

**MINUTES OF THE ANNUAL MEETING OF THE
MIDWEST DIVISION EXECUTIVE COMMITTEE
MIDWEST DIVISION SPORTS CAR CLUB OF AMERICA, INC.
November 4, 2006**

The annual meeting of the members of Midwest Division Sports Car Club of America, Inc., an Oklahoma corporation ("Company"), was held on November 4, 2006 in Omaha, Nebraska.

The following officers of the Company were present: Chuck Clark, Janice Rick, Betty Martin and Chris Safranek. The following voting regions of the Company were present in person or by proxy, were in good standing as voting members, and constituted a quorum: Arkansas, Des Moines Valley, Kansas, Kansas City, Nebraska, MidSouth, Northern Oklahoma, Oklahoma, Ozark Mountain, Saint Louis, Salina, Southern Illinois and Wichita.

The Chairman, Chuck Clark, called the meeting to order at 2:39 p.m. The Secretary, Chris Safranek, recorded the minutes of the meeting.

After a valid motion and second, the voting members unanimously agreed to move all scheduling items on the meeting agenda to the end of the meeting.

Betty Martin, Treasurer, presented the Company's 2007 financial report. Discussion was had concerning funds for the new worker program being developed. The Chairman reported that those funds would not come from the Company's general fund, but would come from fees paid by drivers at all Midwest Division club races. After a valid motion and second, the treasurer's report was unanimously approved.

The Secretary offered the minutes of the 2005 annual meeting and the 2006 scheduling meeting/conference call for approval. After a valid motion and second, the minutes of both meetings were unanimously approved.

The Chairman called for Divisional Administrator 2006 reports and budgets for 2007:

Flagging & Communications (Ron Shaw):	New 2007 Divisional Administrator. 2007 budget -- \$150
Timing & Scoring (Candy Gerber):	2007 budget -- \$50
Scrutineering (Frank Diringer):	Dale Smith – National Worker of the Year. Increase in tech workers locally & at Runoffs. 2006 budget request was \$830; spent \$300. 2007 budget -- \$1,010 (\$650 pending sticker approval).
Driver Licensing (Bill Allman):	57 Midiv drivers requested waivers in 2006. No budget requested for 2007.
Registration (Kelley Huxtable):	National Worker of the Year. No budget requested for 2007.
Race Control (Vicki Jareki):	Down on workers in 2006. 2007 budget -- \$50
Starters (Linda Chapman):	Same number of workers in 2006. 2007 Divisional Administrator – Keith Pfautz. 2007 budget -- \$25.
Race Administration (Marina Kraft):	Need a Divisional Administrator for 2007. No budget requested for 1007.

Jack Kish presented information from Robert Townsend (Emergency Services) regarding ongoing training for all EV personnel.

After a valid motion and second, the Divisional Administrator reports and budgets shown above were unanimously approved.

Rocky Entriken, Pointskeeper, reported on the MidAm and National club racing series. In 2006 Midwest Division averaged 135 cars per club race, with a decent increase for national races. For the first half of the season, the MidAm Series was in okay shape but the second half of the season saw bad returns. The 2006 season had the lowest participation numbers compared to largest sign up numbers. The IT Tour showed the same results as the MidAm Series. The Pointskeeper also noted that event registrars will no longer register drivers for the MidAm or IT Tour series. After a request from the floor, there was a discussion concerning the use of the \$8 driver fee per race (DA meeting /CFR repayment, etc.).

The Pointskeeper then reviewed the new club racing classes for the 2007 season. There was a discussion about minor "clean up" changes to the MidAm rules for ITE.

The Pointskeeper also suggested a change to the system currently used in the sale of permanent numbers (cutting off sales after the last Midwest Division national race). No motion was made or vote taken on this suggestion.

The Pointskeeper then proposed reducing the national points subscription mailings to one final season points mailing at a reduced price. Discussion concerning internet access, method of informing drivers and contacts for information was had. The Chairman thanked the Pointskeeper for his report.

After a valid motion and second, the above described reduction in national points subscription mailings was unanimously approved.

After a valid motion and second, the changes to the MidAm rules for ITE were unanimously approved.

