

Please **rate the new Quick notes tab** by taking a [short survey](#).

SOVREN BOD Meeting Minutes

Sep 16, 2026

Sep 17, 2026

Attendance:

Craig Larsen, Shelby Clark, Rich Newman, Corky Russell, Jim Duncan, John Allen, Linda Grass, Michael Evans, Sherri Masterson, Loren Campbell, Phil Edwards, Charly Mitchel, Jeff Kerney, Mike Lawler, Martin Rudrow, Tom Masterson, Stephen Newby, Gerry Snow, Devon Newby, Brad Shinn, Mary Z, Brian Volkert, Craig Hillis.

Quick Notes:

Committee updates and financial reviews with safety procedures and sponsor retention plans.

Board committee approvals and VMC travel funding

- Mike Lawler, Brad Shinn, and Craig Larsen were approved as the 2027 board nominating committee.
- Sherri Masterson and Mike Lawler joined the teller committee alongside Steve Newby
- Ballots were scheduled for issue on October 18th, closing on November 1st.
- The teller committee will meet on November 5th for ballot count
- Tellers will report ballot counts to the BOD on November 11th
- The board approved up to \$2,000 for Craig Larsen and Steve Newby to attend the VMC meeting.

Race procedures and CRC event evaluation

- Craig Larsen noted that full-course yellows traded safety for lap times through the fall finale.
- Loren flagged that slow full-course yellow speeds fouled spark plugs and caused frustration.
- John Rankin stated that a 42-car grid combined with a 10-minute session was unsafe and difficult.

- Turn stations were fully staffed with enthusiastic flag waving supported by Bugatti participants.
- Linda Grass reported server outages and missing internet access during CRC, which Starlink resolved.

Financial performance and budget review

- Rich Newman reported opening a CD for \$100,000 from the bank account.
- Race entry fees reached \$287,000 compared to \$245,000 in the previous year.
- SOVREN contributed \$5,000 to Glenn's GoFundMe for Yuko.
- Membership dues increased by \$4,000 compared to the prior year.
- Rich Newman agreed to correct a miscategorized ambulance expense of \$21,000.

Fundraising and equipment acquisitions

- Don & Gayle Thieman, and Bill Hart committed \$500 annually for 10 years.
- Jeff Larson's estate contributed \$10,000 to SOVREN.
- E Crew transferred free Jaws of Life equipment to SOVREN.

Administrative and technical updates

- Sherri Masterson reported 77 registered racers and 285 active members.
- Charly Mitchel raised concerns regarding tight inspection schedules and gate entry restrictions on Friday of Fall Finale.

Registration and technical inspection workflow

- Registration opening at 5:30 creates procedural bottlenecks for technical inspections before Fall Finale races.
- Discussed adopting processes from CSRG where technical inspections occur prior to registration check-ins.
- Opening registration 1 hour earlier depends on active track schedules managed by Don.
- Charlie requested facility access at 5:00 PM on Friday for technical area setup.

Sponsor partnerships and season planning

- Old Cannery and Multicare confirmed their return as event partners for next season.
- Rescheduling historical events away from the July 4 weekend resolved partner conflicts.
- Old Cannery committed to assisting with volunteer recruitment for upcoming events.

Next steps

- ☐ [Rich Newman] Deposit Funds: Open a certificate of deposit with 100,000 from the bank account.

- ☐ [Rich Newman, Bill Simer] Categorize Petty Cash: Assign petty cash and prepaid track costs to the correct Profit and Loss accounting buckets.
- ☐ [The group] Conduct Debrief: Review new racing procedures after the fall finale to prepare for the offseason.
- ☐ [Craig Larsen] Invite Bugatti Group: Reach out to the Bugatti event organizers to discuss making their participation a regularly scheduled event.
- ☐ [The group] Assess Race Procedures: Analyze large grid and qualifying protocols during the offseason to improve safety and race time.
- ☐ [John Allen] Coordinate Ride Along: Confirm details for the Fall Finale Saturday ride along for Yuko.
- ☐ [The group] Submit Fund Ideas: Send feedback or thoughts regarding the proposed innovation fund to Craig Larsen.
- ☐ [Sherri Masterson] Set MSR Dates: Configure MotorsportReg to display dates for the upcoming year once confirmed by the track.
- ☐ [Sherri Masterson] Enhance New Membership: Develop improvements for the new member experience prior to January 1.
- ☐ [Sherri Masterson] Send Annuals List: Email a list of racers with annual inspections to Charlie before the event.
- ☐ [Sherri Masterson] Email Tech Instructions: Send a communication to drivers advising those with annual inspections to report directly to the tech area.
- ☐ [Sherri Masterson, Craig Larsen] Confirm Setup Time: Communicate the confirmed setup time for the tech area to Charlie.
- ☐ [Loren] Resolve Internet Connectivity: Procure and implement a reliable internet solution for track events before next season.
- ☐ [Craig Larsen] Pitch Innovation Fund: Present the innovation fund program to drivers at the next meeting to secure additional commitments.
- ☐ [The group] Review Donation: Evaluate the potential donation to Multicare to ensure organizational agreement.

Want to see more? [View the full notes](#)

Tip: You can always access your full notes from the left sidebar.

You should review Gemini's notes to make sure they're accurate. [Get tips and learn how Gemini takes notes](#)

Sep 17, 2026

SOVREN BOD Meeting Minutes

Sep 16, 2026

Meeting records  Transcript

Summary - Full Notes

Committee updates and financial reviews with safety procedures and sponsor retention plans.

Meeting Minutes Approval

Previous month meeting minutes approved by consensus.

Financial Report Review

Rich Newman presented financial reports and balance sheet updates.

Sponsor Retention Updates

Lori Newby reported strong partner retention for next year.

Decisions

Needs Further Discussion

- **Tech sheet ownership workflow adjustment** The proposal for tech to own sheets prior to registration was discussed pending a method to verify payments.
- **Registration schedule adjustment for congestion reduction** The proposal to open registration earlier to reduce congestion was discussed pending schedule feasibility.

- **Partner organization financial donation review** The proposal to make a donation to partner organizations was deferred for group review.

Aligned

- **Approval of previous month's meeting minutes** The board approved the previous month's meeting minutes as presented.
- **Establishment of the 2027 nominating committee** The board established the 2027 board position nominating committee consisting of Mike Lawler as chair, Brad Shinn, and Craig Larsen.
- **Establishment of the teller committee and schedule** The board approved the board position teller committee and the tentative election schedule.
- **Approval of travel funding for VMC meeting** The board approved up to \$2,000 in funding for Craig Larsen and Steve Newby to attend the Vintage Motorsport Council meeting in Burbank.

Next steps

- ☐ [Rich Newman] Deposit Funds: Open a certificate of deposit with 100,000 from the bank account.
- ☐ [Rich Newman, Bill Simer] Categorize Petty Cash: Assign petty cash and prepaid track costs to the correct Profit and Loss accounting buckets.
- ☐ [The group] Conduct Debrief: Review new racing procedures after the Fall Finale to prepare for the offseason.
- ☐ [Craig Larsen] Invite Bugatti Group: Reach out to the Bugatti event organizers to discuss making their participation a regularly scheduled event.
- ☐ [The group] Assess Race Procedures: Analyze large grid and qualifying protocols during the offseason to improve safety and race time.
- ☐ [John Allen] Coordinate Ride Along: Confirm details for the Saturday ride along for Yuko.

- ☐ [The group] Submit Fund Ideas: Send feedback or thoughts regarding the proposed innovation fund to Craig Larsen.
- ☐ [Sherri Masterson] Set MSR Dates: Configure MotorsportReg to display dates for the upcoming year once confirmed by the track.
- ☐ [Sherri Masterson] Enhance New Membership: Develop improvements for the new member experience prior to January 1.
- ☐ [Sherri Masterson] Send Annuals List: Email a list of racers with annual inspections to Charlie before the event.
- ☐ [Sherri Masterson] Email Tech Instructions: Send a communication to drivers advising those with annual inspections to report directly to the tech area.
- ☐ [Sherri Masterson, Craig Larsen] Confirm Setup Time: Communicate the confirmed setup time for the tech area to Charlie.
- ☐ [Loren] Resolve Internet Connectivity: Procure and implement a reliable internet solution for track events before next season.
- ☐ [Craig Larsen] Pitch Innovation Fund: Present the innovation fund program to drivers at the next meeting to secure additional commitments.
- ☐ [The group] Review Donation: Evaluate the potential donation to Multicare to ensure organizational agreement.

Details

- **Ride-Along Arrangements for Yuko:** John Allen raised the request for Yuko to participate in a ride-along experience during Saturday's event ([00:00:00](#)). After initial confusion regarding seat availability, Lori Newby clarified that a spot was already booked in their car ([00:00:55](#)).
- **Approval of Previous Meeting Minutes:** Secretary Shelby Clark presented the previous month's meeting minutes for approval. Mike Lawler made a motion to accept them as presented, which was seconded by John Rankin, and the minutes were approved by consensus ([00:01:54](#)).
- **Establishment of Board Position Nominating Committee:** Craig Larsen proposed the establishment of the 2027 board position nominating committee. Despite humorous pushback from Brad Shinn, the committee was officially set

with Mike Lawler as chair, alongside Brad Shinn and Craig Larsen as committee members, approved unanimously via a motion seconded by John Rankin and Tom Masterson ([00:01:54](#)).

