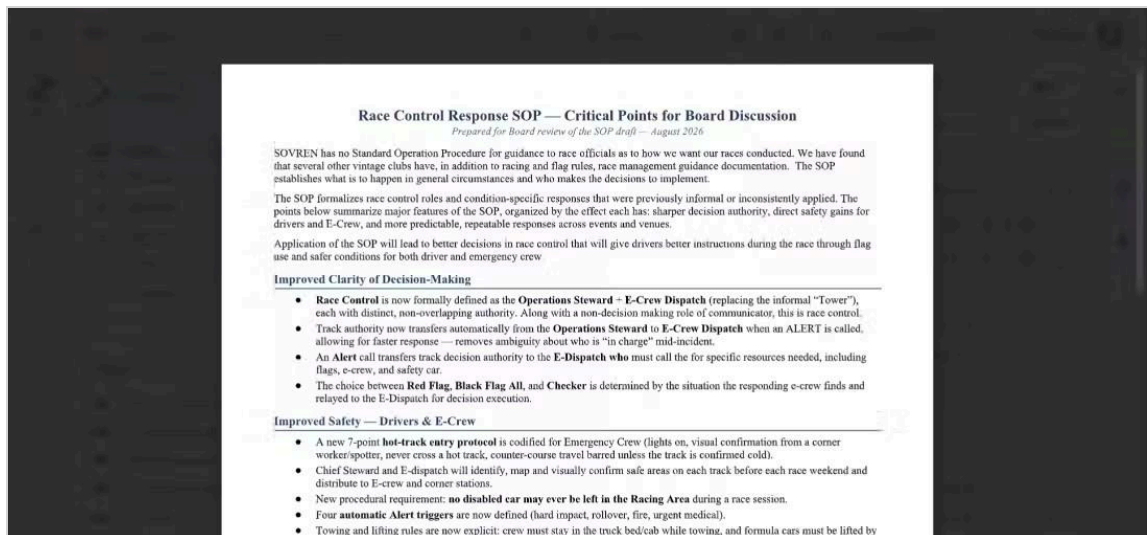
Details

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- **Meeting Opening and Minutes Approval:** Shelby Clark admitted participants to the meeting, and Craig Larsen called the meeting to order. Mike Lawler moved to accept the minutes from the June meeting, which was seconded by Jamie Buskirk and approved ([00:02:49](#)).
- **Support for Glenn Wowski:** Craig Larsen acknowledged the difficulty of the past five and a half weeks following Glenn Wowski's accident ([00:04:01](#)). The SOVREN board contributed to a GoFundMe for Glenn's wife, Yuko, and established a fund of up to \$10,000 to support members with counseling services ([00:04:58](#)).
- **Formation of Race Operations Subcommittee:** Separately from the investigations by the sheriff and the insurer, Craig Larsen assembled a subcommittee consisting of Brad Shinn, Jamie Buskerk, Loren Campbell, John

Allen, Doug Smith, Steve Nubbie, and Bob Pengrath to develop recommendations for upcoming race operations ([00:06:11](#)).

- **Proposed Operating Standards for Race Management:** Craig Larsen introduced new operating standards for race day management, emphasizing that the board should vote on the proposal as a complete package rather than performing line-by-line edits ([00:08:59](#)). Doug Smith and John Allen provided a summary of the nine-page document detailing updated responsibilities ([00:10:12](#)).



- **New Procedures for Tower Personnel:** The proposed operating standards define the roles of tower personnel as an operating steward, a communicator, and an emergency crew dispatch. These roles aim to clarify communications and responsibilities during both normal operations and emergency scenarios ([00:12:52](#)).

Race Control Response SOP — Critical Points for Board Discussion

Prepared for Board review of the SOP draft — August 2026

SOVREN has no Standard Operation Procedure for guidance to race officials as to how we want our races conducted. We have found that several other vintage clubs have, in addition to racing and flag rules, race management guidance documentation. The SOP establishes what is to happen in general circumstances and who makes the decisions to implement.

The SOP formalizes race control roles and condition-specific responses that were previously informal or inconsistently applied. The points below summarize major features of the SOP, organized by the effect each has: sharper decision authority, direct safety gains for drivers and E-Crew, and more predictable, repeatable responses across events and venues.

Application of the SOP will lead to better decisions in race control that will give drivers better instructions during the race through flag use and safer conditions for both driver and emergency crew.

Improved Clarity of Decision-Making

- **Race Control** is now formally defined as the **Operations Steward + E-Crew Dispatch** (replacing the informal “Tower”), each with distinct, non-overlapping authority. Along with a non-decision making role of communicator, this is race control.
- Track authority now transfers automatically from the **Operations Steward** to **E-Crew Dispatch** when an **ALERT** is called, allowing for faster response — removes ambiguity about who is “in charge” mid-incident.
- An **Alert** call transfers track decision authority to the **E-Dispatch** who must call for the specific resources needed, including flags, e-crew, and safety car.
- The choice between **Red Flag**, **Black Flag All**, and **Checker** is determined by the situation the responding e-crew finds and

- **Emergency Response and Track Control:** The new procedures stipulate that once the emergency crew is deployed to the track, they gain full control of the course ([00:14:15](#)). This action will trigger a full course yellow flag and require all vehicles to reduce speed until the emergency crew clears the incident ([00:15:44](#)).
- **Track Safety and Disabled Vehicles:** To improve safety, the board agreed to a policy requiring the removal of disabled vehicles from the track, as leaving them in place is deemed too dangerous. Additionally, white flag situations will now be accompanied by a yellow flag to ensure drivers reduce speed ([00:18:11](#)).
- **Board Discussion and Feedback on Standards:** Board members discussed the new operating standards, noting minor issues such as typos and the need for procedures regarding slow-moving vehicles that are not stationary ([00:19:23](#)). Brad Shinn encouraged members to discuss concerns offline to understand the rationale behind the chosen procedures before suggesting changes ([00:22:46](#)).
- **Vote on Operating Standards:** The board held a roll call vote to adopt the new operating standards for race day management ([00:23:55](#)). The motion passed with eight votes in favor, two votes against, and one abstention ([00:26:04](#)).
- **Review of Incident and Penalty for Russ Werner:** Brad Shinn and Doug Smith reviewed video footage and interviewed Russ Werner regarding the accident ([00:28:04](#)). Concluding that the pass was dangerous and ill-advised, they recommended a penalty of suspension through the end of 2027 ([00:30:58](#)).
- **Emerald Cup Probation:** Based on data analysis showing that the Formula Ford group is an outlier regarding flag violations, the board recommended placing the Emerald Cup on probation for the remainder of the year ([00:33:50](#)). This

probation mandates that any further flag or contact violations will result in immediate session suspension ([00:35:23](#)).

- **Vote on Penalties and Probation:** The board conducted a roll call vote regarding the recommended penalties for Russ Werner and the implementation of Emerald Cup probation, which was passed unanimously ([00:37:51](#)).
- **Retirement of Race Number Seven:** Michael proposed retiring the number seven from the open wheel run groups (9, 10, and 11) to honor Glenn Wowski ([00:39:06](#)). The motion was seconded and approved ([00:40:20](#)).
- **Proposal for New Rescue Equipment:** Kevin Needham proposed that SOVREN purchase new, battery-operated Homatro rescue tools, including a cutter and a spreader, for approximately \$18,000 ([00:42:33](#)) ([00:52:23](#)). They stated that these tools would standardize equipment with Portland-based crews and improve response times ([00:42:33](#)) ([00:50:30](#)).
- **Equipment Maintenance and Storage:** Kevin Needham confirmed that they would manage and maintain the new equipment ([00:43:44](#)). The tools would be stored in solid Pelican boxes to protect them from the elements, ensuring they are ready for quick deployment ([00:44:54](#)).
- **Funding and Cost-Sharing Strategy:** Kevin Needham discussed potential cost-sharing with SCCA and other organizations to fund the equipment purchase ([00:43:44](#)) ([00:53:34](#)). Kevin Needham also noted that selling existing hydraulic tools could contribute to the funding, and suggested looking for donors or organizing a fundraising effort ([00:43:44](#)) ([00:51:23](#)).
- **Financial Contributions and Tax Deductibility:** Bill Simer clarified that businesses in the motorsports industry could make deductible contributions to the equipment fund as a business expense. While individuals are encouraged to contribute to help the organization, those personal donations would not be tax-deductible ([00:57:37](#)).
- **Funding for Safety Equipment:** Brad Shinn proposed a motion to fund up to \$18,000 in SOVREN funds to purchase safety equipment, with the intention of utilizing a GoFundMe campaign or other partnerships to offset the costs. The board discussed the importance of providing this equipment to ensure racer safety ([00:58:27](#)).
- **Equipment Ownership and Cooperation:** The board discussed the necessity of SOVREN retaining ownership of the purchased equipment while ensuring it remains available for use by other organizations, such as the SCCA ([01:02:12](#)). Kevin Needham clarified that although SOVREN would own the assets,

maintaining them and sharing them with other clubs would be at the discretion of the board ([01:03:26](#)).

- **Approval of Equipment Purchase:** Brad Shinn's motion to authorize up to \$18,000 for the equipment was seconded and approved by the board. Craig Larsen confirmed that Kevin Needham was authorized to proceed with the purchase, requesting that Kevin Needham maintain close communication with treasurer Rich Newman regarding partnership opportunities ([01:04:19](#)).
- **GoFundMe Campaign Coordination:** The board reached a consensus to initiate a GoFundMe campaign to help recover the costs of the equipment. Michael agreed to manage the campaign in collaboration with Brad Shinn and Rich Newman, emphasizing the need to leverage lessons learned from previous personal experiences with the platform ([01:07:11](#)).
- **2027 Historics Planning:** Jamie provided an update on the 2027 event planning, which will feature Porsche. The committee is working on securing a 917 L for the exhibition tent and exploring potential guest speakers, including Dominic Dobson ([01:09:06](#)).
- **2026 Historics Event Review:** Jamie reviewed the 2026 event, noting that merchandise sales were strong and that ticket sales indicated an influx of a younger spectator demographic ([01:12:39](#)). While the car corral was lighter than the previous year, overall car counts reached approximately 175 vehicles ([01:14:01](#)).
- **Paddock Safety and Traffic Control:** Significant concern was raised regarding paddock speed and the presence of children on bicycles and e-bikes, which poses a safety risk. Members agreed on the need to enforce speed limits and rules, suggesting the use of signage at the gates and direct intervention with parents when violations occur ([01:16:21](#)) ([01:23:17](#)).
- **Administrative and Logistics Wrap-up:** Meetings for the historic team will continue on a bi-weekly basis to maintain momentum for event planning ([01:27:35](#)). Charly Mitchel offered to provide remaining posters and goodie bags for use in the merchandise booth at the upcoming Portland event ([01:28:33](#)).
- **Event Leadership Gratitude:** Craig Larsen and other board members expressed their appreciation to Jamie for the effort and leadership provided in managing the historic events over the past two years ([01:30:20](#)).
- **Financial Statement Review:** Rich Newman presented a financial overview, noting that approximately \$42,000 in Square-based revenue had not yet been fully incorporated into the current profit and loss report ([01:32:26](#)) ([01:35:25](#)).

The net revenue currently stands at roughly \$26,000, though this figure will be adjusted as outstanding costs are processed ([01:37:14](#)).

- **Chicane Removal Debate:** The board engaged in a discussion regarding whether to remove the chicane for the Columbia River Classic ([01:39:17](#)). Tom Masterson argued that the chicane was originally installed to increase difficulty and that the track is safer without it ([01:40:25](#)).
- **Vote on Chicane Status:** A motion was made by Mike Lawler to remove the chicane for the entire weekend ([01:44:56](#)). Following a vote, the motion failed with eight members voting against removal and two in favor, meaning the chicane will remain in place, with an exception made for the Bugatti group ([01:47:14](#)).
- **Volunteer Recruitment for CRC:** Craig Larsen identified the need for two volunteers to monitor the gate during the CRC to accurately split revenue between the vintage races and the All British Field Meet ([01:48:24](#)).
- **Membership and Administrative Report:** Sherri reported that the organization currently has 284 members, consisting of 185 racers and 58 non-racers. She advised the board to begin planning for next year's membership materials and event pricing by October ([01:50:24](#)).
- **CRC Schedule and Sound Limits:** Sherri outlined the schedule for the CRC,, noting that Sunday racing will begin at 9:35 AM with group nine to comply with sound restrictions ([01:52:55](#)). Worker meetings are set for 8:30 AM ([01:54:26](#)).
- **Competition Committee Update:** Jeff Kerney noted that the committee is reviewing an inquiry regarding a Bugeye with a Toyota engine to determine its eligibility for future events ([01:55:28](#)).
- **Nominating Committee and Financial Clarification:** Craig Larsen informed the board that he is in the process of forming the nominating committee and will share details soon. Rich Newman clarified that he and Bill Simer would investigate a potential duplication regarding the payment of the Peter Brock appearance fee ([01:56:16](#)).
- **Budget Reconciliation:** Rich Newman identified that the total cost for the Peter Brock appearance and a dinner is approximately \$6,700. They stated that they intend to coordinate with Bill to ensure these financial figures are verified and recorded correctly ([01:57:02](#)).
- **Russ Warner Penalty Reporting:** John Allen inquired whether any points needed to be assigned regarding the penalty for Russ Warner to be properly documented for the Vintage Motorsport Council (VMC) . Brad Shinn explained that points are not necessary and that the suspension is sufficient . The board

discussed how this penalty would be viewed by other organizations, such as the Classic Sports Racing Group (CSRG) . Craig Larsen clarified that a year-long suspension listed on the VMC report is sufficient for other organizations to understand the situation.

- **Meeting Conclusion and Season Outlook:** Craig Larsen thanked the board for their dedication in addressing challenging issues and expressed appreciation for their support. They acknowledged the collective contributions toward a successful racing season and noted that there are two races remaining, which they expect to be a success .

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00:00:00

Craig Larsen: Hi Jim. Well, Shelby at 6:00 at least by my counter

Secretary SOVREN: Okay.

Craig Larsen: here.

Secretary SOVREN: I'm uh was just checking into um there's a couple people I'm still trying to admit in here.

Craig Larsen: Oh, we can

Secretary SOVREN: There's one phone number that we don't recognize.

