

# PSGKA Board Meeting

4/7/2026

Recorded by: Brian VerDuin

## In Attendance:

- Brian VerDuin
- Jeremy Beauchemin
- Jennifer Beauchemin
- David Sanchez
- Harjit Singh
- Landen Niehaus
- Michael Tobin
- Doug Huggler (late)

## Absent:

- Ryan Beauchemin

## Agenda

- Call meeting to order
  - o Jeremy calls meeting to order at 7:10 PM
- Reading of prior meeting minutes
  - o I don't have the prior secretary's meeting minutes for the last board meeting. This should stop being a problem as of the next meeting because I will have meeting minutes from the previous meetings.
- President's Report
  - o Race went great. Room for improvement. Many folks stepped up to cover positions like scales, corner working, etc.
  - o We need to work on having corner workers in the future. Various roles to fill.
- Vice President's Report
  - o Great first two races. We need more workers. Need to think about how to do this. This should be a focus of the next membership meeting.
  - o PA system was a particularly sore spot. We can get it figured out. Get a new mic which works.
    - Microphones seem to be missing, aren't sure where they are.
    - Need a setup that doesn't require external speakers.
- Treasurer's Report

- Doug wasn't present at the time of this part of the meeting. Arrived later and wasn't able to give a report.
- Old Business
  - Debrief of first race weekend
    - Volunteers, shortage
      - Need to figure out a bigger pool of volunteers. We're struggling to find corner workers.
    - PA System
      - The PA system had various problems at once. Brian working on a plan for this involving a battery operated system using FM transmitter/receivers. Tests of a proof of concept worked.
    - Canopy Weights
      - We have these, but maybe they weren't tied down well enough. Had a canopy fly on track on Sunday. Improve our setup of these in the future.
    - Minimum Race Pace
      - We had a driver who was almost 10 seconds off pace in TAG Cadet while sharing track with 206 Cadet. They messed up race procedure and caused an unsafe start.
      - Need to review flags every race. Jack was doing this in the past, this was done at the first races, but the driver in question disregarded flags while on track.
      - Doug: In the past, it was brought up that if you were going to get lapped, get black flagged. But it was always a very unpopular proposal. But this wouldn't have prevented this situation.
      - Harjit: Emphasis on making sure racers know the flags. If they don't know the flags, we should probably remove them earlier.
      - Dave: We likely needed to pre-emptively talk to the kid before it became a crash. Shortage of volunteers played a role in doing more preventative procedures (like talking to the kid earlier in the day).
      - Brian: Problem was that the situation unfolded very quickly in pre-final that day.
        - They jumped past the formation on exit of turn 9 before the green flag... and forced the head flagger into a position of having to choose between two different unsafe start situations.

- They then were in front of the field on a TAG Cadet engine that's obviously faster than the 206's.
  - They then ignored blue flags for the entire first lap. Then a crash happened on the very next passing of the head flagger. So all-in-all, the situation unfolded in under 60 seconds.
- Harjit: Technically the race director could choose to not enforce rules, or choose to remove a driver for safety reasons.
- Brian: Proposes a 115% pace rule. (Not a motion yet)
- Michael: Folks have needed a minimum number of laps, and a minimum pace relative to the field. Most racing has something like this.
- Doug disagrees. There was a 3-race minimum to actually qualify anywhere but the back of the field.
- Doug: Maybe it should be something along the lines of 115% with discretion of the head flagger and race director.
- Michael: Tracks generally should be the ones implementing their own specific rules. There was always some kind of minimum speed. If someone is qualifying and any of their laps qualify ahead of 115%, we should honor that.
- Brian, Motion to add rule (approximate language)
  - 115% pace rule
  - Can be done in either in the past, in practice or in qualifying
  - Leeway given to race director and head flagger to decide
- Dave Sanchez seconds. **Multiple ayes. No nays. Motion passes.**
  - Added a Documents page to PSGKA website
- New Business
  - First Time Attack on April 18<sup>th</sup>, need to start marketing
  - NWKA Race on July 17<sup>th</sup> through 19<sup>th</sup>
    - Need to book hotels
      - Harjit will do this. A couple hotels from last year. One mistake made last year was that not enough rooms were two beds.
      - Doug will get Harjit the list of rooms needed based on the new people this year.
    - Need to map out various logistics

- Doug will ask Mike Schorn about the list of track responsibilities. Auggie will be asking about this.
    - Jer is unable to go to the NWKA meeting tomorrow (7 PM). Dave will go in Jer's stead.
  - Logos and Apparel
    - Jen: Was talking with Lori, talking about logo design. We're going to do simple PSGKA for front of shirt, and doing the bigger logo with flags instead on back. Same colors.
    - Various bigger signs on the scoring shack, on the way to registration, vinyl signs, etc. We would need to have them remade at some point.
    - Brian will give the company that made the Time Attack stickers.
    - Jen: We'll do T-shirts and sweatshirts and hats.
    - Doug: Has someone that does embroidery for hats.
    - Jen: Do we want tank tops again? No, seems they weren't selling well.
  - Riding Mower
    - Jer had someone look at the mower. Two quotes. The first was under \$250 to just replace a battery and do basics to get it working again.
    - The second quote was around \$2000. This would have been a rebuilding of the deck, and servicing the engine.
    - Doug: Proposes being on the lookout for a tractor instead of spending money fixing mowers.
    - Brian: The plan then is to do the \$250 servicing of the big mower. Use it until it fails. And in the meantime, we just keep on the lookout for a tractor which we can put a deck and various tools on the back as needed. Significantly more useful for more tasks at the track.
  - Remaining Expenses for 2026
    - This isn't urgent, but wanted to touch base about what expenses remain for 2026 so we can get an idea what our finances really look like for 2026.
    - Burly Cup, around 5k in prep, substantial increase on cost for staff
    - Insurance payments
- Motion to adjourn
  - Michael Tobin motions to adjourn.
  - Dave Sanchez seconds that motion.
  - Multiple ayes, no nays.
  - Meeting adjourned at 8:35 PM