- **Establishment of Board Position Teller Committee and Schedule:** Craig Larsen and Mike Lawler introduced the board position teller committee, consisting of Sherri Masterson, Mike Lawler, and a person to be named later (Steve Newby), to oversee vote counting. The election schedule was adopted, setting the ballots to be issued on October 18th, closing on November 1st. Ballot counting immediately after, and election results announced by at the November 11th BOD meeting, with a motion approved by Mike Lawler and seconded by John Rankin ([00:04:04](#)).
- **Approval of Vintage Motorsport Council Meeting Travel Funds:** Craig Larsen requested up to \$2,000 to fund airfare and hotel expenses for Craig Larsen and Steve Newby to attend the Vintage Motorsport Council meeting in Burbank, aiming to have Steve Newby present about the Sprite Midget Challenge and racer number growth. Mike Lawler made the motion to approve the funds, which was seconded by Martin Rudow and Tom Masterson, and passed without opposition ([00:06:17](#)).
- **Columbia River Classic Event Review and New Procedures:** Craig Larsen led a review of the new safety and full-course yellow procedures implemented at the Columbia River Classic, noting feedback from racers regarding reduced lap times ([00:07:20](#)). Loren and John Rankin raised concerns about excessively slow pace laps during full-course yellows causing fouled spark plugs and inadequate qualifying time on large grids, while John Allen and Rich Newman highlighted the benefits of enhanced safety and enthusiastic turn staff ([00:08:27](#)) ([00:13:54](#)). Participants discussed the positive financial and community impact of hosting the Bugattis, with John Rankin and Craig Larsen suggesting potential future collaboration ([00:17:53](#)) ([00:19:46](#)). Craig Larsen concluded that the new procedures would run through the Fall Finale before an offseason evaluation ([00:08:27](#)) ([00:21:26](#)).
- **Monthly Financial Review and Balance Sheet Update:** Rich Newman presented the financial reports, including the balance sheet, profit and loss statement, and profit and loss by class ([00:24:12](#)). Rich Newman reported plans to move \$100,000 into a Bank of America certificate of deposit to capitalize on rising interest rates ([00:25:04](#)). Rich Newman noted challenges in integrating

Square payments, which totaled closer to \$45,000, into QuickBooks, which skewed certain year-over-year revenue comparisons ([00:25:55](#)) ([00:29:13](#)). Brad Shinn praised the financial transparency provided by Rich Newman ([00:35:35](#)), while Tom Masterson and Rich Newman discussed delays in receiving track fee invoices from the city of Portland due to new bookkeeping system requirements ([00:36:25](#)).

- **Correction of Ambulance Expenses in Financial Reports:** John Allen questioned a \$21,000 ambulance charge listed under historics in the profit and loss by class report ([00:38:24](#)). Rich Newman acknowledged that the figure was a miscategorization and agreed to correct the entry in real time during the meeting, moving the expense to its proper category ([00:39:16](#)).

Category	Administration	Membership	Races	CRC	Fall Finale	PNW Historics	Spokane FOS	Spring Sprints	Total for Races	Total
Cleanup/Track Repair							3,000.00		3,000.00	3,000.00
Sanitation - Trash & Port...							1,860.00		1,860.00	1,860.00
Tower				250.00					250.00	250.00
Track Rental				28,196.00		36,834.00	10,910.00	31,856.00	105,796.00	105,796.00
Total for Facility Expenses				28,436.00		36,834.00	15,770.00	32,106.00	113,046.00	113,046.00
Safety Expenses										
Ambulance				3,680.00		21,782.00	2,940.32		28,402.32	28,402.32
E-Track Fuel Reimburse...								165.00	165.00	165.00
E-Track Rental								434.00	434.00	434.00
Emergency Vehicles						1,450.00	179.73		1,629.73	1,629.73
Pace car								128.00	128.00	128.00
Radios & Communication				1,200.00		1,976.48	1,201.20	1,746.24	6,123.92	6,123.92
Security					1,000.00	3,800.00		1,850.00	6,150.00	6,150.00
Towing				2,300.00		2,611.26		3,430.35	8,341.61	8,341.61
Total for Safety Expenses				7,180.00	1,000.00	31,619.74	4,321.25	7,293.59	51,374.58	51,374.58
Worker Expenses										
Travel Reimbursement								2,882.00	2,882.00	2,882.00
Worker meals						6,545.39	2,803.18	5,901.19	15,249.76	15,249.76
Workers / Driver's Rice...							4,425.83		4,425.83	4,425.83
Total for Worker Expenses						6,545.39	7,229.01	8,783.19	22,557.59	22,557.59
Total for Race Expenses				16,456.74	31,619.82	113,636.63	37,225.02	54,722.34	253,663.65	253,663.65

- **Fundraising Initiatives and Innovation Fund Proposal:** Craig Larsen proposed a fundraising initiative asking ten individuals to commit \$500 per year for ten years to Sovereign, noting that Dr. Don Thieman, Gaylel Thieman, and Bill Hart had already made commitments ([00:40:58](#)). Additionally, Craig Larsen reminded the board of a \$10,000 contribution from Jeff Larson's estate and proposed combining these funds into a standalone Innovation Fund for organizational development ([00:42:24](#)).
- **Acquisition of Transferred Jaws of Life Equipment:** Craig Larsen announced that the organization would receive a full transfer of brand-new Jaws of Life extraction gear from the National Fire Equipment crew at no charge, saving the \$18,000 previously approved by the board and delighting members ([00:43:19](#)).

- Administrative and Membership Report:** Sherri Masterson reported an active roster of 77 racers for the upcoming weekend and 285 total members ([00:44:21](#)). Sherri Masterson noted that a ticket taker had already been secured for all events next year, while membership enhancement initiatives are underway with Jackie ([00:46:41](#)). Furthermore, Sherri Masterson reviewed current fee structures and emphasized the importance of reminding drivers about event cancellation insurance policies ([00:47:38](#)).
- Technology Infrastructure Challenges at Events:** Linda Grass reported server and internet failures during the Columbia River Classic, praising technical support staff Oliver, Jerry Lee, Steve Martin, and a Starlink setup by Steve Martin for maintaining Speedhive access ([00:50:00](#)). Linda Grass and Loren discussed the necessity of acquiring dedicated mobile hotspots and technology equipment for SOVREN to prevent similar disruptions at tracks like Pacific Raceways and Spokane ([00:51:27](#)).
- Upcoming Quarterly and Annual General Meetings:** Craig Larsen reminded participants that Griots will host the fall quarterly meeting on October 10th at 9:00 a.m. to review year-end finances, look ahead to the next season, and close board nominations. Additionally, Craig Larsen confirmed that the annual general meeting is scheduled for January 9th at LeMay ([00:53:35](#)).
- Technical Inspection Concerns for the Fall Finale:** Charly Mitchel raised concerns regarding a confrontation with an ABFM program runner over track access during the giant slalom, and highlighted restrictive 5:30 p.m. Friday gate arrival times that limit tech inspection windows ([00:54:51](#)). Sherri Masterson and Charly Mitchel discussed solutions, including emailing drivers with annual inspections from SOVREN, SCCA, or Conference to report directly to tech with logbooks and tech sheets to streamline the process ([00:56:44](#)).
- Registration and Tech Inspection Congestion:** The meeting addressed significant congestion at both registration and tech inspection during race events, which is compounded by registration not opening until 5:30 ([00:58:39](#)) ([01:01:12](#)). John Allen proposed exploring a process where tech inspection owns the paperwork binder beforehand to allow pre-work, noting that organizations like CSRG require participants to visit tech before registration. Charly Mitchel and Sherri Masterson noted that knowing who has paid and signed in presents a hurdle under that model ([01:00:18](#)). Craig Larsen asked if registration could open an hour earlier to stagger the lines. Sherri Masterson explained that opening

earlier is difficult due to track layouts, schedules, and the stress of setting up while cars are still on the track under Don's schedule, but committed to opening earlier if possible ([01:01:12](#)).

- **Friday Setup Time for Tech Area:** Charly Mitchel inquired about how early they could arrive on Friday to set up the tech area, requesting to arrive an hour early. Sherri Masterson stated they would check on the timing, while Tom Masterson suggested a 5:00 PM setup time because Don is off the track at 5:00. Sherri Masterson agreed to confirm the exact setup time with Charly the following day ([01:02:14](#)).
- **Partner and Sponsor Retention for Next Year:** Stephen Newby provided an update on event partners, reporting that The Old Cannery will be on-site on Sunday and is completely on track to return next year alongside MultiCare. Stephen Newby attributed part of this retention success to moving historic events away from the Fourth of July weekend and avoiding conflicts with the 250th anniversary ([01:03:09](#)). Stephen Newby added that The Old Cannery plans to help round up volunteers for future events. Craig Larsen noted that overall partner retention is strong because sponsors feel well-treated ([01:04:08](#)).
- **Review of Potential Sponsor Donations:** Stephen Newby reminded the group of an earlier discussion regarding making a financial donation to MultiCare or the "Come Race With Me" program. Stephen Newby requested that the group review this initiative to ensure everyone is on board ([01:04:08](#)).

You should review Gemini's notes to make sure they're accurate. [Get tips and learn how Gemini takes notes](#)

*How is the quality of **these specific notes**? [Take a short survey](#) to let us know your feedback, including how helpful the notes were for your needs.*

Sep 17, 2026

SOVREN BOD Meeting Minutes

Sep 16, 2026

Transcript

00:00:00

Craig Larsen: Huh?

John Allen: What are you doing with 110?

Craig Larsen: I ne I'll never hear it ping. I'll never hear it ping. And so I'd rather spend the money on the fuel and then I don't have to worry about it. I can uh I can jack the timing as high as I want and I don't have to think about it. So it's the reason I run it.

John Allen: All right.

Mike Lawler: Thank goodness we don't do fuel testing.

John Allen: Hey, one more thing before we uh get into official stuff and it gets back a little bit to Glenn. uh Yuko's coming down for the Saturday um event

Craig Larsen: Right.

John Allen: and when I was chatting with her I said you know if she was interested and she did express interest of doing a ride along so I know that the friends and family are usually Sunday is there any chance we can find a seat for her to let her experience a little bit what Glend did so I don't know who would be

Craig Larsen: Come on.

00:00:55

Sherri Masterson: Just get her.