00:01:17

Craig Larsen: wait.

Secretary SOVREN: Okay.

John Allen: Could it be Doug by

Craig Larsen: We're good.

Loren Campbell: The phone number ends in 2198.

John Allen: chance?

Loren Campbell: Does anyone recognize that? It is not an

Secretary SOVREN: Mhm.

Loren Campbell: MSR.

Craig Larsen: Is

John Allen: Nope.

Rich Newman: Are you able to invite them in and then look at them and then kick them out if it's not or how's

Craig Larsen: he

Secretary SOVREN: Mhm.

Loren Campbell: It'll just show their number because they're calling

Rich Newman: that?

Loren Campbell: in.

Rich Newman: Oh, I see.

Loren Campbell: I can text them and ask

Linda Grass: But if you but if you let them in, you could ask them who they are and then just let them know that they're not invited

Loren Campbell: them.

Linda Grass: and kick them out if they're not supposed to be here.

Secretary SOVREN: Right.

Craig Larsen: Right. Said exactly.

Secretary SOVREN: Okay, we're good with

Craig Larsen: Yep.

Secretary SOVREN: that. Now I can't see what the phone number is. What was it? 2198.

+1 425-*-***98:** Oh, that's Ken Jones.

00:02:49

Craig Larsen: Excellent.

Secretary SOVREN: Okay, great. All righty. I think we are good to call the meeting to order. Um, it could we have a motion to pass the June meeting

Mike Lawler: I'll move that we accept the

Secretary SOVREN: minutes?

Mike Lawler: minutes.

SOVREN Historics: I'll

Craig Larsen: Got a second. All in favor?

Mike Lawler: Hi

John Allen: All

SOVREN Historics: second

Craig Larsen: I Everybody good?

John Allen: right.

Craig Larsen: All right. Thanks, Shelby.

Secretary SOVREN: Thanks.

Craig Larsen: Um, we got a kind of a long agenda. Um, are there any additions? I assume everybody got the agenda. Any additions that people want to raise now? If something comes up, we can add it later, but uh, Linda, go ahead.

Linda Grass: Um, I was going to talk to you on the phone and forgot to call you back. Um, uh, Kevin has an proposal that he would like to me to propose to you guys,

antonia kerney: Okay.

Linda Grass: uh, to do with the emergency crew and

Craig Larsen: Okay. Well,

00:04:01

Linda Grass: equipment,

Craig Larsen: let's uh let's put that Kevin. Let's hold that until we get through the a the first set of action items and then we'll pick it

Linda Grass: right? Yeah.

Craig Larsen: up.

Linda Grass: If there's if there's time

Craig Larsen: Yeah.

Kevin Needham: Yeah, no problem at this

Craig Larsen: And Okay.

Kevin Needham: time.

Craig Larsen: Uh Yeah. Yeah, and Linda, sorry. And to anybody else I haven't gotten back to in the last week. I I dropped a few calls and didn't connect with people, so I apologize for that. Um, so thanks for bringing it up, Linda. Um, we'll get it caught up. Um, so I wanted to say a few things about what's been happening in the last uh five and a half weeks since the historic to kind of start us off tonight. Um, I'll say personally it's been a very difficult five and a half weeks for me personally. Um, and I'm a little bit surprised by that. Um, I'm not a person who typically um takes things like Glenn's accident uh to heart personally.

00:04:58

Craig Larsen: Um, I didn't know Glenn that well. I've met him and talked to him a few times, but it uh personally was really challenging for me and it still is. and um I've heard from a number of other sovereign members who are feeling the same. So I just mostly wanted to acknowledge that that it's been very difficult. Um, I think Glenn's accident has been at the forefront of many of our thoughts and um, uh, the sovereign board, most of you know, some of you may not, the sovereign board voted, um, between meetings to, uh, make a contribution to the GoFundMe site for his wife, Yuko. And, uh, we've done that. And we also decided to set up uh an up to \$10,000 fund for counseling for folks who uh feel that they would benefit from that. And um we might have a little bit more about that, but it might also come out in a bulletin. or a message uh after the meeting. So, we did a few things like that. Um the uh also of course um there were a number of investigations that went on.

00:06:11

Craig Larsen: The sheriff's investigation happened and was completed. Our insurer is still uh talking to people and and doing investigating. And uh 7 days after the accident, I got a lot of calls on Monday after uh the end of the historic. And the first thing I asked folks to do was just to not um not start thinking about what is next, but just to take some time and let things sort of calm down personally, let people sort of um absorb what had happened. And then uh uh 7 days after the historic, I asked a a subset of the board and a couple of additional people to come together and advise me on what actions we should take before we got uh to the CRC because we still of course have two races uh this year. And that group um many of you know but that group was me was Brad Shinn uh Jamie Buskerk, Lauren Campbell, uh John Allen. I asked Doug Smith to join us and I asked Steve Nubbie to join us and I asked Bob Pengrath to join us.

00:07:25

Craig Larsen: Um we met five times um on Monday uh early evenings and um that all that stuff uh the recommendations coming out of that is the first action item on our agenda uh tonight. Um and uh during this same period um Brad and Doug Brad Shin and Doug Smith uh conducted a review of the uh accident and uh have recommended um uh a penalty for Russ Werner and uh Emerald Cup probation and we'll get to that in a minute. Um, so, uh, I want to limit the conversation when we get to the first set of action items. I want to limit the conversation to the board members. Um, it, uh, is a fairly big piece of work. I hope people understand. Um, you're all welcome to watch what's going on, but I'd like to try to get um the board through that first set of action items and then we'll open it up more like a regular um u board meeting. Um, so with that, any questions that people have about what's been going on or do people just have questions in general about what I've been up to or Sovereign's been up to in this interim period or should we if not we'll dive into the agenda, but I'll give you a minute.

00:08:59

Craig Larsen: Okay. All right. Um I want to also thank all the people who have uh given me support, have supported each other. Um all the people who have worked to try to um get the organization to come out of this circumstance in a better spot than uh it the way it went into it. And so that um that's a good sign of the health of the organization and it uh is very gratifying to me that the organization although we don't always agree and we don't always agree with each other um we are able to work together in a circumstance like this to try to improve because sovereign will improve and we will be racing for years to come but we got to get over this hurdle first. So um that's enough from me right now. Um I want to move us and again this is a board only conversation initially. Uh I want to move us to the action items and if any board member wants to ask a clarifying qu uh question of anybody who's on this call you're free to do that but it's a a board um focused conversation.

00:10:12

Craig Larsen: And I will also say that um my expectation and hope is that we are either adopting these new operating standards for race day management as a whole or we're not adopting them. Uh we're not in a committee right situation. We're not going to go through this line by line and start editing. Um we're either accept this as a package that we are going to try to implement and learn from as we implement it or we're going to reject it. So that's enough rules um uh in this environment for me. So um so the new operating standard operating procedures uh Doug and John are probably have the most to contribute to this right now, but uh John you did a executive summary sort of is which I'd like us to focus on. And is it possible for us to put that on the screen or does because I bet not everybody has it in front of them.

John Allen: I don't have it on this device. So, somebody else has it

Brad Shinn: If you give me a moment, Craig, I'll pull it

00:11:19

Craig Larsen: Yeah,

John Allen: available.

Craig Larsen: that'd be great. I sent it to Shelby,

Brad Shinn: up.

Craig Larsen: too.

SOVREN Historics: And Brad, I could pull it up now if uh I've got it ready to go.

Brad Shinn: If you've got it, go ahead.

Craig Larsen: Also, let me let me clarify. Um, in addition to a board conversation, obviously Doug and Steve are welcome to join in since they were part of the development of this Here

SOVREN Historics: There it

Craig Larsen: we go.

SOVREN Historics: is.

Craig Larsen: So, um, John, uh, or Doug, you want to lead us through this or somebody

Doug Smith: Yeah,

Craig Larsen: else who's involved?

Doug Smith: I I'll I'll I'll I'll take a stab at it.

Craig Larsen: Thank you, Doug.

Doug Smith: Um it's a long that the entire thing for the board members have seen. It's about nine pages. It's areas of weakness that we found that have been need to be improved and we think we've in conjunction with other organizations and so forth, we think we're making positive steps going in the right direction.

00:12:52

Doug Smith: And this is a summary of what we're what we uh set out to accomplish. It's not perfect. It'll probably take a couple races to tweak it. Uh after the season, we'll make some changes if we need to going into next year. But going forward, what we're trying to do is define and clarify who's doing what to whom along the way. Uh the roles

of the tower, the emergency crew, the pace car, the safety car, the corner stations um have all been defined to try and cut down on confusion of who do we talk to at the present time. Um the tower personnel now defined as race control has been reduced to the following. An operating steward which controls the track and the flagging situation. a communicator who does the talking on the radio and in theory it could be the same person I suppose and then an e-crew dispatch which stays in touch on a separate frequency to the e-cruise medical uh rollbacks records uh and and the crews out on the track. uh the updated communications procedures.

00:14:15

Doug Smith: We've we've broken it down into a step-by-step procedure define depending on what's going on, who will perform what duties along the way and during normal operations and emergency scenarios. Uh we've proposed some uh changes to the flagging rules to supplement this. Uh we've updated our response procedures in that once the uh E crew is deployed to the track, it gives the E crew control of the track because they're on scene. They know what they need to do. as far as flagging, as far as calling the race, uh as far as calling in additional help through the dispatcher and the operating um steward up in the tower. Uh we've redefined the racing area and safe zones. And I got to tell you, when we took a serious look at the three tracks we race on, there ain't a whole lot of places the race cars have not ended up one way or another. So, we are we are really tightening up on where we can put cars, leave cars, and what constitutes a safe zone at at all three tracks.

00:15:44

Doug Smith: And that will be defined later on um on each by track by track. Uh the emergency call definitions we've we've broken it down into basically two. A disabled vehicle which might be anything from out of gas to a broken clutch pedal. We don't know. Uh if that happens, they need to come off the track if they're not in a safe area.

The second area is an alert that we all know about and the turn stations will call the alert and the operating officer and the e-crew dispatch will decide when to deploy the E crew that'll take charge of the track at that point in time and make the necessary calls to solve the situation. It can the alerts haven't really changed, but what we've done is we put down in the flagging rules and so forth. We if we send the e-crews out, you can probably expect a full course yellow standing yellow flag all the way around with white flags tracking the vehicles as they go until they're clear. The E crew controls the course.

00:17:07

Doug Smith: Once they're clear of the course, they'll turn it back over to the operating steward to continue the race, end the race, whatever has to happen at that point in time. And it we're we're going to make it mandatory on the on the speed reductions during yellow flags. We all know that some folks have used yellow flag means catch up to the leaders. No, yellow flag means slow down. give our e crews, give your fellow racer a break and safety on the track. And I think that that pretty much sums up what we're what the uh the new proposal is out to do. So with that, I'm open for questions from the

Craig Larsen: Yeah. And uh John,

Doug Smith: board.

Craig Larsen: before we do that, John, do you have anything you'd like to add to that? You worked heavily on this

John Allen: Cup. I think uh Doug hit most of the things. Um the big the big changes that uh are different than before is we're not going to leave a dead car on the track period.

00:18:11

John Allen: After um realizing how dangerous that is and things like that, we're we are taking a the stance that if a vehicle is disabled or an alert,

Doug Smith: It has

John Allen: it has to be removed before you can go racing again.

Doug Smith: been

John Allen: Um other than that I think yeah the the other kind of differences is in a white flag situation we're going to deploy a yellow as well to control the speeds. Uh previously the white flag was only shown and it does not define to slow down. It just was a cautionary for vehicles on track. Um, and yeah, uh, like I said, anytime there's an alert, you can almost guarantee there's going to be a full course yellow, if not a pace car.

Craig Larsen: So, one thing that uh I think will be the most apparent to our racers is um what you said, Doug, is if a car is disabled, instead of it uh in some cases remaining, unless it's in an extremely safe place that we reidentify it's going to get taken off track and that's going to slow racing.

00:19:23

Craig Larsen: So, you know, our drivers can expect more races uh are going to can possibly have some disruption, some some caution period. Um but, uh they'll also have a safer place to be racing. So, it's a trade-off. Um, the board all received the entire big version of the changes, the nine pages and this summary. So, board members, if you've had a chance, I hope you've had a chance to look at that. Do you have any questions for um for uh uh Jeff? There's a See, I didn't even have to finish. Jeff, go ahead.

antonia kerney: Oh, just I I just read over it and and there's, you know, there's some typos and things like that, but like Doug said, it'll get revised. Uh the one thing that stood out to me though is for the white flag, uh we also use that for slow moving race cars. and that wasn't mentioned in the in this version. So, I don't know if we need to change that or if we have another plan for slowmoving race cars.

00:20:29

antonia kerney: You know, cars that aren't stationary. They're trying to make it back to the pits, but they're just limping along.

John Allen: I think that's a good uh addition for a future uh write up. Uh right now we were really looking at the race response for emergency type situations.

Doug Smith: Hey,

John Allen: Um so thanks

Craig Larsen: All right. Um, Other comments or questions? Uh, Corky, go

Name not available: Uh yeah. Um I know you said it's either this or no,

Craig Larsen: ahead.

Name not available: either yes or no. But does that mean we're not subject to review certain articles or portions of it at a later date?

Craig Larsen: No, I think um it was a lot of work went into this package and

Doug Smith: Nice.

Craig Larsen: uh my personal view is it's in great shape to use. It doesn't mean we're we shouldn't be watching it and making revisions as we learn our way into it. Um I think I think you know part of this uh Corki is let's get through the last two races of this year in a safe manner and then there's some offseason work to do.

00:21:42

Craig Larsen: Um uh certainly so it's it's not a it's uh darn good uh will

Name not available: Yeah.

Craig Larsen: probably never be a finished product.

Name not available: Yeah. I I I agree with that and I pretty much agree with about 90% of it, but there are some little things that need to be cleared up.

Craig Larsen: I I think we're all sort of in that same spot, Corki.

Name not available: Okay.

Craig Larsen: Yeah, I think we all are.

Doug Smith: Right.

Craig Larsen: Uh, other comments from board members. Uh, uh, Brad, go ahead.