John Allen: available but that be great.

John Rankin: It used to be both days.

Sherri Masterson: Just get her in the line.

Rich Newman: Uh, she can ride with she can ride with me, John. I'll have my car there and I've got two seats. I'm pretty pretty faithful uh this weekend running both days for lunches. So,

John Allen: Okay.

Rich Newman: if she wants to jump in the Sebring um

John Allen: I will only be there for Saturday. So, um I'll try to check up with you guys and figure out what's up.

Mike Lawler: Well, just tell her to come on over to the fuel pumps.

John Allen: Okay.

Lori Newby: Yeah, John. Uh Mike and I already talked about that and um yeah, Rich, thank you for the offer.

Brad Shinn: Thank you.

Lori Newby: Um I think she's already booked into my car.

Rich Newman: Oh yeah, that'd be awesome. Stephen

John Allen: Thank you.

Corky: Uhoh. Everybody in best behavior. Brad's on board.

Craig Larsen: Well, it's also 601, so um let's uh jump into this meeting and uh and click through it as as fast we can or as best we can.

00:01:54

Craig Larsen: Uh, go ahead.

Secretary SOVREN: Sounds good. Um, yeah, I guess we'll start off with the previous month's meeting minutes. If everyone's okay with those, we can try to approve them.

Mike Lawler: I'll make a motion we accept as presented.

Secretary SOVREN: Awesome.

Craig Larsen: Got a second.

Mike Lawler: Yep.

John Rankin: Second. All right.

Secretary SOVREN: Perfect. Thanks, guys. Over to you, Greg.

Craig Larsen: I think by consensus we're good, Shelby.

Secretary SOVREN: Great.

Craig Larsen: Um, uh me. Okay. Um so let's uh we had a couple of agenda additions. Shelby sent out a revised agenda. Um so I hope those if you have one in front of you um you're working off that. Otherwise we'll just walk through it. Um we have some kind of uh uh three sort of procedural related I guess procedural uh action items. First is uh we need to approve a board uh position nominating committee and I called a number of you and it boiled down to me arm twisting Mike Lawler Lawler to uh be our chair and he he said he would be chair if he didn't have to do anything and uh and so uh that

00:03:06

Corky: Typical

Craig Larsen: that fit with uh with Brad Shinn and my view that we were going to have to dig in and do it. So, uh, your nominating committee for 2027 is Mike Lawler, chair, Brad Shin, and me as committee members. And I've been sending out messages to existing board members, um, in anticipation of your positive vote. So, do we have a motion to uh make this the nominating committee?

John Rankin: So

Craig Larsen: Uh, second.

Tom Masterson: Second.

Craig Larsen: Uh, any objection? That's unanimous, Shelby. Um, so item one.

Corky: Uh oh,

Craig Larsen: Um,

Tom Masterson: I want

Craig Larsen: go ahead.

Corky: Brad shook his hand up.

Mike Lawler: Uh oh, Brad's got his hand up.

Brad Shinn: I I was going to object,

Craig Larsen: Go ahead.

Brad Shinn: but I guess I guess I I really can't.

Mike Lawler: No,

Craig Larsen: That's why I did it the way I did it,

Mike Lawler: you can't.

Craig Larsen: Brad.

John Rankin: Good.

Brad Shinn: No one's going to save you but yourself, Craig.

Craig Larsen: That's right. That's right.

00:04:04

Craig Larsen: Yeah. Yeah. Yeah. Um, and then Mike uh sent me uh I had neglected to put the position teller committee um which is the people who count the votes um on the ballot. And so Mike sent me the next piece which is uh we need to approve the board position teller committee and the teller committee will be Sherri, Mike and a person to be named later. Right Mike or do you have somebody? Person to be named later.

Mike Lawler: It's Later.

Craig Larsen: Okay. uh and the tentative schedule. Uh you're also adopting a schedule for review which I for those of you who may not have the agenda in front of you, I will just read it. Um we're electing the uh teller committee actually tonight. Um the we'll be accepting nominations up to the uh fall quarterly meeting at Grio's. So, uh um we'll get

a ballot together, but there's a chance people can put their name on the ballot at the fall meeting. Um ballots will be issued on October 21st, they'll be counted on October 31st, and we'll have a election results by November 4th of the year.

00:05:15

Craig Larsen: So our action before us is uh to um establish the uh teller committee with SherriMike and a person to be named later and the schedule kind of is the schedule we always have.

Brad Shinn: Okay.

Craig Larsen: So, um, do I have a motion to approve that? Oh, Sherri,go ahead. You had your hand up.

Sherri Masterson: It's actually the closing of voting is the 31st and then we'll count the ballots after that.

Craig Larsen: Oh, of course. Thank you. Um, so, uh, we'll do it the same. Do you have a motion to approve that?

Mike Lawler: I'll make a motion.

Craig Larsen: And a second.

John Rankin: Second.

Craig Larsen: Uh, any objection?

Brad Shinn: Yeah.

Craig Larsen: Wonderful. Thank you volunteers. Um and so we have a teller committee. Um the third item, this is also I added um I'd like the board to approve up to \$2,000 to send me and Steve Newbie to the VMC meeting in Burbank this year. You know, we're members of the V uh Vintage Motorsport Council.

00:06:17

Craig Larsen: Um they meet once in person and once virtually a year. This year it's in Burbank. And I invited Steve to join me um because I want to um have Steve be able to talk about the Sprite Midget Challenge because I think um we're sort of um we're appreciated for our ability to build racer numbers and the VMC like for things like the Yoda program. Lauren did a virtual meeting and talked about the Yoda program. um our ability to sort of build racer numbers by building the racing community. And so um I could deliver that message, but I thought it'd be a lot uh better and more powerful if Steve did. So um so I'd like a motion to approve we spend up to that much um on airfare and hotels um to uh go to Burbank and represent SOVREN.

Mike Lawler: I'll make the motion we approve the \$2,000 to send you guys out of town.

Craig Larsen: Thank you. Got a second.

Martin Rudow: Got one.

Tom Masterson: Second.

Craig Larsen: Uh, all in favor?

John Rankin: All right.

00:07:20

Craig Larsen: I I I Any opposed? Thank you.

Tom Masterson: We didn't tell you,

Craig Larsen: Um,

Tom Masterson: Craig. Those are only oneway tickets.

Craig Larsen: yeah. Yeah. Right. Right. Thank you, Tom.

Mike Lawler: Quiet.

Craig Larsen: Thank you, Tom, for your kind thoughts.

Mike Lawler: And we stayed at a homeless

Craig Larsen: Um, yeah. Right. Right. Yeah. Yeah. Thanks. Uh, yeah. Uh, I'll say hi to Mike for you while I'm down there. Um, so, uh, next up I wanted to do a, uh, a fairly high level CRC review. We were kind of doing it in the ramp up to this meeting, but um, I Oh,

I see. I bet Doug's not on the call, is he? Doug Doug Smith. Um, and Jamie's not on the call. So let's just let's just skip the new procedures implemented and let's just overall impressions if people beyond what we chatted about early on.

John Rankin: Sorry.

Craig Larsen: Um, I will I'll start by saying uh I thought the new procedures worked well, but I did get feedback about uh the impact on racing time, racing laps.

00:08:27

Craig Larsen: And um not to be not unexpected um but um my comment back to people was uh you know we were trading uh safety for lap times at this point and we were going to run this program through the end of the year through the fall finale and then as we always do in the offseason we'll evaluate what we did and decide whether um there's something different we want to do. So, that was feedback I got from uh some racer members. And good, John, you got your hand up. Go for it.

John Allen: Yeah. Um I heard the same thing. Uh, a lot of people were kind of sarcastically talking about the uh, stopping of racing for fullc course yellows. We didn't really have any. So, uh, I think the safety crew did a pretty good job of doing plateaus while they could to keep the yellows, the fullcourse yellows to a minimum. Um, the racers I talked to were very appreciative of the yellow flags and the greens. So that was if we only got that that was I think a win for us.

00:09:30

John Allen: And um yeah, I think everything everything that I heard was that it went really well. So

Craig Larsen: Uh Lauren, go ahead.

Loren: Uh I just to contradict John a little bit, we absolutely did have uh we had a session that was about uh 10 minutes of full course yellow which to me wasn't a big

deal. The problem with it was that we had laps in the 10 to 20 mph range and um the cars just well I'll tell my my renter um had an absolute hissy fit because the plugs got fouled in the car and it wouldn't run and that happened because we toled around at 15 miles an hour for um 10 minutes. Um, but that's we can't have pace laps that slow. And I understand what we're we're trying to get the cars cleared in one lap, but it's better to do two laps at 60 m an hour than than one lap at 30 or three at 20 or whatever. Um, other than that, I thought it was um a okay. Um and and the reason it was that long, John, is because I think there were two two mechanical issues at the same time that required um extraction.

00:10:43

Craig Larsen: in two different

Loren: Yeah. Cars being broken suspension type stuff.

John Allen: So why was it so slow?

Loren: I the I did not talk to Bob about why it was so slow. I mean, it at several points we actually came to a stop on the track in corners. Um, my impression based on conversations leading up to the event was that he was going to try to set pace laps that allowed cars to get cleared in one lap. Um, but I didn't loop back and talk of him about, you know, why are we driving? I mean, literally, we came to a stop in turn four and turn seven um, during those laps. So, we just need to pick up the pace. A little bit

Craig Larsen: Um, uh, John Rankin, go ahead.

John Rankin: Yeah, I'm going to um I'm going to echo what Lauren said. I'm going to add a little bit to it. Um in the qualifying session, there was a car off track in four And so there was yellow flags through there so there was no passing and it made it so that the qualifying was, you know, very difficult to get in a a lap given the different speeds of the cars.