Brad Shinn: Um to that to that point, um we recognize this is a bit of a challenge because you've got a small group of people working on something that's important to all of us and and then then we're asking you to look at it and adopt it. Um recognize the challenge of that. What I would say is some some of the reasons why we're doing something in there have been have been thought through and discussed and there there may be a reason why we're doing it.

00:22:46

Brad Shinn: If there's a typo, that's not the case. But if there's something in there that you are questioning, um, before you go home and redraft a section, talk to talk to Doug, talk to John, talk to Jamie, me, Craig, and and understand maybe why we have that. Most cases, I'd say there's a rationale for why it is the way it is, and we work through it. And there's probably a couple of choices and we picked the choice that seemed the most effective to us. So I I would just say we understand that we're asking you to do something to approve that um you didn't have a hand in creating, but but reach out to those of us who worked on it and understand what we were trying to do.

Craig Larsen: Thank you, Brad. I don't see any other questions. Um, I would entertain a motion to adopt the package if somebody wants to make it.

John Allen: I move.

Craig Larsen: And, uh, do we have a second?

Brad Shinn: I Second.

Rich Newman: I'll second it.

Mike Lawler: Second.

00:23:55

Mike Lawler: May we have a roll call on this, please?

Craig Larsen: Yes, we will A roll call. Absolutely. Um Shelby, are you ready to do a roll call vote?

Secretary SOVREN: Um, that's a good question.

Craig Larsen: Pop pop pop quiz,

SOVREN Historics: Surprise,

Secretary SOVREN: Um,

Craig Larsen: Shelby.

Secretary SOVREN: if you say the names, I will do the note takingaking.

SOVREN Historics: surprise.

Secretary SOVREN: How about

Craig Larsen: Well, that sounds that sounds fine.

Secretary SOVREN: that?

Craig Larsen: Um uh I'll start with I'm going to just work off the screen here. I'll start with Mike Lawler.

Mike Lawler: No.

Craig Larsen: Uh Jeff Kernney, uh Rich Newman,

antonia kerney: Yes.

Craig Larsen: John Allen,

John Allen: Yes.

Rich Newman: Yes.

Craig Larsen: Jamie Buskerk, Brad Shin,

SOVREN Historics: Yes.

Craig Larsen: Lauren Campbell,

Brad Shinn: Yep.

Craig Larsen: um uh is a yes.

Loren Campbell: Yes.

Craig Larsen: Tom Masterson. Um, and have I missed anybody?

Tom Masterson: How?

SOVREN Historics: Corky.

Mike Lawler: Corby.

Name not available: me.

Craig Larsen: Corky, Corky, Corky,

Name not available: Uh, I'm on the fence on this one.

00:25:00

Craig Larsen: Corky.

Name not available: I'm really not really to say, but I'll have to go with the majority.

Craig Larsen: Well, you know, abstension is allowed in our rules. So,

Name not available: Okay,

Craig Larsen: um,

Name not available: I guess I abstain then.

Craig Larsen: so are you I'm sorry, what?

Name not available: I guess that I abstain

Craig Larsen: Okay, you have standing. Okay, I think that's all of us on this call.

Name not available: then.

Craig Larsen: Uh uh what's our score, Shelby?

SOVREN Historics: did Shelby vote.

Craig Larsen: Oh, Shelby, sorry.

Secretary SOVREN: Oh, I'm a Yes.

Craig Larsen: Jeez.

Secretary SOVREN: Um I'm worried I went through the we I missed maybe one of the names. I've got Can I Can I read them back to you? So,

Craig Larsen: Read them back.

Secretary SOVREN: I've got Mike Lawler. No. Um Jeff Kernney. Yes. Um, Rich Newman, yes. Um, Jamie Buzzkerk, yes. Lauren Campbell, yes. Tom Masterson, no. Corki, abstain. Who am I am I missing

00:26:04

Craig Larsen: John Allen is a yes and Brad Shin is a

Secretary SOVREN: anyone?

John Allen: Yes.

Craig Larsen: yes.

SOVREN Historics: I'm I'm going to guess that neither Mr. Newman nor Mr. Rankin are here

Brad Shinn: Yeah, I was just going to

Michael: Yeah,

Craig Larsen: not on the call.

SOVREN Historics: tonight.

Michael: Mike Lawler is here and I'm a yes.

Craig Larsen: Oh, sorry, Mike.

Michael: It's all good.

Craig Larsen: And Brad, do you have a comment?

Brad Shinn: I I No,

Craig Larsen: You have Okay.

Brad Shinn: I was just going to say that Mike Lawler and and John are not there.

Craig Larsen: But Mike is So,

Brad Shinn: So

Craig Larsen: Shelby, um I'm guessing that's uh um that's an approval.

Doug Smith: Okay.

Craig Larsen: Um

Secretary SOVREN: Yeah. So, I've I got eight yeses and two nos, one abstain.

Craig Larsen: okay. Um thank you board. Um thank you uh whichever way you voted. Thank you for reading it. Thank you for spending time on it. Um, and the drafting team, thank you for time you spend on it.

00:27:03

Craig Larsen: John, go

John Allen: And I welcome anybody who voted no to discuss what their positions are and see

Craig Larsen: ahead.

John Allen: if we can in a future revision take them into account or if there's something incorrect. So, don't feel that you're being shut out because you don't agree with

Rich Newman: Yeah. Yeah. And I'll just Craig, I'll just jump in. that was going to be my piece as well is um I you know if it's appropriate and I know we've passed it so maybe it goes to another one but I I was curious um why my filter on this was is it making us safer um and I I just wasn't sure what I'm missing there. Um, submit.

Craig Larsen: Uh, I don't think you're missing anything. Um, uh, Brad, go

Brad Shinn: I I was just going to say I I would encourage that conversation to happen offline and not to ask

Craig Larsen: ahead.

Brad Shinn: people to to say why they voted one way or another right now. Um I would just encourage that conversation to happen.

00:28:04

Brad Shinn: John, you're right. What we need to do is we we should be unanimous on this and I think we are unanimous on the point of making sovereign safer but there may

be something that we need to correct down the road and I and I wouldn't want to have somebody put on the spot for justifying why they voted today.

Craig Larsen: of course. Of course. Thank you, Brad. Um, next up is the result of the uh review of the accident um and uh the adoption of penalty for Russ and uh Emerald Cup probation. And I have Brad and uh Doug on this. Um Brad, are you starting or Doug? Uh you're muted, Brad.

Doug Smith: Go ahead, Brad.

Brad Shinn: Okay. All right. Um let me let me just back up and say um that uh in some ways this is this is very complicated and in some ways it's really simple. Um, we had the benefit of two videos, one from Glen Wleski's car and one from Bill Gatilla, and I think I pronounced that right.

00:29:26

Brad Shinn: Um, we also interviewed Russ, uh, Doug and I did. Um, at the end of the day, this is a Chief Stewart's decision. That's that's under our current, uh, change that we made earlier this year. the Chief Stewart um makes makes the decision on a penalty and then in normal course we we we adopt it by um uh consensus or or as a report out th this because of the circumstances we felt we wanted to both be very thorough but also bring it back to the board. Um the other thing that we recognize is that this is going to involve a suspension and a long-term suspension and that should have uh board uh I'll say advice and consent. Um, let me let me just say that there's a couple of things that happened here. Um, one was a splitting maneuver at a very dangerous part of the track. Uh, and a pass that in uh, Doug's judgment and and I'm going to say Doug's judgment, Doug and I work hand inand on this. We we there's nothing that that is in Doug's opinion that I don't concur with and he and I worked closely with this.

00:30:58

Brad Shinn: So, I'm going to say it's his it's his decision, but understand that I have I have full concurrence with it. Um there was a splitting situation that left few options for Glenn and Russ in in the event of something going wrong. And it happened at a place where uh there there just was no option. and there was a concrete wall on one side. Uh it's it's Doug's observation that that a driver of ordinary uh skill would be able to see that um the the pass was dangerous, aggressive, and ill- advised. It was it was going to put both drivers in a difficult spot. Um those two things really led um the decision for a penalty here. Uh and I have to tell you when when I first reviewed the video, my first inclination was it's just a racing incident. And the more I looked at it, the more I parsed it, the more Doug and I did together, the more it was clear that there was a there's a penalty situation. We we kind of came down to um here's the penalty.

00:32:15

Brad Shinn: Let's talk with Russ and make sure that his state of mind was either going to um aggravate or or uh mitigate that circumstance. And I have to say that the conversation with Russ was um very cordial. It was very open. It was very um uh I'll speak for me, Doug. You can you can have your own view, but uh I I felt like it was very honest and open. Um, I think in short he he regrets the outcome but doesn't regret the the decision he made to pass where he did when he did. And I think that was an aggravating circumstance uh in in the situation. And so what we ended up with was a penalty for Russ of suspension through the end of the 2027 year. Um we Doug and I brought this to the comp committee, explained what we saw, showed them the video, and then got their feedback. Uh, so we had uh John, Jeff, and Michael now walk through this with us and um you both are on the call so you can add your own comment, but but we we changed the penalty to be the full the full year next year.

00:33:50

Brad Shinn: Um and then Jeff can request uh re-entry and this board can decide um whether whether they want to grant that or not. But that that's the penalty to Russ. There has been an ongoing discussion uh within the comp committee and within this board about um driver behavior in the Formula Ford grid. uh and I think that there's some some validity to that conversation. But before historic, I had begun to compile a complete list of as far back as we could get of penalties for every year. Uh so far I have back to 2017. I don't know that it's fully complete yet, but I have I have all of the penalties uh for all records uh since before the Emerald Cup started. And and I announced this at at the historic drivers meeting. Um the Formula 4 group by itself is not a standout in aggression or contacts. um they are a standout in the in the flag um situation in terms of ignoring flags. Um what Doug and I talked about and talked with the comp committee about was that there needed to be a response to the broader to the broader grid.

00:35:23

Brad Shinn: This was this was not just an isolated incident with Russ and um with Russ and Glenn. In fact, during our interview, Russ said um I regret the outcome, but this is how we race. And if given the choice, I'm going to paraphrase this. This is not a quote, but if given the choice, I I would make a similar move. That's how we race. So, so where Doug and I came off was there needed to be a recognition that that behavior that that mentality can't be allowed to stand. Um, so we've also recommended that similar to CSRG who put the Crossfro cup on probation for the remainder of the year, we also put the Emerald Cup on probation for the remainder of the year. The penalty of the probation is not um this is an Animal House with, you know, double secret probation. The probation is clear for a driver for any any session remaining in the in the year. If they have a flag or contact violation already that if they have another flag or contact violation, they are suspended immediately at that session for the rest of the year.

00:36:42

Brad Shinn: That's the probation. Um I want to take pain's my personal view is that this is not the entire formula Ford grid. It's not the entire emerald cup grid. Um this in my view and supported by data is a few drivers who simply aren't driving in our uh vintage spirit or along with our rules. And there are a couple of options here, but this is the option that we're recommending. So, let me stop there and see if there are any questions for Doug or I. Doug, you do you have anything you want to add or uh amend to

Doug Smith: No, I don't think so.

Brad Shinn: that?

Doug Smith: I think um you know the fact that uh Russ was saying that that's that's what they do, that's the way they drive and u he also actually mentioned that maybe maybe SOVREN wasn't the right spot for him. So by his own admission, he knows he's kind of out of balance with what we do.

Brad Shinn: So

Craig Larsen: Thank you, Brad. Uh, thank you, Doug. Um,

00:37:51

Brad Shinn: Craig

Craig Larsen: any board member questions for Brad or Doug? Then I'll entertain a motion to adopt uh the recommendations as they've been described. Do I have a motion?

Mike Lawler: So

Craig Larsen: Uh second.

Mike Lawler: moved.

John Allen: Second.

Craig Larsen: So uh let's do another roll call, Shelby. And this time I will read the names off for you. Okay. And I'll do them slow enough um instead of like skipping around and looking at people's pictures. How about that?

Secretary SOVREN: That sounds great. I am ready.

Craig Larsen: That sounds great. Okay. So get ready. Uh so uh Brad Shin, uh Jamie Buskerk,

Brad Shinn: Yes.

Craig Larsen: John Allen,

John Allen: Yes.

SOVREN Historics: Yes.

Craig Larsen: Lauren Campbell,

Loren Campbell: Yes.

Craig Larsen: Rich Newman,

Rich Newman: Yes.

Craig Larsen: uh yourself, Shelby,

Secretary SOVREN: Yes.

Craig Larsen: Tom Masterson,

Tom Masterson: Yes.

Craig Larsen: uh Mike Lawler,

Mike Lawler: Yes.

Craig Larsen: Corky Russell,

Tom Masterson: Amazing.

Craig Larsen: Mike now,

Michael: Yes.

Name not available: Yes.

Craig Larsen: Jeff Kernney and me.

00:39:06

antonia kerney: Yes.

Craig Larsen: Yes, unanimous. Um, thank you all. Uh, thank you, uh, Doug, thank you Brad. Thank you everybody who was involved in the review of that incident. Um the last item in this section is Mike now had uh asked uh or and proposed that we retire number seven which was Glenn Wowski's number from either the Formula Ford grid or uh sovereign in general. And I sent a message to Sherry and she was suggesting uh Sherry what were you suggesting 910 111 or 10 112 or just the formula 4 grid? Did you have a what was your idea 9 101

Sherri Masterson: Is it the the open the open wheel group 1911?

Craig Larsen: open wheel group? Um, uh, Mike, now do you want to say anything more about that before we talk think about

Michael: No, I I think that, you know, it would be a a a good thing to do to uh for Glenn

Craig Larsen: this?

Michael: and all the people that know him. Um and I don't think it's a huge impact and uh I think a fitting tribute to him.

00:40:20

Michael: So, uh, that's that's kind of why it was suggested.

Craig Larsen: Thanks, Mike. Uh Sherry, I didn't ask you. Uh is anybody currently running number seven in that run group?

Sherri Masterson: Only Glenn.

Craig Larsen: Only Glenn. Yeah, I guess that I guess that's obvious, isn't it? Sorry. Um all right, so I think we can handle this one. Any questions? Uh go ahead,

Rich Newman: Oh, I just wanted to make sure.

Craig Larsen: Rich.

Rich Newman: So, this is for the run group because if somebody had seven in another run group, is that retired or I guess I'm trying to clarify.

Craig Larsen: I I think the proposal is just that open wheel run group,

Rich Newman: Got it.

Michael: Yeah. So I would say I'll make the proposal to say uh the proposal is retire

Craig Larsen: right?

Michael: number seven for the open wheel run groups of 9, 10 and 11.

Craig Larsen: Um that's So there's the motion. Um, uh, do we have a second?

Mike Lawler: All

Craig Larsen: Um, Sherry, any clarification needed,

00:41:20

John Allen: Second.

Craig Larsen: Sherry?

Sherri Masterson: No, I think that covers it.

Craig Larsen: Okay. Um, uh, all in favor?

Rich Newman: Oh, sorry.

Mike Lawler: right.

Tom Masterson: Hi.

John Allen: All right.

Name not available: Hi.

Craig Larsen: Any opposed? Mike, uh, Michael, now, thank you for bringing this to the board. Thank you for uh, queuing this up for us to be able to take that action. I appreciate it very much.

Michael: Thank Thank you.

Craig Larsen: Um we're now going to open up the conversation to uh a more normal sort of board meeting. So, um, those who've had to sit on their hands Uh you're now welcome to join in. Um and uh first up uh Kevin Nem, do you want to uh let's just get your proposal on the table and uh uh see what uh we can

Kevin Needham: Well, after Glenn's incident there in turn one,

Craig Larsen: do.

Kevin Needham: um I see a need for us to improve our equipment that we carry on the trucks to the to a more standard uh instanton versus the power unit hoses, individual tools for the jaws.

00:42:33

Kevin Needham: Um, I've been researching a couple things and the price and the tools. Uh, I'd like to go with Homatro, the battery operated Homatro tool. I'd like to purchase a cutter and a spreader tool. So, be two tools. There'd be battery operated. Um, they'd be similar to the ones in Portland. The reason I'd like to do that is because we have e- crew come up from Portland and we go down to Portland. So standardized tool use per se. Um there was numerous things in making this decision but I have been working e crew for a long time and I see a need for uh I think the jaws got forgotten this time because of the actual urgency of the situation. Had we uh maybe taken the time to set the tool up, it wouldn't have made a difference in the outcome this time. So that being said, that's not I'm looking forward looking ahead uh to what happens if we get an incident with different situations where the rapid uh use of the tool would be beneficial to both driver and crews.

00:43:44

Kevin Needham: Um so to that end I propose uh I'm doing a uh fundraising investigation research pricing for a set of tools and I'd like Sovereign to uh be part of that decision with guidance. Uh personally I'd like to buy the tools individually making them available to SECA Sovereign and at this current time it'd be me taking care of the tools. So, I'd like to use them at South Sound as well because they would get maintained and uh taken care of. Plus, we would put more people in the pool to maintain them if there's something that does get broken, that kind of thing. So, I guess moving from here, I would like to propose purchasing a set of electric jaws and working towards that end with direction from the board.

Craig Larsen: And uh Brad before I take your call or your qu your comment uh Kevin uh what total number are you thinking about and what's the potential for cost sharing with these other

Kevin Needham: Well,

Craig Larsen: organizations?

Kevin Needham: I know right now we currently share costs with SECA on the current tool and unfortunately there hasn't been much maintenance to do.

00:44:54

Kevin Needham: Uh, but it's an ongoing thing. It's a gas powered unit that I have to keep servicing. running. Uh, one of the advantages is the battery operated tool, of course, a lot less maintenance. Uh, I'll get Pelican boxes to store them in,

Craig Larsen: Yeah.

Kevin Needham: so they'll be in solid storage boxes. They won't be out free to the elements. Um, deployment,

Craig Larsen: Mhm.

Kevin Needham: of course, will be a lot quicker. Right now, I'm looking at I'm going to use rough numbers. Roughly nine grand a tool, and that would be for a used tool. I've got contact information for a couple of West Coast distributors. I've also got uh Nick Ben from South Sound Speedway who's a member of the Short Tracks Association where he has nationwide contact. Tracks that are closing may come up with tools. He's going to put it out at the convention that we're looking for a set.

Craig Larsen: Sure.

Kevin Needham: So, I'm trying to of course do as economically as I can, but at to the same means uh to meet our purpose.

00:45:53

Craig Larsen: Sure.

Kevin Needham: One of the things to bear in mind that the rapid deployment of the tool I think would have given us a

Craig Larsen: Um

Kevin Needham: better selection of what to use on that particular incident. Um, but moving forward I think that having that ready to go and changing our response a little bit to that being the first tool off the truck and then going from there would obviously give us more opportunity and more chance for successful outcome per se. Does that make any sense?

Craig Larsen: It does, Kevin. Yeah. Um, and that 9,000 I'm going to get to you guys who got your hands up. Uh, that \$9,000, um, that's for one tool or is it 9,000 each for two tools?

Kevin Needham: It's a piece each tool. We're looking at about depending to put it in perspective, new tools are 15 grand plus. um used tools uh through by one manufacturer are gone

Craig Larsen: Sure.

Kevin Needham: through refurbished per se to to meet their original operation. So they're cleaned up, handles are fixed, batteries are replaced, that kind of thing.

00:46:58

Kevin Needham: So, but

Craig Larsen: That's close. That's close enough. That gives us a target to think about.

Kevin Needham: we're

Craig Larsen: Uh Kevin, uh I'm going to go to couple three people have their hands up. Brad, uh you were first up. Go ahead.

Brad Shinn: Yeah, I just want to I this is not a this is not a um side glance at not supporting it. I do support this, but I I'm curious. Um a few years back we bought a tool um that that I think um Reinard had. What What's the status of that?

Kevin Needham: Uh the tools that Reinhold has are a DeWalt saw and a a DeWalt circular saw and they're in my position at this time. And both tools were used in at the historic and both performed to what we expected. Uh, no problems, no damage. They're used and and for what we used them for,

Brad Shinn: Yeah.

Kevin Needham: they worked well. It just wasn't it's just slower, but it wasn't the particular solution for this particular call.

00:47:55

Kevin Needham: Mhm. Uh we ended up using the fire department spreader. once they got there. Uh,

Brad Shinn: Yeah.

Kevin Needham: without going I don't need to go into much detail about the college unless you want detail,

Brad Shinn: No, no.

Craig Larsen: Yeah.

Kevin Needham: but

Brad Shinn: I I my my recollection was is that we bought that we bought a a spreader or a jaws of life. So that you you've answered it.

Kevin Needham: as long as as long as I've been doing sovereign,

Brad Shinn: I

Kevin Needham: we've use the SECA jaws. I know because I'm the one who maintains them and carries them, brings them up and services them for sovereign events, as well as the uh the May event for SECA. And I've got those tools here and I take care of

Craig Larsen: All right. Thank Thanks, Kevin. Uh uh Jeff Kernney,

Kevin Needham: them.

Craig Larsen: go

antonia kerney: Okay, just a quick one. Uh you mentioned SECA and South Sound.

Craig Larsen: ahead.

antonia kerney: Uh is conference not part of this uh agreement?

00:48:40

Kevin Needham: Currently I just have the tool available for SECA and uh sovereign. But seeing as that you guys, most of you guys know that I do soft sound as well and it would just be one more uh group of racers benefiting from something that we could all get together on. I think uh for the record, I've never used Jaws at South Sound. I have used the Sawall and I have used alter alternative means to get a driver out of a car, but I've never needed the Jaws. But that's not to say that down the road down the road.

Craig Larsen: Sure.

Kevin Needham: So I'm thinking of who I can benefit most or how many I can benefit by doing this purchase versus you know an individual. So the tool gets used ser you know maintained the batteries get checked you know things like

antonia kerney: Okay.

Craig Larsen: Thanks,

antonia kerney: So, Kevin,

Kevin Needham: that.

antonia kerney: Kevin,

Craig Larsen: Kevin.

antonia kerney: so you're not including the conference as part of the use agreement or sharing the

Kevin Needham: I mean, we could.

00:49:37

Kevin Needham: I mean,

antonia kerney: costs.

Kevin Needham: I'm just at this point saying that sovereign and SEC are like only groups I support with the JAWS, but that doesn't mean it can't be expanded. I have no problem with that.

Craig Larsen: Sure.

antonia kerney: Okay.

Kevin Needham: They'll be up to the boards of course of each

Craig Larsen: Sure.

antonia kerney: Okay.

Kevin Needham: group.

Craig Larsen: All right. Thank you. Uh Phil Eller, go ahead. Uh you're muted. Oh, wait a minute. Oh, Linda. Um you're you're now first, Linda. Go ahead.

Linda Grass: I was waiting for Phil. Um Oh,

Craig Larsen: I was

Phil: ready.

Linda Grass: there he is. Go ahead,

Phil: Well, um, let me tell you, the Haltro tools, um,

Linda Grass: Phil.

Phil: both Mary and myself are trained on them. They are, at least they were a couple years ago, the only thing on the market that will cut a high strength car up. And, uh, and that's, well, that's it really. Um, oh, you got modern cars running with us now with high strength steel.

00:50:30

Phil: You go after them with a with a saw, they're just going to laugh at you cuz they will not cut

Kevin Needham: Well, like I said, to put it in perspective, I've been through the NASCAR training.

Craig Larsen: Mhm.

Phil: them.

Kevin Needham: Uh NASCAR carries Somatro, but in the past, they've had AMCUS as well. And now that the market is becoming like anything, the demand, uh more brands will show up. The reason I chose Homatro for this specific proposal is because that one, NASCAR uses it, two, uh, Portland uses it, and you would be using it. So the guys that come up and work or the guys that go down and work would be familiar with the tool in their hand versus how do I and fill in the blank here. Of course, all trained on the same equipment, but uh I've used Amus and Homatro tools in my past training and both perform admirably. It's just who ended up paying the sponsorship and got their tool on the truck at this point. But both either or I'm sure cost will probably dictate something in the future and of course I'm researching that as

00:51:23

Craig Larsen: right?

Kevin Needham: well. But Homatra is just it's a brand name. It's a good name. It's on a lot of uh fire departments out in the community. Uh the tool we used at the turn one was a homatra off the fire engine. That kind of thing. So that just putting that that

Craig Larsen: That's good. That's good.

Kevin Needham: way.

Craig Larsen: Uh, Linda, you're still up next. Go ahead,

Linda Grass: So, Kevin, is there a if we got these two new tools,

Craig Larsen: Linda.

Linda Grass: is there would you keep the old stuff or try and sell it to put that money toward the new

Kevin Needham: Uh,

Linda Grass: tools?

Kevin Needham: bear in mind there's a a lot of used hydraulic tools on the market right now, so the value isn't what it used to be. However,

Linda Grass: Okay.

Kevin Needham: I still anticipate that our jaw set would probably be worth roughly a,500, give or take a few dollars. Um to that end, South Sound Speedway has also donated a set of the hydraulic tools.

00:52:23

Kevin Needham: So be the power unit, the hoses, spreader, and cutter have donated me a set to sell. Uh and any proceed from that will go towards the new electric

Craig Larsen: Okay,

Kevin Needham: tool.

Craig Larsen: great. Thank you. Um uh that that was that answer your question, Linda. Um right. Yeah. Um Jamie, go ahead.

SOVREN Historics: I guess I'm looking to summarize Kevin um uh total cost uh around \$18,000 and uh there's a potential cost sharing um which of course would depend on you know the the regional SECA board uh approving uh their half of it u or or whatever fraction they decided to go for. Um, but yeah, I'm just just trying to come up with a number for us to uh to uh give the thumbs up or thumbs down to this evening. And I don't suppose it needs final approval tonight,

Kevin Needham: the No,

SOVREN Historics: but

Kevin Needham: we're my anticipation is on the tool is yes, I know we have two more races this year, but I I also realize it could be unrealistic at this point to say by the end of the year, but I would like to start the the spring sprint with the tool on the truck.

00:53:34

Kevin Needham: And I don't think that's unreasonable or

Craig Larsen: That's a good time frame to think about. Um,

Kevin Needham: unrealistic.

Craig Larsen: Tom, go ahead. Tom

Tom Masterson: Um, a question would be,

Craig Larsen: Aerson

Tom Masterson: could we set up a GoFundMe or something that we just have the organizations that want to participate put in and any drivers who may want to help and or um something like that rather than going to the organizations and say because I I know NWRSCA doesn't have a lot of money. Um,

Kevin Needham: Um,

Tom Masterson: but maybe set up something like that.

Kevin Needham: I think that a GoFundMe is in my repertoire of things to use. Um, I know that there's a lot of racers that would step up and do it. There's also private parties that are more than willing to support us. But I would like to go forward with the clubs, the different clubs approval and some sort of participation in this. I think it makes it more meaningful if you say, "Hey, we did that and this is how it worked." That kind of thing versus is stretch going to be here?

00:54:35

Kevin Needham: Is the tool going to be here? yada yada versus we have a tool and we're taking care of it and this is what's in our bag of tricks for any incident coming up. And it makes us more prepared. So I think to look at that that way more than say Sovereign owns it or SEC owns it and we have agreements with other clubs, I think if each club participates however they can and we enter into agreements with each club, I think we're going to meet most of our goal, which would would reduce the amount of a GoFundMe or a personal contribution approach we'd have to take.

Craig Larsen: Thanks, Kevin. Yeah. Um I think people are tracking it pretty well, Tom. I think it's an interesting idea. I I think um there's uh there's probably a lot of support uh amongst racers and it doesn't take more than a hundred bucks each for, you know, enough people to make a real difference. Um uh uh Mary, go ahead. Uh you're muted, Mary.

Kevin Needham: if I might add.

00:55:40

Kevin Needham: Oh.

Craig Larsen: Uh, hang on, Kevin. Uh, Mary, go. Mary's Go ahead.

Mary Z: I don't know if I'm allowed to speak as a non.

Craig Larsen: Oh,

Kevin Needham: Yeah.

Craig Larsen: yeah. Go

Mary Z: Okay. Um it's an I have heard in the past um

Craig Larsen: ahead.

Mary Z: um Portland had theirs uh gifted to them and they could do that because uh they are um

Kevin Needham: Heat.

Mary Z: governmentowned and we wouldn't be allowed to do that. And is that proof?

Kevin Needham: wouldn't be allowed to do

Craig Larsen: Um well the the

Mary Z: Have

Kevin Needham: what?