00:11:57

John Rankin: It made it really tough. Um, and then in the in the heat that he was talking about just there, that seems to me to be an ideal situation to pull everybody into the hot pits, clear the track, and then go out for some hot laps or not. But to to just tool around for four laps under double yellow at 20 miles an hour, and then throw the checker, it makes everybody just grind their teeth, you know. And you know that whole day I think I got in 10 hot laps and I think that was it.

Loren: I I I'm going to chime back in and say repeat my previous statement, which is that uh a 42 car grid with a combined 10-minute qualifying and practice session I think is unsafe.

John Rankin: I agree.

Loren: There are too many people trying to get clear and and get good laps in. And we only race at that track once a year. Um I I said it before, I'm going to say it again. I we that I would like to see that modified somehow. I don't know what the solution is, but that does not seem like a good idea to

00:13:05

Craig Larsen: Yeah. You know, I'll come to you in just a sec, Rich. Uh John Rankin and I just had a phone call this afternoon about this about u the the challenge of large grids and uh and the mix of cars. And I think it's it's a good piece of offseason work to uh spend some time thinking about this. Um, Steve Steve Newbie and I have talked about it a number of times that it's uh and we tried to split last year. We tried to split things up differently last year at one race, but uh uh go ahead Rich

Rich Newman: Uh, I was going to shift gears. I completely agree with the comments um about qualifying and that that race. Um, the other thing I was going to mention is that we are still uh some of the flagging was, you know, catching up. Um, we're looking for greens a little bit. It wasn't bad through the weekend at all, but right in the beginning, you could tell that the corners were trying to figure it all out, just like we were as drivers.

00:13:54

Rich Newman: And so when I was trying to figure it out, I was really trying to watch, you know, really pay extra attention to what was happening and there was either there was like nothing in the corner to tell. So anyway, um we'll keep working on that. The other thing I wanted to reinforce is that, you know, Portland does have runoff areas. seems like we didn't have as many issues maybe as we thought we might if there weren't other full course yellows excepting group one. Um but we will absolutely see it this weekend. So we need to see you know we'll see even more and we need just rein reinforce, you know, the purpose of of why that is. I assume Pacific is going to be a little different this weekend.

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

Linda Grass: From my perspective watching that full course yellow, it was group one which was the biggest group in the crowd. And by the time the pace car was down, you know, or somewhere's on the back, the last cars were just coming through 12. So, there were so many cars that I think that's why he was going slower.

00:14:59

Linda Grass: Um, that's just a guess, but there was way too many cars.

Craig Larsen: We had sort of the freeway on-ramp problem, you know,

Linda Grass: Yeah.

Craig Larsen: where, you know, you you you have to end up slowing down because at some point there's congestion. It was it was kind of weird. Uh John Rankin, go ahead again.

John Rankin: Yeah. And to refresh my memory, is the is the goal to get the car completely off the track and into the pits or to give it to a get it to a safe zone? I know

like at Portland that that area to the um driver's left of turn six is is a big old area there. You could drag a car in there and it'd be completely safe um from the traffic.

John Allen: It's to that's to bring it to a a safe zone. And they were they had already determined the safe zone was behind the wall of six and eight. So you had to come in at eight.

John Rankin: Oh. Oh, okay. Well, I I think that maybe reviewing that for each of the tracks we run is a good idea and and like you

00:15:56

Craig Larsen: Yeah.

John Rankin: say, offseason work.

Craig Larsen: Yeah. Exactly. Exactly. Uh Steve, go ahead.

Lori Newby: Yeah, I'm I agree, John. It is offseason work to, you know, to look after that. I will say though, the first, you know, extra lap that we got in that event wasn't because of a broken down car. It was because of a flock of geese that were all over the track. You know, those darn Canadian geese. You know, you just can't can't take them anywhere.

John Rankin: Did they get a break on the entry fee?

Loren: Yeah, we shouldn't we shouldn't have discounted their entry fee, that's for

Lori Newby: Yeah. But but again um you know with a with a grid the size that it is um it's tough to bring all those monkeys into the same circus. Um you know yes it's it's work we need to do off off season but you know I

John Rankin: Heat. Heat.

Lori Newby: absolutely agree with the concept. We've got to keep it safe for everybody.

00:16:47

Lori Newby: Um, even the geese

Craig Larsen: You know, one thing I really appreciated was the uh having all the the turn stations staffed by two or three people and super enthusiastic flag waving. I mean, it was like there wasn't this like hanging the yellow out. When the yellow was out, you saw it. you know, it uh people look like I got a sense of energy off the uh the turn stations and it was nice to see. It was nice to see. Um uh well as we get into uh the financial review in a minute, it also I think was a pretty successful weekend financially for SOVREN, which um uh is uh also good news. So, um I uh uh Sherri, go ahead.

Sherri Masterson: It's also the most workers, flaggers included, that we have had in a very long time down there.

Craig Larsen: Yeah,

Sherri Masterson: And I think we can attribute it to the Bugattis.

Craig Larsen: I I think so. Doug uh called me on uh on Tuesday and said, "We have tons of volunteers. We have We have lots of folks." So,

00:17:53

Craig Larsen: uh, great to see. Great to see. It also shows the the value. I've talked to a number of you about this offline. The value of having some special thing added to a race of ours, you know, whether it's worker or spectator or whatever. That extra it it doesn't really take away from us. Uh, it's um it but it adds a lot of energy to the race. Uh, uh, Tom Mastersonson, go ahead. Oh, you're muted, Tom.

Tom Masterson: Yeah, trying to find it.

Craig Larsen: There you go.

Tom Masterson: My my my silly display keeps bouncing and every time somebody comes on or raises their hand, it moves me right off the button to turn on my microphone. Um, it it actually wasn't bad, but that's that also having the Bugattis and stuff with us is also why we couldn't split up group one and why your qualifying

sessions were so short is we had a choice of that or listening to everybody b**** because you only got three races or two races in the weekend.

00:18:55

Craig Larsen: Mhm.

Tom Masterson: So, I mean, trust me, Brad, Mike,

Craig Larsen: Yeah.

Tom Masterson: and I were carrying our hair out trying to figure out how to get you guys even what you got.

Brad Shinn: I I I just point out,

Craig Larsen: Pluses and minuses.

Brad Shinn: Tom, that it it's in your job description that you're going to listen to us, b****. So just

Tom Masterson: Oh, yes. But it's it's so what what do we want to listen to you complain

Craig Larsen: So buckle up little buckaroo.

Tom Masterson: about?

Craig Larsen: Yeah.

Brad Shinn: at least you got something new to complain about this time.

Craig Larsen: P pick your poison Tom.

Mike Lawler: Hey, we can turn you off like we do the other drivers.

Tom Masterson: But yeah, it's just it's it's the fun of as we add groups. Um time is going to become short.

Craig Larsen: Well, it's part of that offseason sort out kind of opportunity, I think. Um because it yeah um you know we come up with a bright idea to add somebody and uh yeah it does

00:19:46

Tom Masterson: And so I don't know how you put

Craig Larsen: squeeze everything. So um John Rankingo ahead

John Rankin: Yeah, I I've got a couple of quick comments. One is that um you know, I think the Bugattis really helped with the uh with the return on the weekend in terms of the the amount of people that were there and the amount of money that we were able to to bring in in revenue. Um and then one of the the drivers uh was talking to Tony Gar and said,

Corky: Of

John Rankin: "Boy, we we like this. We like this track. We like this event. Do you think they'd let us do this again? You know, so that's Yeah,

Corky: course.

John Rankin: the answer should be of course. And maybe we should reach out and say,

Craig Larsen: Yes.

John Rankin: "Hey, we really enjoyed having you guys there. what about making this, you know, a regularly scheduled thing even if it's only every two years or whatever. But they're they're all getting kind of to where we are and once every four years just, you know, who knows what's going to be happening in four years.

00:20:35

Craig Larsen: Might not be back.

John Rankin: Yeah. Right.

Craig Larsen: Well,

John Rankin: Right.

Craig Larsen: I said the same thing. I talked to Neil and Ed, uh, Neil Dealtmont and Ed Goshock, who are our local organizer guys, and, uh, I said the same thing. You know,

we'd host you guys whenever it whenever the circus comes to town. We'd love to host you and we'd love to get you at Pacific Raceways. Um, which I think it'd be a hilariously fun track to watch them on. Um, I'd want to be sitting on the on the infield watching the back straight. Um it it'd be great to see it's and Pacific Raceways is such a beautiful

John Rankin: Yeah,

Craig Larsen: track uh visually that it would uh it would really be something. Um well uh

John Rankin: I'm not sure those cable brakes would stand 3A, you know? I mean, there's no hydraulics in those cars. They're all cables.

Craig Larsen: better have better have your down

Corky: That's why there's the escape route.

00:21:26

Craig Larsen: right.

Lori Newby: Yeah,

Linda Grass: Run it in reverse.

John Rankin: Could

Lori Newby: exactly.

Corky: No,

Craig Larsen: Yeah.

Lori Newby: You know,

Corky: they wouldn't make it up the hill.

Lori Newby: we took out we took out the chicane in Portland, so we can just take out 3A and 3B and run straight down the hill,

Craig Larsen: Let him go straight. See,

Lori Newby: you know.

Craig Larsen: there's always

John Rankin: we actually do that?

Corky: Yeah.

John Rankin: Is that possible?

Corky: Yeah, why not?

Craig Larsen: Yeah.

Lori Newby: A little bit bumpy, but it's possible.

Brad Shinn: I think it's I think it's called the Bob Walker route.

Lori Newby: Yeah. Yeah, that's the one.

Craig Larsen: A and others.

John Rankin: What?

Brad Shinn: Yeah.

Craig Larsen: Yeah. Well, uh, maybe to wrap this up for now, I'd like to come back on after the, um, after the fall finale, I think it'd be good to do a debrief on the new procedures to kind of ceue up the off season. So, we'll, uh, we'll get that on a a future agenda.