Craig Larsen: challenge we have is deduct uh donations to SOVREN aren't

Mary Z: the

Craig Larsen: taxdeductible. So that might have been part of the equation Mary the way it was uh the way it was gifted um uh just because the nature of our organization.

So, um, uh, Lauren, we got a stack of people here who want to comment. Lauren, uh, go ahead. And Kevin, don't feel like you've got to respond to everything.

00:56:46

Loren Campbell: Yep.

Kevin Needham: Oh,

Craig Larsen: Just let No,

Kevin Needham: no.

Craig Larsen: I know.

Kevin Needham: No.

Craig Larsen: I know. It's just, uh, Lauren, go ahead.

Loren Campbell: Kevin, I I apologize for not knowing you by name or face, but I wanted to Um, my sense here is that there's support for what you're asking for. And, um, I also want to say that I appreciate you for showing up tonight and bringing this to our attention because

Kevin Needham: Uhoh.

Loren Campbell: as drivers, uh, frankly, we have no clue what you need, but I think I can speak for all of us and say that it's important for us that you have the tools you need to do the job when the job needs to get done. Um, so I really appreciate you for coming here tonight and I I think there's support here.

Craig Larsen: Yeah,

Loren Campbell: Um, and we can get this done by spring sprints.

Craig Larsen: I think the whole board shares that that comment. Thanks for making it, Lauren. Uh Brad, go

Brad Shinn: Well, yeah.

00:57:37

Brad Shinn: Well,

Craig Larsen: ahead.

Brad Shinn: I was just going to say Bill Simer raised his hand about the the tax. So, look, let Bill clarify that and then I can make my

Bill Simer: Yeah.

Craig Larsen: All right,

Bill Simer: Um, thank you guys.

Brad Shinn: statement

Bill Simer: I was just waiting to do this. Thanks. Um,

Craig Larsen: Bill.

Bill Simer: no, this is actually a um a a great endeavor and uh so thank you for bringing to the group.

Kevin Needham: Yeah.

Bill Simer: Um, you know, the any business can make that is connected to the motorsports industry or to

Kevin Needham: Heat.

Bill Simer: racing can make a deductible contribution for the business. It's not really a contribution. It's a business expense. Contrast that with an individual who wants to to help fund part of this. Well, it's not a taxdeductible contribution. Craig, you're right. Um, frankly, in the tax structure today, that probably doesn't make a big difference. So, individuals can contribute. They just don't get a tax benefit for doing it.

00:58:27

Bill Simer: They get the benefit that when they race, they know that the equipment is there that might save them. And for many, that's justification enough. It certainly is for me.

Craig Larsen: Thank you, Bill. Um, Brad, I'm back to you,

Brad Shinn: Okay. So,

Craig Larsen: buddy.

Brad Shinn: I really like the idea of us funding this now. Um, let's make the commitment. Uh and and I would I would be willing to offer uh a motion to fund up to \$18,000 uh of SOVREN funds to allow for this to happen. Uh I can either do it separately or as a part of that that that we open a GoFundMe uh campaign to cover as much of it as we can. And whether whether that's individuals or businesses or whatever that looks like. Um, I I I don't think we should predicate getting the tools that they need on on whether we can do a a GoFundMe campaign. I think we should let uh give them the ability to go buy this and then we'll sort out how it gets paid all over the place, whether it's other organizations or whether it's a uh a fantastic new um uh um sponsorship or whatever that looks like, whether it's GoFundMe, but I but I would say let's fund this and I'll offer that motion up to \$18,000.

00:59:54

Kevin Needham: It will be inspiring.

Brad Shinn: and uh let's get it

Craig Larsen: So, uh, the way I'll I'll frame that,

Brad Shinn: done.

Craig Larsen: Brad, um, is, uh, you're suggesting we by our mo your motion, we would ensure that this happens, but we're not turning our back on cost sharing, GoFundMe side, any other way to lay off SOVREN cost uh through having partners and things like

Brad Shinn: Right.

Craig Larsen: that.

Brad Shinn: Exactly.

Craig Larsen: Okay.

Brad Shinn: We can probably separate them as motions so that so that we can you know it we can

Craig Larsen: Sure.

Brad Shinn: operate that

Craig Larsen: Okay. Um I um we'll take three quick comments here and we'll we'll see if we've got a second.

Brad Shinn: way.

Craig Larsen: Go ahead, John.

John Allen: I guess my uh change to that, while I agree completely with Brad um because we're dealing possibly dealing with SECA, which is a for-profit organization, uh my change to this would be we would fund one with the potential to fund the second one if SECA doesn't come through because they've got deeper pockets than we do and they're going to benefit from this as well.

01:01:05

Craig Larsen: Let's let's uh let's not perfect it yet. Let's get through the comments. Um uh go ahead uh Mike

Michael: Yeah, I I knew nothing about GoFundMe before I started this one for Glenn.

Craig Larsen: now.

Michael: Uh I'm now painfully smarter uh at a significant personal injury there. Um so if you're going to do the GoFundMe, I would say uh contact me and let's talk so you don't make the same mistakes that I've made.

Craig Larsen: Thank you, Mike. Let's learn from what we've done. That's a good idea. Uh Rich, go ahead. Rich

Rich Newman: Yeah, it was just a structure idea.

Craig Larsen: Newman.

Rich Newman: I liked what Brad was saying and I I think potentially we move to approve this and move to approve this with sovereign funds and then we go out with an appeal to whomever whether it's drivers or other organizations to basically contribute back to us so that Kevin can move and get the tool quickly not have to mess with all of that and we're just sort of leaning in that we're going to end up getting some support help here but we could certainly support it in the in the front end.

01:02:12

Rich Newman: And then John, I I guess my comment on that is I hope they step up. If they don't, you know, things things work out.

Craig Larsen: Uh uh Tom Mastersonson. Go

Tom Masterson: Yeah, just a correction on SECA is not a for-profit.

Craig Larsen: ahead.

Tom Masterson: It is in fact the same thing. Well, it's a 501c4, I believe. Um, and it would not be SECA national office that would contribute. It would be the Northwest region, which does not have a lot more money than Sovereign. Trust me, I I'm also a member of theirs and I keep very close track of that board.

Craig Larsen: Okay, thank you, Tom. Um, I show Oh, oh, uh, Steve, go ahead.

Lori Newby: Yeah, I My question would be um who would who would actually own the equipment? Would Sovereign own the equipment if we're paying for

Kevin Needham: I think that would be the way to go,

Lori Newby: it?

Kevin Needham: but I would like like again like my concerns were I'd like to make it available to the SECA conference etc. The south part of it was just ease for me to take care of stuff versus you know a week before the event making sure everything's fixed and running and yada yada that kind of thing.

01:03:26

Kevin Needham: So yes,

Lori Newby: Yeah,

Kevin Needham: but I think that We should make it available for other

Lori Newby: that that that's Yeah,

Craig Larsen: Good. Go

Lori Newby: that's understood.

Kevin Needham: racers.

Lori Newby: But should something happen to the equipment,

Craig Larsen: ahead.

Lori Newby: who you know who owns it if something happens to it.

Craig Larsen: I would guess if we're fully funding um we own it.

Kevin Needham: I I right and and if that's the case, if SOVREN owns it completely, then we would do obviously maintenance agreements and use agreements with other clubs and organizations. But then again,

Craig Larsen: Yeah.

Kevin Needham: that's going to be at the discretion of the board, of course. But I suspect that the racers are going to step up on this one, and I think we're going to be

Craig Larsen: Yeah. Yeah. Uh uh Tom Mastersonson,

Kevin Needham: okay.

Craig Larsen: go ahead.

Tom Masterson: Oh, my my hand didn't Yeah,

Craig Larsen: I did. Oh, we're supposed to go down.

Tom Masterson: it didn't go months.

Craig Larsen: Oh, sorry.

01:04:19

Craig Larsen: Okay. So, um, so Brad has a Let's split this into two motions as Brad suggested. Uh, the first one is uh uh Tom, you're back up. Nope. Um, so Brad's uh your first motion. Do you want to restate it or do you want me to go ahead?

Brad Shinn: uh uh I'm happy to let

Craig Larsen: Okay.

Brad Shinn: you

Craig Larsen: Brad's first motion is we uh we authorize up to \$18,000 to buy the two pieces of equipment that Kevin has identified and with the understanding that we're going to be seeking partners and ways of uh laying off some of these costs. So, um but the point is to get the get the commitment so Kevin can go shopping.

Loren Campbell: Second.

Craig Larsen: Got a second. Um, all in favor I'm going to try I'm going to try a thumbs up on this one. All in favor?

Tom Masterson: All right.

Craig Larsen: Anybody opposed? No. Thank you.

Rich Newman: I

Craig Larsen: So, Kevin, uh, you are, uh, green lit to go shopping and but, uh, we're going to need to be in close communication about, um, potential partnership and, uh, you know, other, um, equity owners, I'll say, of the equipment.

01:05:35

Kevin Needham: Absolutely. I understand that part and uh I look forward to working with you guys.

Craig Larsen: Well, and uh I would say uh stay in touch with Rich Newman, our treasurer, um on that. He can be our conduit for um getting information out to everybody. Does that sound okay,

Rich Newman: Yeah,

Craig Larsen: Rich?

Rich Newman: it's just treasure sovereignracing.com. Kevin, if you want to just send me a quick note.

Loren Campbell: or sovereigning.org Not this.

Rich Newman: Yeah. What did I say?org. Yes. Sovereignracing.org.

Craig Larsen: Well, uh,

Kevin Needham: Okay.

Craig Larsen: well, well done, Kevin.

Brad Shinn: Yeah, thank you

Kevin Needham: I I can't tell you how much I appreciate

Craig Larsen: Well, yeah. No. Well,

Brad Shinn: Kevin.

Craig Larsen: uh, you know, we appreciate you, man. We appreciate you being out there.

Kevin Needham: this.

Craig Larsen: And, uh, um, you know, um, if I was trapped in the car, I'd want you to have that piece of equipment. No doubt about it. Um, uh, Linda, go ahead,

01:06:25

Linda Grass: For those of you who don't know Kevin by sight,

Craig Larsen: Linda.

Linda Grass: if you look at the ecrew pictures, he is the tallest, slenderest of the bunch. And that is why his name is stretch.

Craig Larsen: Ah, okay. Excellent. Yeah.

Kevin Needham: Not a lot know me by Kevin anymore.

Craig Larsen: Thank you.

Kevin Needham: Most of you guys know me as Stretch. So, we just run with

Craig Larsen: Well, thanks, Kevin. Thanks.

Kevin Needham: it.

Craig Larsen: Thanks for uh bringing this to the board's attention and um I look forward to our partnership, man. Well done.

Kevin Needham: Perfect. Thank you very much.

Craig Larsen: Yeah.

Kevin Needham: Thank you guys.

Craig Larsen: Yeah. Now, uh second up, Brad, uh motion. Uh do we want or maybe and Mike now's in on this.

SOVREN Historics: What?

Craig Larsen: Do we want to pursue some sort of goofunding or do we want to wait and see?

Brad Shinn: I you know my my suggestion is I don't know that we need a board action on this.

01:07:11

Brad Shinn: We can we can we can set up a a gofunding and we can reach out to other clubs and

Craig Larsen: We do.

Brad Shinn: say hey we're doing this. Would you like to be a part of this? Um I I I don't know that we need a official board motion. We we needed a board motion to spend money, but beyond

Craig Larsen: So, how about um uh Mike, can you Michael now can you just uh subsequent to this meeting,

Brad Shinn: that

Craig Larsen: can you uh do your uh investigation, which might be quick, and let us know what's involved in that and uh we can uh we can take this one offline. Fine. What I what would be wonderful if Michael had like another board member to work with on

Michael: So, I I'll tell you what.

Craig Larsen: this.

Michael: Uh probably the easiest thing is uh I'll work with Brad, but I'll just run the GoFundMe since I'm smarter

Craig Larsen: Okay. Okay.

Michael: now.

Craig Larsen: Is that okay, Brad?

Brad Shinn: I I thought he was going to say I'm smarter than Brad, but I was gonna have a I was gonna have a hard time saying.

01:08:09

Craig Larsen: No, it's not. No, that would be lowhanging fruit, so you know.

Brad Shinn: Yeah, absolutely.

Craig Larsen: All right.

Brad Shinn: Absolutely. Mike, you're probably going to need to work with with Mr.

Craig Larsen: Okay.

Brad Shinn: Newman because whatever funds come into that need to come back into our treasury,

Craig Larsen: Yeah. Y. So,

Michael: Okay.

Craig Larsen: Michael, now Rich Newman and Brad, you guys will please spend some phone time on this.

Brad Shinn: right?

Craig Larsen: Excellent. All right. So, um, uh, and thanks, Linda, for bringing this to our attention and reminding me that it's supposed to be on the agenda. Um, so now, um, I'll just note we're an hour into this meeting. Um, so I wanted uh Jamie has been holding uh bi-weekly meetings still with the historic team coming out of the historic and uh uh moving off of the accident and the ending of the historic um there have been some interesting conversations about next year and thinking about 2027 historic. So, I wanted uh Jamie to be able to give the board an update on that.

01:09:06

Craig Larsen: So, Jamie, go

SOVREN Historics: All right. Well, I made a few notes uh just kind of recapping u the 2026 version.

Craig Larsen: ahead.

SOVREN Historics: Uh but um for those who don't know, uh in 2027, we're going to feature Porsche. Um we're hoping for an enthusiastic turnout of spectators and car corral attendees. Um, I've um working on putting together a feature race u featuring PE cars. Um, not having all that much luck so far. You'd think there'd be more Porsche race cars around, but there's a lot of them on the street. We I think are going to have a great exhibition tent. Um, I uh have every hope that uh we're going to see uh Bruce McCau's uh 917 L. um the Gulf western liveried car kind of in the center of the exhibition tent. Um I have lines on a couple of 9006s, a 9004, um perhaps um two 962s. Um so yeah, we we may need a fairsiz tent. Um, regarding um, special guests or grand marshalss or however you want to refer to uh, important people who graces with their presence.