00:22:14

Craig Larsen: But also, um, I want to take a moment just to, uh, uh, thank Will Painter, who passed away this year, who brought this idea to us, um, uh, originally. He was our he was our conduit for this idea. And when I uh when Brad was about to run out of the building and hand all the trophies over to me to take away, Will caught me at that first my first dinner and said, "What do you think about bringing a bunch of Bugattis to the racetrack and race with us?" And uh I said it was a fantastic idea. And for me, I'm sure there was a bunch of background stuff before, but for me, Will was the guy who um not only was a giant contributor to SOVREN, but uh brought this to us in in many ways. So, uh thank you, Will, um for all that. Um Rich sent out a uh really nice summary of our financial position. And uh Rich, I want to give you a chance to give us a monthly update. Um even though we there's always stuff we don't know, but it's a great thing to take a look at.

00:23:21

Craig Larsen: So Rich, um I let you take it

Rich Newman: Hello. Now you can hear me.

Craig Larsen: Hello.

Rich Newman: You guys see my screen. Okay.

Craig Larsen: Yeah, it's kind of tiny.

Rich Newman: Uh oh. All right. Let me see if I can make it bigger.

Craig Larsen: Maybe it's me. There's my screen.

Rich Newman: Well, actually, let me do something different. Hang on.

Corky: Here

Lori Newby: Only make it bigger if the numbers are good.

Rich Newman: I just Yeah, I do have a this particular

Craig Larsen: Make the bad numbers little and the good ones big.

Brad Shinn: I don't see any red, so that's good.

Corky: we go.

Martin Rudow: There we go.

Rich Newman: that a little better.

Brad Shinn: Oh,

Corky: Yep.

Craig Larsen: That's Oh,

Rich Newman: Okay,

Brad Shinn: yeah.

Craig Larsen: that's perfect.

Rich Newman: this is a live version of uh this is actually while I'm in QuickBooks. So, um just in case anybody had any deeper dive questions, I can click in. We'll see how it goes. Anyway, um I sent out three reports.

00:24:12

Rich Newman: I sent out the statement of financial position, which is sort of our balance sheet. It is our balance sheet. I sent out another um report which is I'll cover next which I'll spend a little time on that one which is the um kind of year-over-year. It takes us right through today versus 2015 for kind of a P&L what we call our statement of activity. And then I did send out just for interest um and this is actually the third one I sent out is by class. So it's basically a P&L by class. So it breaks out all the races and stuff and that one really helps me. Like Lauren kind of pinged me after the meeting last last time and said, "Hey, take a look at this number. It looks a little weird to me." So so many of you have specific knowledge about what numbers should or shouldn't look like. And sometimes we categorize things incorrectly. So if you just ask me a question and say this looks weird, I can go in and try to figure out if it's weirdly in the wrong spot.

00:25:04

Rich Newman: Okay. So anyway, um this balance sheet, um we don't go over a ton.

Craig Larsen: Okay.

Rich Newman: Um I'm going to hit the top line real quick. Our bank account right now is a little crazy. Um I committed to going to Bank of America and getting a CD. I have all that paperwork uh straightened out. I tried to get down there today and I just ran out of time because I wanted to announce that we've done that. I'm going to do that. I'm going to take a 100,000 of this and park it. Um a lot of this money will um will be leaving, but um we definitely have that window. Um, and I've already received approval to do that so that we can start now that interest rates keep going up. Um, we'll start making more money on that on that money. Um, th this number here, petty cash, this is something that will be incorporated into the P&L. Right now, this is the money that we use each weekend for racing um to pay out volunteers, mileage, things like that.

00:25:55

Rich Newman: And um Bill and I just need to well Bill probably and uh probably me actually needs to spend some time and put these into the right buckets and get them into the P&L. Um that cash transaction piece. Um so I'll highlight a little more on that later. Um same thing um just putting these prepaides for the track. It's about \$1,000 um into the into the P&L. So that'll kind of show as a um an additional cost to track track costs. Um and then This is the big thing that's on here that I really kind of wanted to show you. We're still working through uh the Square deposits. It's awesome that we're taking Square, but we haven't quite figured out a um a system to make this fold into QuickBooks easily. We know there is got to be one somewhere, but right now it's sitting kind of in a whole deferred income count. So that still in the books obviously, but it's not broken out. So some of the numbers that you'll see in the detail might be different this year or lacking um short because there's you know what's now actually this is just through the 31st of August now it's sitting closer to \$45,000 in squared payments and it includes things like car corral it includes things like some gate I believe um it includes the stuff we're doing with the paddic um where we're selling shirts and things just a ver the dinner um for historic

00:27:19

Rich Newman: a lot of those things were used uh we use square for and the sun is dropping just into my eyes right now. Um okay, so I'm going to move off this for now. Actually, let me see if I can just run this report real quick. Bear with me. I I think we're a little ahead on time this tonight.

Craig Larsen: Mhm.

Rich Newman: Statement of activity. Um so this is the one that I actually did send out as well that I want to spend a little more time on. Let's make sure the numbers all drive. Oh, actually I did it as a comparison. Sorry. Let me do this. Compare it to previous year. You guys get to see how the math works here. And it's January 1 through September 16th today real time and it shows basically um you know kind of where we stack up with

different things. So I wanted to highlight some specific numbers. Again, it's in your inbox if you care to look.

00:28:13

Rich Newman: Um race entry fees. So, this year and um there's some reconciling I still need to do with Sherry and whatnot, but this is sort of how we've tracked it year-to-date. We'll get it all tight and make sure everything balances, but um race entry fees this year versus last year, 287 versus 245. I've got to say this, this is largely dependent on when the races are each year, right? So, this is just a year-to-date. Bill Dre hates this when I do this, but because you know the numbers are hard to reconcile in your head because we had races later last year versus this year. So, this is again just real true point. Um, so don't get too excited about this because we had a lot of money last year come in later in the year on on race on on race fees. So, this number will climb anyway. Um, but this is real race sponsorship, for example, showing \$9,000 here. Um and then I've got another bucket as well that's not in race um race bucket that is for your Craig for the other sponsorship stuff that we're doing.

00:29:13

Rich Newman: So there are some things we'll also decide where to put certain things but right now this is bucketed into uh racing revenue. John.

John Allen: I got a quick got a quick question on your first one.

Rich Newman: Yeah, go ahead.

John Allen: Uh, is the square thing the reason why things like the club car club revenue and the um spectator gates are so skewed between last year and this year?

Rich Newman: Yes, because those those square numbers are not in there, John, compared to last year. Yep, that's exactly right. Um, I'll highlight printing real quick. Um, you know, we've we've got a number here for printing other. I've started to bucket the

printing. And this is really the transfers and some of the things that we're doing in the Paddock group for all the t-shirts that Bren and and Lauren and team are doing such a great job with. Um, these are the material the uh the material costs for those for cost of goods. But again to John's point that he just made those revenues are sitting in the square.

00:30:20

Rich Newman: A lot of it is sitting in the square um bucket as well. So um but anyway we we will be breaking my reason for highlighting it is we will be breaking that and supplies is another area where you know we bought some presses and things this year and a variety of things. We will sort through these numbers. They're just sort of a hold bucket. They're not accurate. Lauren's probably pulling his hair out going there's no way supplies is \$2,600. Anyway, we'll sort through that before the end of the year and get some of this stuff nailed down and get it correct so we can look at it. It'll be exciting. And I think I don't know, Lauren, if you had a chance to pull a kind of a rough and tough P&L for that, but maybe right after I get done if you have it, we'll throw it in here and talk about it. Um, truck rental 105,000 versus 71,000 um for 2000. But again, we had we um we paid the track fee actually already for fall finale.

00:31:14

Rich Newman: So that's in here and that's a large part of the difference here. We have not paid C for for Portland International yet that in either case um as of this time last year. But that's that's why those numbers it's not that that number is so much larger um on track fees. It's just that something's missing. And then as I roll down, um, God, that sun is horrible. Um, security and towing, similar situation where I'm missing a bill here. Um, time of year stuff. So again, I'll leave that alone. The petty cash stuff, um, also, um, I have written. So again, I said that number for pettyash was around 11 grand. You can see if you added 11 and three, you get pretty close to 14, ironically. So that's probably on

par with where we're at last year in terms of the cost for those different things. um worker meals. If you add these two numbers together and these two numbers together, they both equal about 19,000, which is spot on to where we were last year, ironically.

00:32:25

Rich Newman: Um I don't know if it's accurate but we it is to this date. Um yeah and then let's talk about gross profit. I mean again the numbers are different here because of what's loaded inside. So and if you add the \$43,000 in the square dollars right in in the uh income for square to the 70k you know you end up closer to what 110. Um but again we've got puts and takes that are still in this column. So again, you know, just a gut check. It's like, yeah, there's a lot of revenue missing here. There's also a lot of costs um that we might have seen last year. So it has to shake out. I don't know. I I don't know how helpful this may or may not be. Um the other thing I want to call out is a line item charitable contributions. Uh at Sovereign, we made a a contribution um to Glenn's um GoFundMe for Yuko. And um we did that with \$5,000 for SOVREN. Um, believe it or not, GoFundMe has a fee that they charge on top of that and it was \$875 for everybody.

00:33:26

Rich Newman: If you pay a couple hundred, it seems smaller. You pay a large chunk like that. It's quite a large number, but um, but that's what that is. Um, just, you know, somebody had a question about that. Um, yeah. And then I think I'll turn this to any questions you might have. And again, I really Oh, membership. I should mention this. Membership dues and fees. Every race we get more members that sign up throughout the year, and membership is a really strong number. Um Sher can corroborate that with me, but you know that's I think fairly clean. Um \$4,000 more than last year at this point, which I think is is pretty awesome because we might even see some more membership dollars come in um before end of year or before the races. So yeah, actually I take that

back. Maybe we had a like \$4,000 in membership come in in the month of September last year with the races being later. I don't that's not true.

00:34:16

Rich Newman: I shouldn't have said that. Um, but I think we're doing great on membership this year. Any questions?

Craig Larsen: Well, Rich, I was just going to say it always um it's never perfect because it's always a a moment in time and um expenditure expenses expenses and revenue come in at different times, but it's gratifying to see to me every month that we're tracking it even when the numbers aren't perfect. So, um it's just great to see uh that we are business-like and on top of our business. Um, and year end is when we'll find out, you know, um, or or January we'll figure out or February we'll figure out how well we did in 2026. And, uh, and you know that that's fine. But it's it's gratifying to see us track it. Um, hey, there's a little buddy waving. Brad, go ahead.

Brad Shinn: Um I I I I sent a personal email to Rich earlier, but I wanted to I wanted to pile on to what you said. I think um and I know Rich, you've had a lot of help from Bill Simer, but I feel like our finances and our ability to understand where we are are are better than they've ever been in recent memory.

00:35:35

Brad Shinn: Um, when I was president, I I pushed hard to get us to budget. I'm not sure that was the right thing to do at the time, but but we understand where we are. And I really appreciate, Rich, how you send you send these pieces out with with kind of high level narrative that helps us focus on what's important. And I know that takes a lot of work on your part. And I just want to say um thank you and really appreciate all the work you you

Tom Masterson: Thank you. Really appreciate all

Brad Shinn: do uh in between all these meetings to keep us, you know, humming. So thank you.

Rich Newman: Yeah, of course. I think the goal is just to be transparent, right?

Craig Larsen: Right.

Rich Newman: I think there was some mis there was some mystery in the past maybe and it wasn't obiscated for any particular reason, but we're pretty much just saying here's what it is, here's what we know, here's what we don't know, and that's the goal. So,

00:36:25

Brad Shinn: Yeah. So,

Craig Larsen: That's how we uh we learn our way into the organization is by being able to keep track of this stuff. So uh Tom Mastersonson, go ahead.

Tom Masterson: Yeah, we've got most of our bills in from CRC. Um, and I've got my my spreadsheet almost I've got my spreadsheet up to date that I I do for the splits. Um, what we're missing a lot of is the track. And we were told is when we walked in Friday, he said it's going to be sometime in October before you get that because the city of Portland has decided instead of using their own QuickBooks at the track, they now have to go through the Portland bookkeeping system and Nikki has to go through like six systems just to put out one invoice. So uh

Craig Larsen: They want they want to track their money too.

Tom Masterson: yeah but six systems put out one invoices. Um yeah.

Rich Newman: Yeah. And I guess

Craig Larsen: Tom, I worked in government and it's not so surprising to me as it is to you.

00:37:29

Brad Shinn: Yeah.

Tom Masterson: Oh I Craig Craig I spent 30 years as a computer programmer.

Craig Larsen: To me, it sounds like normal.

Tom Masterson: I was 30 years as a computer programmer for the government and a lot of it was finance.

Craig Larsen: Oh, okay. I was gonna say only six.

Tom Masterson: Yeah, I know.

Rich Newman: And then I guess Tom with regard to ABFM too, right? I mean, we're not going to have all the track fees to be able to give them that to get all that reconciliation done. So that puts us back a little further or do you think some of that can be done in parallel?

Tom Masterson: I Well, some of the track fees I know because I know like the track the track rental is in their contract and some of the rest of it. What we don't know is the miscellaneous stuff like clean up and garbage and Whatever charges they're going to slip in there for services.

Craig Larsen: All right. Thank you, Tom. Uh, John Allen, go ahead.

John Allen: I may be jumping a little bit ahead, but I was looking at the P&L by class.

00:38:24

John Allen: Were we going to go over that at all or um there's one one number in there that kind of jumps out at me and I was curious about it and that's the ambulance for historics.

Rich Newman: Yeah.

Craig Larsen: Can Can you put it up?

Rich Newman: Uh, yeah. Yeah. Or I could just look at it here, too. But yeah, I could put it up. Hold on.

John Allen: Okay. I just didn't know if we were just going to Well,

Rich Newman: Go ahead and ask Go ahead and ask the question, though, while we're

John Allen: the question is there's a \$21,000 uh ambulance charge there and it's like 3,3600 bucks at the other track. So I just I know it's probably more expensive in our area. Maybe we have to have more services, but that's a big number.

Rich Newman: Yeah, let me uh let me find it. Oops. s***.

John Allen: Or there may be things more things rolled into that number that

Rich Newman: Yeah, I mean that's the beauty of this is that I can actually look at it and roll down and click on it and you can see all the items.

00:39:16

Rich Newman: So, unfortunately, I just disconnected everything at the time, but yeah, let's scroll down. So, we're going to race expenses. We're going to safety. We're going to ambulance. And you're you're wanting to see historics.

John Allen: Well, I just noticed that that number was much larger than I was expecting, but and we did have more services unfortunately at the race. So maybe that played into it. I don't know.

Rich Newman: No, that's a miscategorization.

Tom Masterson: Now

Rich Newman: Dude, you caught me.

John Allen: Okay.

Rich Newman: Yeah. So, this 93 right here, this expense right here, um, well,

Brad Shinn: Am

Rich Newman: hold on though.

Craig Larsen: So, you've got you've got you've got two races.

Brad Shinn: I

Rich Newman: That one was actually correct. It was Yeah. Hold on. Say, say that again.

Craig Larsen: Uh you've got you've got two RA if you go back a screen,

Rich Newman: You were Yeah,

Craig Larsen: you have you have two races. I think you have the uh that one in for the historic and it really should be in

00:40:14

Rich Newman: this one. This one's wrong. Yep.

Craig Larsen: uh in sprints or something or I don't know where

Rich Newman: Absolutely. Yeah. Yeah. No,

Brad Shinn: or Spokane?

John Allen: Okay.

Rich Newman: it definitely you're absolutely right. So, here we're missing fall finale. You can see we're missing spring sprints. So, John, to your point, real time that ambulance will go here. So,

John Allen: Okay.

Rich Newman: and I'll do that right now.

John Allen: Perfect.

Rich Newman: But yeah, good call. And and you know, that's exactly the kind of thing I'm I'm not looking for everybody to pour through this, but and Bill's really good at this, but Bill's been very distracted the last three months with a variety of things. So, um, my books are not as tight as they would be with Bill's oversight, but, um, yeah, that's exactly to have the time to go through here and look at this stuff is interesting. we will have it done. But um no,

Craig Larsen: It is.

00:40:58

Rich Newman: I appreciate

Craig Larsen: Thanks, uh, Hawkeye Allen for, uh, digging that out, buddy. Um, any other questions for Rich about, uh, about this, uh, uh, budget summary for the month? Thank you, Rich.

Brad Shinn: Yeah.

Craig Larsen: Um, I I want to I I added a couple things to the agenda because I don't know if everybody has heard about these things, but um I started pitching at the driver's meeting that I wanted uh 10 uh 10 people to step up and commit \$500 a year for 10 years to Sovereign. And uh right away uh Dr. Don Thean and his wife Gail uh within 20 minutes at the historic came up and and committed \$1,000 a year for 10 years to Sovereign. And uh at the Columbia River Classic after I pitched it again, uh Bill Hart caught me um right after the driver's meeting and committed to uh uh \$500 a year for 10 years. So um that uh that was 15,000 bucks for us over 10 years. and um joining that I'm I just want to make sure everybody knew that the uh Jeff Larson's family uh contributed \$10,000 to Sovereign as part of his estate.

00:42:24

Craig Larsen: And I I just wanted to make sure people were remembering that. And what I'd like to do um is bring back to the board. I think both of these things should be joined up in some sort of uh innovation fund. So, we're not just building it into the operating budget, but it stands alone and we use it for things that we care about that build our sport or build our organization. And I don't have anything other than a headline for that. So, um I'll uh um let's let's try to keep this on the agenda between now and uh and uh November. Um so, maybe we get through the uh fall finale, we can spend some time on this. And if anybody has any thoughts about it, just uh send them to me. Um, and I'll be pitching this at the driver's meeting again. So, we're up we're up to three. I'm looking for seven more on the uh the \$500 a year for 10-year program. So, it's the name just flows off your tongue, you know.

00:43:19

Craig Larsen: I know. But u um anyway, um and then there was another sidelite that uh I I just remembered I should probably tell you about. Remember the last at the last meeting the board approved uh \$18,000 to buy new Jaws of Life equipment and we got a tip that uh NH E Crew was upgrading their gear from from uh uh

Martin Rudow: Oops.

Craig Larsen: from the current version to a brand new version and were willing to uh transfer all their gear to us at no charge. And so um so uh yes I know Doug. So Doug Smith is jumping on that and uh our e-crew people are all being involved in it and so it's a um and it's all it's all A1 top-notch stuff that they use. It's exactly what we were looking for. So um it could be that that's just a big win for Sovereign and uh will save us the money and we'll get us the gear quicker. It'll be available as soon as they get their new gear. So um Huh.

00:44:21

Linda Grass: And Kevin Kevin is over the moon about this.

Craig Larsen: Well,

Linda Grass: I

Craig Larsen: it was just like it was such a great news, you know, um because we were committed to doing it anyway, but um yeah. Yeah. So, that was that was that was huge news. So, um that takes us to uh Sherry uh an administrative and membership report. Do you have anything you want to share with us tonight, madam?

Sherri Masterson: Um just a few things and hopefully I stay connected um through this. Um we've got 77 racers for this weekend. Um we've got three or four that have registered this week um manually through me after registration. So they're paying the 725. So that's kind of will help a little bit. Um uh I have uh we have 285 members. Um we I think got a few just before CRC, but I really haven't had the time to go in and break it

down um to what we've got. Um, I I think that um one of the things I've been in charge of this year was

00:45:38

Craig Larsen: and you froze up, ma'am. Uh she's frozen on my screen. On everybody else's, too. Yeah. Okay.