01:10:25

SOVREN Historics: Um, I think I've got a freebie, Dominic Dobson, um, race Porsches at a very high level, factory driver, uh, is currently the proprietor of a business in Seattle called Dobson Stoutgart. Um, they are having an open house October 4th. I would encourage uh SOVREN members to swing by and uh check out what they're up to. Um I've got a few other names that um I'm looking at. Uh I made an attempt to get in touch with George Fulmer, who most of you know is a lifetime SOVREN member and raised uh Mark Donghes 917 uh when Mark couldn't get in the car himself. Uh but I didn't uh wasn't able not able to get in touch with George yet. He may have aged out of this sort of thing. I don't know. I'll make every effort to find out. There's other people available. Um, guy named Alvin Springer who ran the Andial uh racing team um I think is available. Um, I've been talking to some people with the Porsche clubs who have been very enthusiastic about what we're doing and uh are anxious to help out.

01:11:34

SOVREN Historics: Um, I think Martin's Rudo is going to have a lot to work with in terms of putting a program together. So, that's uh basically what we're doing. Um, does

anybody want to hear uh my impressions on the 2026 uh historics? I uh I won't talk about the uh the end of the day on Sunday. I we're covering that pretty well. But I'd like to start with loaden. Um, I thought it went pretty well. Again, um might be a few things we can improve on the paddock layout.

Craig Larsen: Mm-m.

SOVREN Historics: Tom Knoxell has taken copious notes and he's going to be there again for us next year.

Craig Larsen: Yeah.

SOVREN Historics: Um he and Jeff Kerney uh supervised the load in uh helped direct people into their uh spots. Um I thought it went pretty well. Hopefully everybody was happy with that with their Thursday. Um, I need to call out uh Loren and uh his better half, Ben Hamilton, uh for uh putting us into the merchandise business. They bought an additional t-shirt or a press for transferring uh vinyl graphics onto shirts and bags and that kind of thing.

01:12:39

SOVREN Historics: And um that stuff sold well. Um, we uh are thinking maybe we're going to relocate that merchandise uh popup to the main pedestrian fire lane on the south side of the paddic so it gets some uh waterfront on that on that wide boulevard that everybody all the spectators walk up and down on. Uh we did get some feedback that nobody knew where to find the merchandise. So we can fix that. Um uh the poster is on my garage wall. I hope it's on everybody else's garage wall. Another beautiful thing. Uh the program was outstanding. Um you know, thanks to Martin and to Ben for helping lay out that uh program and Martin for providing all the uh all the copy images, all that stuff. It was great. Um let's see. My take on the uh spectator gate was, you know, I'm sure when we get around to hearing from uh Sherri and uh Rich, we'll get some more better numbers, but uh I thought we're about the same. Uh my wife Amy was in the uh ticket booth uh all three days and uh her impression was that we were selling tickets to a younger cohort of uh spectators, which I think is good news.

01:14:01

SOVREN Historics: Um uh the car corral was a little light. Well, particularly compared to last year when we were our cup overflowed, uh we had too many cars last year. We were a little bit light this year, but um the car crown was very well run and adequately staffed. And um our thanks to Phil and to Bobby Cobin for making that happen, as well as our volunteered and a few paid uh workers who who helped the car corral loading go well. Um, let's see. The car count of course was was good. I think we're up 20 on 2025. We're around 175. Might have been 174, but that was a a very good car count and that takes some of the pain away from the a light car corral number. Um, I think everybody involved with the 2.5 challenge and the midbore run groups uh was pretty excited about their weekend. Um, yeah, I was very uh grateful that the California Racers made the trek up here and joined us and I think they had a good time. Um, I hope you all had a good time at the Peter Brock dinner in Scotty B. White's shop.

01:15:16

SOVREN Historics: Um, that was that was a good time and uh, man, that guy's got some stories. He's done some things. He's known some people. He's had some conversations. It was great to uh great to be there and uh I'm very appreciative to his his wife Gail as well. Gail is of course half that show, you know, and uh yeah, she's she's fantastic.

Lori Newby: That

SOVREN Historics: Very grateful to her presence as well. Um I should note that Mr.

Lori Newby: was

SOVREN Historics: Brock um sent me a pretty much a full page email. Uh he was just ecstatic with his weekend and u the quality of the racing and the camaraderie after very intense door-to-door racing. He was so impressed with the fact that we're all friends, you know, and nobody's at each other's throat. And he he said uh several times that there were more cars in uh the uh midbore run groups than they had in the SECA fields back in the day. Um, so he was just amazed at what we had going on.

01:16:21

SOVREN Historics: Um, let's see. I needed to uh mention the newbies. Uh, Stephen and Lori were instrumental in putting that uh Peter Brock dinner together and we all owe them a debt of gratitude. Um, thank you very much. Um, one uh takeaway that um on the negative side that um we've talked about in the historic planning meetings to date is uh paddock traffic and paddic speeds. Um I personally got three calls from a former corner working corner worker Gary Halberg who was selling uh model cars on vendor rope. He called me three times to tell me there were people blasting out of uh the paddic and endangering spectators in that fire lane on the south side of the paddic. So, we're going to have to have a word with the drivers the drivers meeting next time around. Um but we're going to be watching. Um we also had an issue with um kids on bicycles, ebikes, and uh a motorcycle in one case. Um our rule as well as Pacific Raceways rule is that nobody under 16 is going to be on two wheels on the paddock.

01:17:45

SOVREN Historics: Uh no exceptions. Um let's see. Brad, would you like to comment on that?

Brad Shinn: I made two young kids cry.

SOVREN Historics: Good.

Brad Shinn: Um, not intentionally. Um, but I I I did see more than more than just two. Those are the two I caught up to. Um, in both cases, the parents were understanding. Um, but didn't seem to know that that bold language in the driver's handbook applied to their young seed. So,

SOVREN Historics: Yeah, ignorance is keep using it as an excuse.

Lori Newby: Liz,

SOVREN Historics: Um, lawyer Stephen, I don't see Lori. Must be

Lori Newby: that would be me. Yeah, we were just up in Mission last weekend and they have the same issue up there with young people on

SOVREN Historics: you.

Lori Newby: ecooters and things like that. And um granted the you know the paddic in mission is a much smaller place so it was easier to control but they still have you know we're having the same issues no matter where we go we just need to get a hold of it accordingly.

01:18:55

SOVREN Historics: It's it's again, you know, Sherry's up next, but you know, Sherry's doing, you know, Sherry's putting it in bold face, you know, in the handout in the driver's packet. As as we all know, nobody reads that crap, so we need to bring it up verbally and loudly at the driver's meeting. Um, yeah, before before we have a an incident.

Brad Shinn: Yeah.

SOVREN Historics: Um,

Loren Campbell: I will I will get that in the bulletin.

SOVREN Historics: thank you, uh, Loren. Now, Craig had an interesting conversation not long after he came on board as president with our insurance agent at the time. And uh Craig asked about claims in a general sense. Where do all the claims come from? How big are they? And um the uh the answer was that uh they were paddic claims. They they didn't get any claims for racing incidents, things that happen on the racetrack. It's counterintuitive, but it's it's oopsies in the paddic. And uh so we need to up our game on uh running a safe paddic.

01:19:54

SOVREN Historics: Um, Sherry, what you

Sherri Masterson: Yeah, I was just going to say that I we're going to put it on MSR, too.

SOVREN Historics: got?

Sherri Masterson: Um, for next year, I'm really going to restructure how our front page looks and get more of the information that everybody needs, like the speed limit in the paddic, like like the the miners being on bikes. Um the state has passed the rule that the um the ebikes over a certain speed limit are now going to be treated like motorcycles. They just have to figure out how they're going to do it. Um I this week I lost my great nephew or my grand nephew to an ebike accident in both.

Craig Larsen: Oh

Sherri Masterson: Um they're bad, you know,

Craig Larsen: no.

Sherri Masterson: and and you not only the minors on them but the adults, too. And we really need to enforce that the speed limit to the going to the grid is also 10 miles an hour.

Craig Larsen: Mhm.

Sherri Masterson: Um, so I am going to change things and get things out that Okay.

01:20:58

SOVREN Historics: Well, thank you. Everything we could do to to get people to uh to stop and read it or stop and listen and and start uh behaving properly in the paddic is appreciated. Um let's see, John.

John Allen: So, we're addressing uh drivers through the paddic uh path or the the driver's packet of uh this incident. But what about walkups like uh people who are just spectating that coming from the outside? Do we have or should we have somebody at the gate saying uh uh that doesn't belong past this gate? Um turn turn people away.

SOVREN Historics: Well, I'm I'm not sure you're talking about people with bicycles

John Allen: with bicycles,

SOVREN Historics: or

John Allen: ebikes and things like that or or kids specifically, they're going to carry their thing in there. And if if we want to have a rule against that,

SOVREN Historics: Well, we Yeah,

John Allen: we should probably keep them from

SOVREN Historics: I don't know that they were a big factor in this spectators I think it was

John Allen: Okay.

SOVREN Historics: mostly crew family yeah

01:22:04

John Allen: Okay.

SOVREN Historics: that's the biggest part of biggest problem um but uh we can certainly instruct our ticket takers you know they we don't see the same ticket twers two years in a row but we can certainly brief them to uh to uh tell people they can't come in with a two- wheeled conveyance or unicycle for that matter um Linda

Linda Grass: as I recall from reading a driver's notice a long time ago that the driver is also responsible for everybody that they bring in. So, if you guys catch some of these young little snuts, uh, take names and have somebody, you know, talk to the parents and know that there could be a penalty for it. Assign a penalty of some sort, whether it's monetary or lapwise or pointwise or whatever. Um, kick take names and kick butts.

SOVREN Historics: Well, I'm gonna let somebody else pick that flag up and run with it. Um, but yeah, one the most egregious offender, a kid uh on a little motocross motorcycle uh in full motocross gear was actually with one of our stal stalwart SOVREN members.

01:23:17

SOVREN Historics: I'm not going to name any names, but uh yeah, it it can happen to the best of us. Um,

Lori Newby: Yeah. Okay. Um, you know, we Why don't we just spend 20 bucks or, you know,

SOVREN Historics: Stephen

Lori Newby: whatever and have a couple of big signs made up to post at the gate. Absolutely no wheeled vehicles. Um, you know, prohibited. We we can put it out there in the in the bulletin or in the s brakes or whatever, but again, you know, Linda's chuckling away there. Nobody reads them. We all know that. Um, let's put something out in front of the public.

SOVREN Historics: Well, it's uh signs are are more than \$20, but they're not uh they're they're cheaper than uh you know, an injury, an accident.

Craig Larsen: Hey

SOVREN Historics: Um yeah.

Lori Newby: Yeah, absolutely.

SOVREN Historics: Yeah,

Craig Larsen: sir.

SOVREN Historics: I'm starting to uh I'm amassing quite a collection of sovereign signs here at my house. Um add them to the collection.

Craig Larsen: Okay.

01:24:14

SOVREN Historics: Uh I before I get to Brad, I I want to point out that I hadn't worked my way through the list of culprits here. uh traffic to pregrid uh pit carts, pit bikes, uh bicycles are racers, crews are also um weaving their way through inbound spectator foot traffic, right? The spectator gate and the pit uh hot pit entrance are they're right next to each other. So there's no way that these crew members can avoid um transiting foot traffic and they also need to be addressed. Um those individuals um

Brad Shinn: Well, I I was just going to say um we can put signs up,

SOVREN Historics: Brad

Brad Shinn: we can put bold print, we can put it in the we we can even see send personal emails. Um, nothing works like um Mike Lawler and I chasing some poor little brat down and and into his paddic and then having a talk with mom

Craig Larsen: Thank

Brad Shinn: and dad. Um, I I haven't seen so much happiness on Mike's face and whole time I've been racing. But but uh I I I would say that I think you know we're we're all uh us us board members are all wearing

01:25:42

Craig Larsen: you.

Brad Shinn: our ambassador or officer badges. I think uh we have to take some responsibility for this. I I I know our race officials, uh, Mike and and Corky and and even Doug are busy doing other stuff, but I think we've got to police it. And once we return some of the little miscreants to their parents with a with a finger wag, it'll probably start to stop. So, I I would encourage us not just at historic, but any of them. Um, and you know, before before we pull out the big guns, Linda, and say, "And oh, by the way, uh, pack your stuff up and get out of here cuz we're not putting up with this." We we can we can um open a little rough frontier justice on these kids and take them back to their mom and

SOVREN Historics: I was I was going to suggest a stick to up to to insert into

Brad Shinn: dad.

SOVREN Historics: spokes.

Loren Campbell: I I I just have to say that chase when Brad took off to chase that kid down, I was I was he was in mid-sentence talking to me.

01:26:47

Loren Campbell: That's the fastest I've seen Brad move in the paddic or on the track in five

Brad Shinn: Oh. Oh,

Loren Campbell: years.

Brad Shinn: dude. Oh, wow. Wow.

Mike Lawler: That hurts,

SOVREN Historics: Bill, you got anything uh personal to say to anybody?

Brad Shinn: Oh,

Bill Simer: Well, you know,

SOVREN Historics: You got

Bill Simer: I I think after I just heard that comment, I might be quiet. Um, but uh uh you know I I do um you know this is a minor nitpicking thing, but if you do put up a sign saying no wheeled vehicles, be sure to exclude people that are on mobility scooters and that sort of thing because there are some ADA reasons to do that. So I know you I know you would figure that out,

Brad Shinn: heat.

Bill Simer: but just for sake of completeness, I thought I would offer it.

SOVREN Historics: Never assume. Never assume. I would likely have not uh it wouldn't have occurred to me to put that on the sign as well.

Craig Larsen: So Jamie,

01:27:35

SOVREN Historics: Um no,

Craig Larsen: is that uh kind of wrap you up? You got more?

SOVREN Historics: that's that's all I got. If anybody's got any more questions about 2026 or 2027 in its embryonic form, I want to hear them.

Craig Larsen: And and you folks are meeting uh basically bi-weekly or monthly now. Bi-weekly.

SOVREN Historics: Uh it's bi-weekly. You know, we're trying to keep them brief. We're not accomplishing a whole lot at this point,

Craig Larsen: Yeah.

SOVREN Historics: so the meetings don't need to be long, but uh we're keeping the frequency up just so that uh things don't get dropped, you know, until December. you know, we're really trying to make some good headway uh before then. Um

Lori Newby: Yeah. No, I just on a personal note,

SOVREN Historics: Stephen,

Lori Newby: I just like to extend our gratitude to uh to you Jamie on the fabulous job that you did putting that all together. Thank you.