Corky: She probably disconnected again.

Craig Larsen: Yeah. Okay. Well, let's let's uh we'll we'll go on for a couple things and then come back. So, Sherry, we're hoping you're reconnected here in a moment. Um uh uh race chairs, Mike, Tom's probably disconnected as well. Mike or Corki,

Tom Masterson: Nope.

Craig Larsen: do you guys have stuff that you uh wanted?

Mike Lawler: No, there's there's there's there's Tom. I got something. I think Tom's got something.

Craig Larsen: Go ahead, Mike.

Mike Lawler: Yeah, we're looking good this weekend for our volunteers and our specialties. We're a little short on our flags. That's to be expected. That's what I have.

Tom Masterson: Yeah, we're short on flags partially because we're up against a Cascade event.

Mike Lawler: Yeah.

Tom Masterson: Um,

Mike Lawler: All right.

Tom Masterson: not much. Sherry did what Sherry was trying to put at the end of her thing is she's got a ticket taker for all year next year already signed up.

00:46:41

Tom Masterson: Um,

Craig Larsen: Wow.

Tom Masterson: I've got one person for a crossing guard on the inside and I think we can and and Jeff,

Craig Larsen: Do

Tom Masterson: thanks Jeff stepped up to be a crossing guard on the outside on Saturday and I think we'll finish. We'll we'll have enough people to cover crossing guards on Sunday.

Craig Larsen: Excellent.

Tom Masterson: So,

Sherri Masterson: What's up?

Tom Masterson: this race should go good and we should hit spectators to the inside because we were starting to get to a point where we were going to say to try and close it down and that that pisses off spectators because your best viewing is inside.

Craig Larsen: Yep, it's the best spot. Yeah. Uh Sherry, it looks like we have you back. Um uh uh your prophecy uh proved to be

Tom Masterson: Uh, your prophecy.

Craig Larsen: true.

Sherri Masterson: Yeah, I don't know what's going on with Anyway, um I don't know where I think Tom said that I've got the ticket taker for all year, all next year.

Craig Larsen: Great news.

00:47:38

Sherri Masterson: Um uh our schedule um is is still in flux. Um, still waiting to hear from the track. Once we get our dates, um, I can start setting up, uh, MSR for next year to at least show those dates. Um, uh, membership. Um, I'm working with Jackie to do

some enhancements for new members. That's where I'll leave it at this point, you know. Um, what do we do to them? I mean, like somebody said at one point, you know, maybe new members need to get a decal, a sovereign decal, um, or two of them for their car. Um, you know, something that we're just working a little bit on enhancing our professionalism on our membership for new members. So, that'll be something working on before uh the 1 of January

Craig Larsen: Great.

Sherri Masterson: um to end ticket prices.

Craig Larsen: Thank you.

Sherri Masterson: I mean, uh, yeah, our our entry prices, membership prices, all that we need to cover next month. Um, so, you know, be thinking of it. 575 is our early bird.

00:48:55

Sherri Masterson: 650 for historic. Um, 100 and then 150 are cancellation for manual entries. No, no refunds for insurance. Really pushed the insurance to the drivers. I've talked to several drivers in the last couple weeks that didn't even know that we had insurance. Um, didn't know that they weren't going to get anything back on a cancellation. Um, and I know that there's drivers out there who have used it. Um, and it and it comes out, you know, fairly inexpensive if you do the early bird at 575. So, that's what I have.

Craig Larsen: Thank you, Sherry. Um, I'm g uh I'm going to jump back to uh Mike, Tom, Corky. Uh do you guys we I cut you off to go back to Sherry. Do you have more, Mike?

Mike Lawler: No, I'm fine.

Craig Larsen: Okay, Corky, anything? And Tom, uh, you kind of filled in for Sherry, but do you have any more for us?

Tom Masterson: Um, not that I can think of at this time.

Craig Larsen: Okay, thank you.

00:50:00

Craig Larsen: Um, uh, Linda, go ahead.

Linda Grass: I have a couple things from CRC. I would like to personally thank my three tech gurus that I had in the tower with me. Uh Oliver, Jerry Lee, and Steve Martin. Thank God they were there because uh on the second qualifying, our servers went down.

Craig Larsen: right?

Linda Grass: And if it hadn't been for them, I have no idea what I would have done because uh I don't know that system. Tom doesn't know that system. They have things buried. And the tech guru that helped us set everything up was working on sound. So, um, thank God for my three worker bees. And we also learned when we got to the track that we were not going to have internet. Um, which meant that you would not have had Speedhive, which everybody depends on. And Steve Martin, who is one of the other tech guys that was there, he set up his Starlink so that you guys had the capabilities of getting Speedhive. Um, and that's we we've discussed the fact that even at Pacific, the internet is not always the best.

00:51:27

Linda Grass: Uh, Lauren, I'm kind of talking toward you because you're our tech guy. Um, and so it might be something that Sovereign wants to think about getting is something that we can set up and maintain. uh to help with that issue.

Craig Larsen: Mhm.

Loren: We can get that done before next year.

Linda Grass: And we als we we also need it for Spokane because we depend on Jerry Lee's

Loren: We Yep.

Linda Grass: hotspot. So that's

Loren: We've been talking about that already, Linda. We're gonna We're going to check that off your stress list before next season.

Craig Larsen: Yeah. Uh, what a lot of people don't realize and when I was just a racer, I didn't realize is that oftenimes we're ready to go and we're organized and track side technology breaks down and we're and you know,

Linda Grass: all the time.

Craig Larsen: so we're just we're just sitting there looking at it with nothing we can do and racers coming to us wondering what's going on and it's, you know, we're clear of it. It's um, uh, all the tracks we race at have pretty rickety stuff.

00:52:33

Craig Larsen: Um, so, um,

Linda Grass: Well, on at lunch on Saturday,

Craig Larsen: yeah.

Linda Grass: I went and saw Jamie Buzzkerk and I said, "So, am I fired?"

Craig Larsen: Yeah. Yeah. It's all your fault, Linda. Yeah. Yeah. Yeah. Get out there and pull those wires, girl.

Linda Grass: Yeah. So,

Craig Larsen: John Allen,

Linda Grass: um Yeah.

Craig Larsen: go ahead. Yeah. John Allen, you've been waiting. Go ahead.

John Allen: Does uh Sovereign have any um mobile phones or anything like that as part of our organization? Well, that answers the questions of getting a mobile hotspot. Then just tacked on

Craig Larsen: Yeah, it's it's as Lauren said, it's it's it's a part of a offsite offear, excuse me, offseason work program uh is to uh sort through some of this stuff and if we need to If Sovereign needs to make some investments in technology, the board should consider that um to help these tracks out because it's it's just for our own good. Um all right.

00:53:35

Craig Larsen: Um well, we're rapidly coming to a close tonight, uh which I thank you for. Um but uh I wanted to remind people that Grio's uh is again hosting our fall quarterly meeting and um it's October 10th at 9:00 a.m. and uh we were going to do the same it's going to be the same kind of format as in the past where there'll be um as best we can do for year end finances um uh a look ahead to uh the season ahead and also closing uh nominations for board positions. So any uh pass the word out there if people are any people are interested in joining the board uh let them uh call Brad or me or if they have to call Mike and uh um and we'll uh we'll uh talk them through it. Um a a lot of the board is planning to return. So without foreshadowing too much um we're looking like we're in really good shape right now but if we'd love to have energetic new people on the board. Um annual general meeting is confirmed at Lame on January 9th and uh Sherry, you and I will be talking um about uh um the this year's event which I hope will be much like last year today.

00:54:51

Craig Larsen: Um Charlie, go ahead.

Charly Mitchel: I have uh two quick comments.

Craig Larsen: Oh, sorry. Yeah.

Charly Mitchel: Um at the CRC,

Craig Larsen: Yeah.

Charly Mitchel: um at the end of the giant slalom, ABFM giant slalom, the guy that runs a program came to me who was pretty pissed off said that we allowed cars onto his track before his time was up. I think it was flag station workers going back to their flag station and they they were not told that. Maybe they were not told that there was still a giant swallow going on. So, he was pretty upset with that. Jumped on me. I don't

know if he told anybody else, but that's what just something to let you know. My other thing is when can I expect drivers to show up on Friday at the fall finale?

Craig Larsen: I think it's 5:30.

Charly Mitchel: Can I?

Sherri Masterson: Movement. Move in is after 5:30 on Friday.

Charly Mitchel: So, I've got two hours to two hours to do all the cars on a roving inspection.

00:55:55

Charly Mitchel: Roving inspections take a long time to do because you just don't go down row. You jump from aisle to aisle and car to car. Um, we're not going to get a lot done on Friday if that's the way we're going to be. So, I was planning on being there early in case drivers showed up early, but I'm not going to be allowed into the track.

Sherri Masterson: That's right.

Charly Mitchel: There's no reason no reason for me to be there early.

Sherri Masterson: And the track has told us that next year it will be more enforced. So this is the way things are going as far as good no out

Charly Mitchel: Okay.

Sherri Masterson: in.

Charly Mitchel: Well, just just a note that I I've got a couple guys that are telling me, well, they won't be able to stay very late on Friday and uh so we may be limited on the amount of inspections we get done on Friday.

Sherri Masterson: Well, and a lot of the cars that are entered are should have annuals.

Charly Mitchel: Well, hopefully. Yeah, that would be nice.

00:56:44

Charly Mitchel: Yep,

Sherri Masterson: And I have a list to send you um tomorrow.

Rich Newman: When does When does tech open,

Sherri Masterson: I'll send you the list.

Charly Mitchel: that'd be good.

Rich Newman: Charlie? On Saturday. When does tech open?

Charly Mitchel: 5:30.

Sherri Masterson: Saturday is 7.