SOVREN Historics: thank you very much.

Craig Larsen: Yep.

SOVREN Historics: Appreciate it. Yeah, it's uh it it is a reward in itself.

01:28:33

SOVREN Historics: It was a it was a rough Sunday.

Craig Larsen: Yep.

SOVREN Historics: For those who don't know, I had a little kurluffle of my own and then I and then I got to go uh hang out with Brad down at the scene of the accident at turn one for a couple hours and turned into a pretty s***** day. But um I had a pretty good weekend up till then. Charlie, what you got? You're muted.

Charly Mitchel: There we go. Sorry, wrong button. Hey, um, just to remind everybody, I got a couple tubs full of the posters and the goodie bags, and I I really do not want to throw them in the garbage can. So, I need somebody to take them from me.

SOVREN Historics: Bring him to Portland.

Charly Mitchel: Well,

SOVREN Historics: Bring him to

Charly Mitchel: I'll bring them. Yeah,

Loren Campbell: bring the posters to

Charly Mitchel: but I don't want to bring them back.

SOVREN Historics: Portland.

Charly Mitchel: I don't want to bring them back either, though. I don't want to bring them back in Portland.

01:29:16

Loren Campbell: Portland.

SOVREN Historics: All right. Challenge uh challenge issued.

Craig Larsen: Well, well,

Charly Mitchel: Yeah,

Craig Larsen: Lauren Lauren just said bring him to Portland, right?

Charly Mitchel: I'll bring it to

Loren Campbell: We'll put them in the We'll put them in the merch booth in Portland.

Charly Mitchel: Portland.

Loren Campbell: We we could have sold a hundred more at historic,

Craig Larsen: Yeah.

Loren Campbell: but we didn't have them in the merch booth.

Charly Mitchel: Oh, okay.

Craig Larsen: Cool.

Charly Mitchel: I'll be there.

Craig Larsen: Uh uh Charlie,

SOVREN Historics: Oh,

Craig Larsen: are you still on? Charlie, you done?

SOVREN Historics: Charlie's done. I think Linda's got her hand up now.

Craig Larsen: Yeah. Linda, go ahead.

Linda Grass: Just real quick, uh, the points are done through historic. And what I did was uh since there was nobody to talk to and all of the race groups except group nine

got uh only four races instead of five. I only counted the four races even for group nine. So that's uh that's what the points reflect.

01:30:20

Craig Larsen: Thank you. Um and Jamie, let me add my thanks to you for shepherding this our biggest event of the year um for two years now. It it's the the growth of the event and the fun factor, you know, right up till Sunday afternoon was off the chart. It was a fantastic weekend. So, um thanks, man. You you really carried the water.

SOVREN Historics: Well, I appreciate all of your thanks. I Hey, I never got around to thanking Jacque Riehl for taking uh such good care of our guests all weekend

Craig Larsen: Yes.

SOVREN Historics: long and uh yeah, she was a star on our behalf.

Craig Larsen: Yeah.

SOVREN Historics: So, thank you, Jackie. And with that,

Jacque Riehl: My pleasure.

SOVREN Historics: I'm gonna

Jacque Riehl: It was a lot of fun.

Craig Larsen: They were they were a great couple. It was really really fun to see them. Um well uh phase two of our historic review. Um, I stuck a financial review in here from Rich, uh, since the historic end up being a big input for us.

01:31:17

Craig Larsen: Um, Rich, do you want to take

Rich Newman: Yeah, I sure I sure will.

Craig Larsen: over?

Rich Newman: Um I think uh I will I sent three three things out um to everyone. Let me share my screen um and I think for time I'm going to go over one of them tonight um to give you some perspective. Um can you guys see that? Okay, just to make sure.

Craig Larsen: Yeah.

Rich Newman: Okay, so what this is is this is sort of our um statement of activity.

Craig Larsen: Yeah.

Rich Newman: Um, so this just sort of shows like some topline information um, in terms of where we where we are and um, I sent out some comments in the email and basically the gist is we still have things coming in and going out related to um, uh, Northwest histo Pacific Northwest historic in terms of revenue. Um, I'll call out one thing, which is we have done a lot with Square this year. And Bill and I are still working through how to do the tax and everything and and account for that correctly.

01:32:26

Rich Newman: Sherry has done a I'm sure a phenomenal job of tracking some of this, but it isn't into the books yet. It's actually set up as a deferred income, but that Square that Square business we've done so far is around, you know, over \$42,000. So, I'm going to comment on that as we roll through here with where those buckets are. So, just know that that \$42,000 at least in this report um does not show up. It shows up on our balance sheet. Um uh right now is deferred. for until we bring it into the P&L. Bill, I hope I said that correctly. Um, let me go through this and then Bill can correct us. Um, so, uh, essentially on the left here is 2026 year to date. Um, I did not stop it at the end of July like I normally would because I want you to kind of see again it's very real. Things are kind of current and up to date to this point and compared to 2025 just for reference.

01:33:25

Rich Newman: um total race income. Actually, I want to start here. This blank line right here, um it was mentioned the work that Loren and um Bren have done with regard to selling t-shirts. Um our total revenue right now for that is \$3,461. That is also not in here yet. Um and I'm going to give you some rough rough numbers when I add these two together, but um and again, we have accounted for a lot of the costs so far of that. Um, but I will just do a quick shout out. Um, we gifted out of every everything we've done so far based on that revenue, we have a net net loss of about \$400 and that includes paying for the press and um, and we still have some remaining inventory and things like that, which is still, you know, an asset right now. But the call out as well is we gifted over \$1,500 in in products. So t-shirts, bags, things like that to volunteers, to VIPs. So there's a lot of good that comes out of this as well.

01:34:29

Rich Newman: And for us to just kick something off and, you know, and and get it rolling and and, you know, basically to break break even on it and give all that stuff away is pretty awesome. So great great news there, I think, going forward as a revenue driver for the for the club. Um,

Craig Larsen: Mhm.

Rich Newman: the other thing that I'll call out, um, uh, race fees. I want to just compare this. So this is, you know, left side this year to last year so far for race fees. We have more race sponsorships this year. Oh, I skipped one at the very top. Um the Larsen uh family um not not Craig, but um Janet Larson, and I apologize for not remembering Janet's husband's name. They donated \$10,000 to Sovereign as well. So that's Sorry,

John Allen: Jeff,

Rich Newman: could somebody jump in on that?

Craig Larsen: Uh Ted,

Rich Newman: Ted.

John Allen: not Jeff Larson.

Tom Masterson: Jeff Larson.

Craig Larsen: excuse me.

Sherri Masterson: Jeff Barson.

Rich Newman: Yes, Jeff Larson.

01:35:25

Craig Larsen: Yeah.

Rich Newman: Apologies again. I just do the numbers. Um but um wonderful donation to Sovereign, so that's at the top. We've got good race sponsorships so far this year. So, good job um to those that are working on that. More work to do. Um Spectator Gate, you can see there's a big difference here. Um however, like I said, there's 42K and this is pre-tax. So there's about if you figure 10% tax maybe it's \$38,000 in in um square that is for spectator for the Peter pro Brock event. as well as car corral. I think those are the main categories of how square is being used. That is not in here. So, this will change and Sherry may have more comments on that later. If you take those numbers and you add them to the 228 we're seeing in total revenue right now, the revenue is actually about \$270,000 compared to 240 last year. And again, these are very, you know, there's more coming through.

01:36:23

Rich Newman: Um but but not bad. as I roll down. Go ahead. Yeah. Okay. Um here's an example.

Craig Larsen: Excellent.

Rich Newman: You know, um Peter Brock total cost, you know, it wasn't cheap, but we used, you know, Peter those dinners and I think it was his suggestion that we do a dinner, you know, that's very much going to offset a lot of this, right? So, we didn't just out of pocket for a guest. Um it became a revenue source, which is awesome. Whoever came up with that idea, good kudos. Um yeah. Anyway, and then I'm going to run down

here. This supplies line here. There's a lot of supplies for the um for the t-shirts and whatnot. I just put it in a bucket right now. Um just so that we can classify it. Uh but that that's what that is there. And then I'm just thinking if there's anything else quickly I wanted to show you on this Whoops.

01:37:14

Rich Newman: Uh on this that would help. Um little, you know, this is an example of costs that are still coming in. Um and I'll get to the bottom line. We we don't have the ambulance yet for historic. Um those usually take about 30 to 60 probably 60 days, Tom, for us to get that information, but that is I did have one come in at the very end of June last year for historic I believe or I put a I put something in the books for it actually um ahead of time, but so that's going to be higher. The ambulances have been more expensive this year um for King County and the like. Um but anyway, you roll all the way down um to gross profit and again we're missing a big chunk of revenue here. Um get all the way to the bottom and um we're sitting at about 26,000 in net revenue. And again, this is rough numbers. Um but again, there's going to be another 38,000 in revenue and more costs coming in. So we'll see how that all neutralizes out compared to 36 last year.

01:38:10

Rich Newman: My comments in my email were, hey, things are rolling forward. We got some good things. We got some costs that have gone up, some incremental incomes, and uh but generally, you know, the house isn't, you know, things are okay. Um we're we're chugging along like we have been last couple of years. Any questions? That's what I was going to call tonight.

Craig Larsen: bunch of thumbs up, Rich. Thank you. Thanks for the summary. Go ahead, Jamie. Uh, you're you're muted, Jamie.

SOVREN Historics: My apologies. Um, regarding the uh Brock appearance fee, I was squinting at the spreadsheet, Rich. I thought I saw \$14,000 for uh Brock's uh appearance fee and and uh travel and lodging. I thought that was around 8.

Rich Newman: I'm going to look at that again, Jamie. Um, it is something I'll dig into.

SOVREN Historics: Um

Rich Newman: I know we gave him, you know, a prepayment, so to speak, um, your appearance fee comment to your point, and then we also got the final bill, and I think those were incre incremental to one another.

01:39:17

Rich Newman: They were additive.

SOVREN Historics: yeah,

Rich Newman: So, go back and look.

SOVREN Historics: the first first was around 4K and that was supposed to be 50%. Yeah.

Rich Newman: Okay, I can actually drill into that while we're on the call here. So, I'll do that while and go

SOVREN Historics: All right. Well, I don't want to keep everybody in the meeting longer than we have to,

Rich Newman: back.

SOVREN Historics: but I just wanted to raise that point first. It's the only thing that jumped out at me.

Rich Newman: No, thank you very much. It's helpful.

Craig Larsen: Uh,

SOVREN Historics: Okay.

Craig Larsen: other questions for Rich? Thanks, Rich. Thanks, Rich. Thanks, Bill. Appreciate it very much. Um, that jumps us to a couple of CRC prep issues. Uh, we have one action item. Remember, we deferred action on the chicane uh from a previous meeting and uh we have told the Bugatti people that we'll be removing the

chicane for the Bugatti people. Um and the question that we have deferred to this meeting is are we also uh taking the chicane out for ourselves?

01:40:25

Craig Larsen: So um Tom has uh Tom and I have talked about this. It's possible to do the switch. You know, there'll be six Bugatti uh events uh uh six Bugatti events on track. Um uh so it's just switching cones, but the question is um uh do we want to remove it for ourselves? And Steve, go ahead.

Lori Newby: Yeah, for ourselves I would say no.

Craig Larsen: I mean,

Lori Newby: Let's let's keep the chicane.

Craig Larsen: yeah, and I'm really interested in hearing from racers about this. John, go ahead.

John Allen: I've spoken with a lot of different racers in different groups and I have yet to find one that thought that we should remove it.

Craig Larsen: Okay.

John Allen: So informal

Craig Larsen: Uh uh Tom, go ahead. Uh you're muted,

Tom Masterson: Yeah. No, no, I'm not.

Craig Larsen: Tom.

Tom Masterson: Um, just feed people's information that chicane was put in in the 1980s by Indie Car to make the racing more exciting because the track was boring, the cars weren't spread out enough, and basically it was put in there to cause accidents.

01:41:34

Tom Masterson: And I know every one of you's complained that the chicane does just that. Um my other concern is if Bugatti at this point they are not doing so but we have told Bugatti they can run with our groups. You by putting the chicane in at that point you're telling them you have to remember with this group to take the chicane. You have to remember with that group not to take the chicane. Uh we all know how drivers think and remember things when they put helmets on. Um, but in in reality, I think the track is actually safer without the chicane.

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

Linda Grass: My question is from timing and scoring. Am I timing the Bugattis?

Craig Larsen: Uh, yeah, timing and scoring them.

Linda Grass: Okay. Okay. In the program, I have to tell the program how many miles the track is, and I have one with and one without the chicane. I cannot switch between the two. So from a from a timing standpoint, you're causing a little issue.

01:42:47

Craig Larsen: We'll uh let's set that little hurdle aside for a moment and uh um yeah, Lauren, go

Loren Campbell: I I I'm my jaws hanging on the floor um hearing that we might be out there

Craig Larsen: ahead.

Loren Campbell: with sprites and midgets running with \$2 million Bugattis. Um,

Craig Larsen: It's not going to happen.

Loren Campbell: okay. That that's and and for what it's worth, I I support running with the chicane for the SOVREN cursed.

Craig Larsen: Yeah,

Brad Shinn: Most of them are half a million dollars.

Craig Larsen: Lind Linda's comments or Tom's comment, I guess, is um early on that was in the conversation that they could run with other they could have more

Brad Shinn: Lauren

Craig Larsen: lap time. They could run with, you know, I mean, they're they're signing up for the weekend, but I think the number of races we and opportunities we have for them to race is going to fill them up. So, um I'm not I'm not hearing anything about that right now. So, and I don't know where we'd place them. So, a hurdle for the future.

01:43:40

Craig Larsen: Uh Sherry, go

Sherri Masterson: Well, they would be in group one,

Craig Larsen: ahead.

Sherri Masterson: but um because of the schedule, the way things are set up, group one, two, three, four, and Bugatti are back to back. So, it's not going to happen.

Craig Larsen: Yeah, exactly. Exactly. Um I I personally am opposed to removing the chicane. Uh just so people know, I and here's my concern. Um we don't need to uh give our drivers one more new thing uh on track um this coming up weekend um coming up to the CRC. Um and um I also uh have a concern about closing velocity in what would become new turn one. Um, that's a that's a lot sharper turn than we most of our drivers see on other tracks at the end of what would be a long straight. So, um, so I'm opposed to it. Um, this is a uh uh I'm looking for bo a board vote or board consensus on this. Uh, do we uh um uh let's let's uh um let's have a vote and let's have a motion um uh to uh somebody make a motion for me.

01:44:56

Mike Lawler: I'll make a motion that we uh leave the chicane. open all weekend.

Craig Larsen: So, so that would re that would remove the chicane, right, Mike? Okay. So, Mike's motion is to remove the chicane all weekend.

Mike Lawler: Correct.

Craig Larsen: Uh, is there a second? Yeah. You better get in there, Tom. Uh, okay.

Tom Masterson: Second.

Craig Larsen: So, uh, Shelby, uh, you're still with us, right?

Secretary SOVREN: Yes, I

Craig Larsen: Right, ma'am. I knew you were. I'm going to do the same thing. I'm going to read off the board members names and uh remember a yes vote is to remove

Secretary SOVREN: am.

Craig Larsen: the chicane for the whole weekend. A no vote is to keep the chicane.

Tom Masterson: Yes.

Craig Larsen: Okay. Correct. Is that correct, Mike?

Mike Lawler: Yes.

Tom Masterson: We

Mike Lawler: Uh I wanted it that way that voting no means we'll just maintain the

Craig Larsen: Okay. Okay.

Mike Lawler: chicane.

Craig Larsen: Um so,

Tom Masterson: have

01:45:46

Craig Larsen: uh I'm going to run down the same list. Brad, go ahead.

antonia kerney: U Craig Craig Mike uh before we before we start here Mike your proposal

Craig Larsen: What

antonia kerney: is that we remove the chicane for everyone or that

Craig Larsen: for

antonia kerney: we because when we're voting should we be saying that the Bugattis are going to be handled in a separate manner?

Craig Larsen: everyone?

Mike Lawler: Go ahead,

Craig Larsen: I was going to say no.

Mike Lawler: Greg.

Craig Larsen: His motion is to remove the chicane for the entire weekend. That's Mike's motion.

Mike Lawler: And if you vote no, we leave it open for the entire weekend.

antonia kerney: But the Bugatti

Craig Larsen: No, no, that's wrong. That's wrong,

Mike Lawler: That's what Well,

Craig Larsen: Mike. Um,

Mike Lawler: that's what I said.

Loren Campbell: Wait, wait,

antonia kerney: Nice.

Loren Campbell: wait.

Tom Masterson: If if if you vote

Craig Larsen: yeah.

Loren Campbell: The motion that was seconded was that it what was seconded was that

Tom Masterson: no

Craig Larsen: Yeah, we need a second.

01:46:32

Craig Larsen: Yeah. Second,

Loren Campbell: we have no chicane all weekend. That's that was the motion.

Craig Larsen: that's correct.

Loren Campbell: There wasn't anything about doing anything else. So that's what we're voting on.

Craig Larsen: Yeah.

Tom Masterson: Correct.

Loren Campbell: That's what was seconded.

Craig Larsen: Yeah. Yeah.

antonia kerney: Okay.

Mike Lawler: Okay.

Loren Campbell: So we're voting whether or not you want no chicane all weekend for all cars and all run

antonia kerney: But

Loren Campbell: groups.

antonia kerney: yeah,

Mike Lawler: Correct.

Loren Campbell: Yes or no?

antonia kerney: yes, I understand that. But Craig, wasn't your discussion with the Bugatti Club that they did not want the chicane for their

Craig Larsen: We we'll still have the we'll still have no chicane for the Bugattis.

antonia kerney: group?

Craig Larsen: So So if regardless of this vote regardless of this vote, there's no chicane for the Bugattis. That's a separate issue.

antonia kerney: Okay. Okay.

Craig Larsen: So don't worry about that.

Mike Lawler: right?

Craig Larsen: Um, so in so in this case, I'm going to start with me and we're going to go the back way up.

01:47:14

antonia kerney: Okay.

Craig Larsen: Uh, my vote is uh on Mike's motion is no. Uh, Jeff Kernney. Uh,

antonia kerney: No.

Craig Larsen: Mike now.

Michael: No.

Craig Larsen: Uh, Corky Russell.

Name not available: Oh, no.

Craig Larsen: Uh, Mike Lawler.

Mike Lawler: I'll go. No. Got it.

Craig Larsen: Tom Mast.

Tom Masterson: I'm going with a

Craig Larsen: Well, you know, I I would hope you would uh Shelby,

Tom Masterson: yes.

Craig Larsen: go ahead.

Secretary SOVREN: Um, I'm actually going to abstain. And I've only raced at Portland once and I won't be there for the

Craig Larsen: just fine. Uh Rich,

Tom Masterson: It's

Craig Larsen: go ahead.

Secretary SOVREN: CRC.

Rich Newman: I'm going to vote

Craig Larsen: Uh Lauren,

Tom Masterson: best.

Loren Campbell: No.

Rich Newman: no.

Craig Larsen: John Allen,

John Allen: No.

Craig Larsen: Jamie.

SOVREN Historics: Yes.

Craig Larsen: So you So you're voting to uh remove the chicane.

SOVREN Historics: Yeah. I hate that f*****

Craig Larsen: Okay. Okay.

SOVREN Historics: thing.

Craig Larsen: And uh so there's two yeses. Uh Brad.

01:48:24

Name not available: What kind of a thing?

Craig Larsen: Brad, go ahead.

Brad Shinn: I'm gonna abstain because I'm not racing.

Craig Larsen: Okay.

Brad Shinn: So,

Craig Larsen: All right. Uh we I count Shelby. One, two, three, four, five, six, seven, eight nos, two yeses, two abstentions.

Secretary SOVREN: Correct.

Tom Masterson: system here.

Craig Larsen: Okay. So So chicane is on for everybody but Bugattis. Um second up on CRC Prep. Uh thanks to Tom and Mike masterful negotiation, we have a potential for a better uh gate split and but it requires us to monitor and help um uh at the gate. And so here's the thing. At the gate, uh everybody who's coming in as a spectator is going to get asked a question. Are you here for the vintage races? Are you here for the ABFM? Or are you here for both? and that's how the money is going to get split up on the gate. So if they say so we don't want this to only be the Tai Triumph Club uh standing at the gate uh doing this test.

01:49:27

Craig Larsen: Not that we don't trust them, but we don't trust them.

Brad Shinn: Oh, we

Craig Larsen: So um so we don't have to decide now, but just know that uh we're going to be looking for two volunteers to work the gate.

Brad Shinn: don't

Craig Larsen: And if I have to, I'll spend time out there. Um it's uh it actually could be a lot of fun, but um we we're going to have to figure that out. Um let's uh whip through Sherry. I'm going to cut right to you for a uh administrative/membership report. Um if you uh need to want

Sherri Masterson: Uh I I I got stuff. Um a couple of weeks ago I sent out a new

Craig Larsen: to

Sherri Masterson: roster because we've had over 50 new or rejoining members um since March and it was just um it extended it by a few pages and I just put a new one out with just the list. I didn't do the rest of the stuff. So, that is an email that came out through MSR with a link that you can download it.

01:50:24

Sherri Masterson: Um, if you still need copies, send me an email. Um, we have 284 members right now, 185 racers, 58 uh non-racers, and the rest are lifetime. And some of those lifetime are racers. Um, for um so that just that takes care of membership. other than I would like something different to go out to new members next year. And I'm thinking maybe I'll talk to Jackie and see what ideas she has. staying within uh the postal weight of of sending first class out, but to send something um additional if it's um you know the one of the the the card things, Loren, that that we've got the schedule on, you know, something like that or you know, something that I think I want to see what we can do for next year. Um speaking of next year, you need to start thinking about pricing. Um our dates are pretty much um you know the same as as what they've got for this year. Um it didn't change much by except for about today other than Portland and we won't know till we get there.

01:51:38

Sherri Masterson: um the cancellation policy um you know any anything that you want changed um start thinking about because this needs to be done by about October so I can get forms and stuff created um for the next year. I like everything open on the first of the of the year um so those people who really like to pay early can do it for our events. Um, I do have one transponder I'm still tracking down. If anybody is friends with Josh Moray, he drives a 510. Um, lives in Gresham. Um, or Graham rather. Um, I he hasn't responded to text messages or emails. So, uh, we I need to get those back because we need to use them for for Portland. Um,

Craig Larsen: Mhm.

Sherri Masterson: of course you got to start thinking about handbook um for changes and and I don't want to put it together. Um, I want somebody to do that. I can do the final cleanup and and processing of it that way. But but as for going through and changing things on my own and stuff like that, I don't want any part of that.

01:52:55

Sherri Masterson: Um, so it's things to think about. Um, and I think that, um, as far as historic um, we had we had, um, I don't have the page in front of me now. We did 36,000 and square deposits and cash deposits for the event. So, um, and that was just Friday, Saturday, Sunday for the for the ticket. It wasn't any of the pre- stuff that was done. So, yeah, it came out nicely. And it'll be nice to see when Rich gets all of that together. The schedule for CRC. Um we are uh going to be starting with group nine because we have sound that we have to worry about uh for Sunday. at The only group in general that can be below the 103 or Sunday morning uh is group 9, our formula Fords. Um so we will be starting at 9:35. No uh 9:35 on Sunday morning.

Craig Larsen: We we have We have a 112 uh uh dB for

Sherri Masterson: It's not until 10:00.

Craig Larsen: them. Oh, is that

01:54:26

Sherri Masterson: That's right. So, um,

Craig Larsen: right?

Sherri Masterson: we have that's what we have to play with and we find that out a couple weeks ago and got confirmation on it today.

Tom Masterson: Yep.

Sherri Masterson: So, um, the worker meeting um will start at 8:30 on Sunday. No reason to have them there at 8:00. Um, and we will get the schedule posted shortly. Loren,

Tom Masterson: I don't know.

Sherri Masterson: have you heard anything from Mr. Spada for his logo?

Loren Campbell: Oh yes, thank you for reminding me I do have logos and I will go find them and send them to you right now.

Sherri Masterson: Okay. So, we'll get that up by we'll get it uh up on MSR and send it off to Steve Pool by Friday. have all that done and that's it.

Craig Larsen: Thank you. Excellent. Um, uh, any anything we haven't talked about tonight from the competition committee?

antonia kerney: I I just have one thing which is uh we have one CRF that's that we got inquiry from.

01:55:28

antonia kerney: I think it came Loren I think it came from funnel through you. It was about a a bug-eye that was raced back in the in the period with a Toyota engine in it. And so I have I've asked him to send in the details of the car.

Craig Larsen: Huh?

antonia kerney: It also has independent rear suspension. And so I said, "Well, you got to give us some details." So unless it has a little baby Toyota engine, it's not going to run with the Bridget. It's going to run with something else.

Craig Larsen: Sorry.

antonia kerney: But it was raced back in the period.

Craig Larsen: It was worth a shot.

antonia kerney: Yeah. So, we'll just see what he what he has.

Craig Larsen: All right. Uh thank you,

antonia kerney: Yeah.

Craig Larsen: Jeff. Uh a day in the life of the comp committee, right?

antonia kerney: Yeah.

Craig Larsen: Um uh anything from the uh race chairs, Mike, Tom, or Corki that we haven't covered tonight? I'm looking like a nose from you guys.

01:56:16

Tom Masterson: Nothing for me.

Name not available: Nope.

Craig Larsen: Okay.

Name not available: That's for me.

Craig Larsen: Okay. Uh thank you. Because I can smell my dinner on the stove. So, uh, um, last up, uh, I am pulling together the nominating committee. This is supposed to be, uh, voted on or adopted at this meeting. I don't have it, but I'll have it shortly, and I will get the message out to the board. Um, I've got calls into a couple people. I'm hoping to lure them, and I'm waiting to hear. So, stand by for that. Uh, Rich, go ahead.

Rich Newman: I just wanted to circle back on Jamie's question before we hung up. Um, Bill Bill Simer and I Bill's had his hands full as you guys know. Um, and we have not really connected on some of the details here. And it does look like we have a kind of a duplicate situation with a prepaid made regarding the Brock um piece. Um there were two things, Jamie.

01:57:02

Rich Newman: There was the cost of, you know, the appearance and then the the dinner that's in there. So, I think the number is closer to seven six \$6700, something like that total. But I'll line up with Bill and make sure I'm seeing this

Craig Larsen: All right.

SOVREN Historics: Thank

Craig Larsen: Thank you. Uh John Allen,

Rich Newman: correctly.

SOVREN Historics: you.

Craig Larsen: go ahead.

John Allen: Oh, just one thing. Um, circling back one bit to the Russ Warner uh penalty, was any points assigned to him that need to be uh sent to VMC?

Brad Shinn: points aren't necessary. Uh the suspension of a period is sufficient.

Craig Larsen: But it's effectively like at least 13

John Allen: Okay.

Craig Larsen: points offline.

Brad Shinn: Yeah, we we

Craig Larsen: I I I think we can just tell them that it's a year-long suspension.

Brad Shinn: use

John Allen: Okay.

Craig Larsen: That's where it shows up on

John Allen: I just wasn't I wasn't sure how other organizations view that if they take the points and apply it

Craig Larsen: other.

John Allen: towards if you wanted to go to CSRG or something. I assume they would look at the banning or the suspension and go that

Craig Larsen: Yeah, I shouldn't have interjected my my comment because Brad's right.

John Allen: direction.

Craig Larsen: Um, it shows up on the BMC report as a year-long suspension sometimes. So, it that's that's plenty. Uh, that's it for us. I want to thank the board for thrashing through some uh challenging and uh potentially difficult issues. I uh really appreciate the board's understanding and support. Um and uh thank you all for your contribution to a successful racing season. We got two races to go. I'm counting on them being a big success. Um so um thank you all. I think with that Shelby, we're out. Thanks Shelby.

Secretary SOVREN: Thanks so

antonia kerney: Thank you all.

Secretary SOVREN: Thanks.

Charly Mitchel: Good morning.

Craig Larsen: Okay, stand by for more. Thank you.

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