Charly Mitchel: I'm sorry. Sat 7 o'clock.

Rich Newman: Saturday.

Charly Mitchel: I'm sorry. Saturday 7 a.m. Right.

Sherri Masterson: Yes.

Rich Newman: Yeah.

Craig Larsen: Okay.

Charly Mitchel: So, um, is there any way to let the people that have annual inspections know that they can come to me? I don't have to go looking for them because that's what takes a long time is going looking for the the cars to tech. If they can come to me,

Craig Larsen: What?

Charly Mitchel: it's a lot quicker.

Sherri Masterson: if you're going to be down in tech. I mean, that's the problem with no engines uh being able to run too is why it's roing.

Charly Mitchel: Yeah. Yeah. But if there's a

Sherri Masterson: Um but yeah, we can I can send out an email.

00:57:31

Sherri Masterson: I don't know how many will'll answer it. I mean, we'll read it, but I can send an email that says if you have an annual from sovereign SECA or conference, um, go straight to to tech with your lock book.

Charly Mitchel: Yep. And your helmet?

Sherri Masterson: Yeah.

Charly Mitchel: Yep.

Sherri Masterson: And text sheet and you'll be you'll be

Charly Mitchel: And text sheet. Yep.

Sherri Masterson: stationary.

Charly Mitchel: I'm just concerned, you know, on on um Friday down at CRC, we got like 80 80 inspections done on Friday, you know.

Sherri Masterson: We checked in everything but 15 drivers on Friday.

Charly Mitchel: Yeah, that's about what we did. That's about what we did on on Saturday. Yeah.

Sherri Masterson: Yeah.

Charly Mitchel: So, okay, just my comments.

Craig Larsen: All right. Thank you, Charlie. Lauren, you had your hand up. It went down though, huh?

Loren: Yeah, I I I was going to say that Charlie, you know, there's usually a lot of people in line before the gate opens or before we're supposed to be coming in. And for the folks that are in line, you could do the who have annuals, you could check them, but I forgot we won't have our check sheets.

00:58:39

Loren: Um, registration is not going to open till 5:30, Sherry.

Sherri Masterson: Right.

Loren: Okay. So, yeah, that kind of dorks that up.

Charly Mitchel: So, I do a I do a pre-registration tech, but for an annual doesn't do any good because there's nothing to look at. So,

Loren: Right.

Charly Mitchel: so yeah.

Craig Larsen: Uh, Steve, go ahead.

Lori Newby: Yeah, I just want to say that um Charlie, I'll be there until at least 9:00 in the evening. So, I'll be happy to jump in and help you out no matter how I can.

Charly Mitchel: Well, that'd be great. I will keep that in mind. Yes. Thank you.

Mike Lawler: again.

Craig Larsen: Thanks.

Mike Lawler: Char Charlie, I'll be there on Friday to help you as usual.

Charly Mitchel: Okay. All right. I just don't know. how we can make all the rounds,

Lori Newby: Let me

Charly Mitchel: but we'll we'll get it done. We'll get it done.

Corky: I'll be there too,

Craig Larsen: Okay,

Corky: Charlie.

Charly Mitchel: All right.

Craig Larsen: look at all the volunteers rushing your way,

00:59:33

Charly Mitchel: I I can I don't even have to show up on Friday,

Craig Larsen: Charlie.

Charly Mitchel: do I?

Craig Larsen: No,

Mike Lawler: uh

Craig Larsen: no,

Corky: If you don't want to

Lori Newby: Wait,

Charly Mitchel: Just kidding.

Lori Newby: wait,

Craig Larsen: you have to show up.

Lori Newby: wait, wait,

Charly Mitchel: Just kidding.

Lori Newby: wait, wait.

Charly Mitchel: Just kidding.

Lori Newby: I heard you say you were going to be there at 5:30 on Saturday.

Mike Lawler: it's on Saturday morning.

Charly Mitchel: Oh, yeah. Yeah. Yeah, that's right.

Mike Lawler: Yes.

Charly Mitchel: Yes.

Lori Newby: I heard it.

Brad Shinn: in the morning.

Charly Mitchel: Yeah.

Lori Newby: And over.

Craig Larsen: Yeah.

Brad Shinn: Nicely played,

Craig Larsen: Yeah.

Brad Shinn: Charlie. Nicely played.

Craig Larsen: Uh John Allen, go ahead.

John Allen: Uh earlier this year, I think we discussed some any sort of options of tech owning the tech sheets and getting some sort of paperwork that limited paperwork from registration so that you can do the pre-work. Did that go anywhere?

Craig Larsen: I I didn't get from that explanation enough to know.

01:00:18

Charly Mitchel: I I didn't understand what you were just saying.

Mike Lawler: Music.

John Allen: We we had talked earlier about tech owning the the sheets, not getting them from registration, that you have the entire binder, so you could do text before you register.

Charly Mitchel: Well, but how do I know who's paid?

Sherri Masterson: Yeah.

John Allen: Well,

Sherri Masterson: And signed in.

Loren: Well,

Charly Mitchel: Yeah. Yeah.

Loren: CSRG has a way of doing that because if CSRG you have to go to tech before you go to registration.

Brad Shinn: Another

Loren: So, other orgs have sus that out.

Charly Mitchel: Oh, if we can work it out, I'm I'm open for it. Just tell me what you want me to do.

John Allen: Okay.

Brad Shinn: offseason thing. Boy, this is going to be the biggest offseason. Off season's going to go till like May or June.

Craig Larsen: Yeah, you right up to right up to the morning of the first race. Yeah. Yeah.

Brad Shinn: Yeah.

Craig Larsen: Um but uh but there always is a uh it would be nice to find a way to streamline this a little bit because there'll be this the fall finale will be a great example of massive congestion at

01:01:12

Brad Shinn: Yeah.

Craig Larsen: registration and then massive congestion at tech.

Sherri Masterson: And it's going to depend on what track you're at, how things can work. I mean, you just have to keep in mind how the layout of a track works.

Craig Larsen: Well, it would help if registration could open an hour earlier and then people a lot of people can get through registration before they ever have to go to back.

Sherri Masterson: I will open if I can. The problem is it is extremely stressful to work my way back to the registration building to get things set up um because there's cars on track and we get a lot of leniency from to from Dawn um for doing this but I never know exactly how his schedule's going to go. So if I can open earlier I will.

Craig Larsen: That would be great. That would be great if you could. Um because it uh it'll it'll make one line happen before the other line starts. So that'd be good.

Sherri Masterson: Yeah I you know and I totally understand that but again it goes down to the setup of our

01:02:14

Craig Larsen: Yeah.

Sherri Masterson: track.

Craig Larsen: Yeah. All right, folks.

Martin Rudow: Do it.

Craig Larsen: Um any uh uh uh Charly,

Charly Mitchel: One more one more Question.

Craig Larsen: go ahead.

Charly Mitchel: question. How early can I get there on Friday and set up my tech area?

Sherri Masterson: Um, let us get back to you.

Tom Masterson: Probably five o'clock because Don had

Charly Mitchel: Yeah, please. Yeah, I'd like I'd like to be there I'd like to be I'd like to be there an hour early.

Tom Masterson: to be off at five, but that's it.

Charly Mitchel: Maybe that gives me enough time to get set up, but but five is better than 5:30.

Sherri Masterson: Yeah, we'll we'll uh we'll let you know tomorrow.

Charly Mitchel: Okay, great. Thank you.

Craig Larsen: Thank you, Sherri.

Tom Masterson: Thank you, Sherri.

Craig Larsen: Thanks for thanks for that. Um, thanks for both of those. Um, all right, folks. Uh, uh, Steve, go ahead.

Lori Newby: Yeah, I was just kind of waiting for good and welfare. Um, are we there yet?

01:03:09

Lori Newby: Okay. Well, apparently we are. Um,

Craig Larsen: Yeah.

Lori Newby: so I just wanted to kind of fill you in to let you know that um the old canery will be on site this weekend on Sunday and uh they are you know absolutely 100% on track for next year as is multicare. So, we've got two good partners that are coming back next year.

Craig Larsen: That was so great to hear uh first about the old canary and then about multicare Steve that uh you know it's going to be a great year next year and um it it means that old Canary was happy. They were happy with the way they were treated and uh um and maybe we maybe we've got them for a while. That'd be wonderful.

Lori Newby: Well, and and and we do have them for a while. And the the biggest thing that working in their favor is moving the historic off the Fourth of July weekend.

Craig Larsen: Right.

Lori Newby: Um because they amongst everybody else as we know it was the 250th anniversary this year.

01:04:08

Lori Newby: Everybody had plans for the Fourth of July.

Craig Larsen: Right.

Lori Newby: I mean just absolutely everybody other than us of course you know the the important people. Um but yeah they will be back. They have already said they're going to start to round up volunteers for us. So it's a good partnership for us for multicare and for the old canary.

Craig Larsen: Yeah.

Lori Newby: And you know that being said you know we talked about earlier that we might make a um you know donation to multicare or to come you come race with me. So we need to review that and just make sure that we're on board with that.

Craig Larsen: Great news.

Lori Newby: I see I see nodding heads,

Craig Larsen: Great news.

Lori Newby: but

Craig Larsen: Yeah. Well, and I think, you know, um I think all our sponsors are going to be back. Uh is the message I'm getting. Um everybody's happy with the way they're treated.

Brad Shinn: Thank you.

Craig Larsen: Um I've been doing a little bit of regular reporting back to folks about how the season's gone. Um, so I'm uh I'm hopeful and uh and yeah, I I think uh the relationship goes both ways. So, yep. All right, folks. Uh, anything else for the good of the order? Well, I'll see you all at the track on uh this weekend, right?

Charly Mitchel: All right. Good evening.

Craig Larsen: Fantastic end to the week to the racing season. So, I'll see you all then. Thanks everybody.

Transcription ended after 01:07:29

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