Dave Whitworth noted that he had no solo report. A proposal that Kansas Region be shown as the region of record for the divisional solo event to be held at Heartland Park Topeka on August 4-5, 2006 was presented. After lengthy discussion, members were reminded that only an SCCA region in good standing can apply for an SCCA sanction and insurance – "affiliated" entities have no standing with SCCA. This issue was tabled without decision. Charlie Clark, Area 6 Director, reminded the members that not only does a region have to request a sanction, but it must also be approached for approval if an event is being held in its territory by a region other than itself.

Bruce Bettinger reported that the road rally program is alive and well, and that there will be a new rally in Arkansas in 2007.

The Area Director applauded the Midwest Division; all programs have improved because of the dedication of our members.

After a 15 minute break, the meeting was again called to order by the Chairman.

The Chairman proposed that the members begin reviewing the 2007 schedule. The Scheduler, Monica Shaw asked the Area Director if he had any information regarding National Solo event and Runoffs dates. He replied that this was discussed at the August Board of Directors meeting. The available dates at Heartland Park were limited and no decision had been made. A discussion was had concerning the problems of scheduling the second half of the season without knowing these dates. It was proposed that a partial schedule be submitted to SportsCar by the Scheduler, if necessary, and that a conference call to continue the 2007 scheduling be arranged by the Chairman for after the ARRC race. Also noted was that St. Louis Region will be hosting stand-alone PDX events, but those dates have yet to be determined.

After a valid motion and second, the Chairman was requested to schedule a conference call for sometime after the ARRC race to continue the scheduling discussion, and that he thereafter notice said meeting to all voting members. The motion was unanimously approved.

St. Louis Region will be hosting the Midwest Division convention in 2007, and it requested \$500 from the Company in partial payment of expenses. After a valid motion and second, the motion was unanimously approved.

There being no further business to come before the meeting, upon motion duly made and seconded, the meeting was adjourned by the Chairman at 5:05 p.m., with scheduling matters to be resumed at the above-approved conference call.

DATED this 5th day of November, 2006.

Christine E. Safranek,
Secretary, Midwest Division Executive Committee
Midwest Division Sports Car Club of America, Inc.

**MINUTES OF THE SCHEDULING MEETING OF THE
MIDWEST DIVISION EXECUTIVE COMMITTEE
MIDWEST DIVISION SPORTS CAR CLUB OF AMERICA, INC.
September 8, 2006**

A meeting of the voting members and officers of the above referenced committee of Midwest Division Sports Car Club of America, Inc., an Oklahoma corporation ("Company"), was held on September 8, 2006, via telephonic conference call.

The following officers of the Company were present: Chuck Clark, Janice Rick, Betty Martin and Chris Safranek.

The following voting regions of the Company were present in person or by proxy and constituted a quorum: Arkansas, Des Moines Valley, Kansas, Kansas City, Nebraska, MidSouth, Northern Oklahoma, Oklahoma, Saint Louis, Salina, Southern Illinois and Wichita.

The following were also present: Monica Shaw, Dave Whitworth and Rocky Entriiken.

The Chairman, Chuck Clark, called the meeting to order at 7:08 p.m. Chris Safranek, Secretary of the Company, recorded the minutes of the meeting.

The Chairman thanked everyone who attended the meeting and stated that the business of the meeting was to set a schedule for the activities of the Company for 2008. He turned the meeting over to Monica Shaw, Scheduling Chairperson, who asked if all voting members had received a copy of the tentative schedule as the meeting would be working off this document (said tentative schedule is attached hereto as Exhibit "A").

Lengthy discussions concerning the schedule were had, and numerous changes were made to the temporary schedule (the updated schedule is attached hereto as Exhibit "B"). Peripheral items of discussion included the number of divisional CFRs (and the need for grid workers to now attend CFRs); stand-alone PDX events at the Gateway track and the need for very few workers at these events; back-to-back events; lack of workers; problems with scheduling three National race weekends in a row; scheduling conflicts with other sanctioning bodies; undetermined dates for the Solo Nationals and Runoffs; the location and date of the MidAm Bonus Race; the divisional solo event (renamed "Divisional Championship") which will be hosted by the Midwest Division rather than a particular region; and the problems with multiple tentative dates for many of the events.

Of particular discussion was the MidSouth Region's desire to co-sanction an event in Nashville with the Atlanta Region. This led to a discussion of whether the Company wished to begin holding multiple events on the same date and whether an out-of-division event would be eligible for MidAm points. This discussion was delayed for further information regarding the Labor Day weekend event at Heartland Park Topeka.

Nebraska Region is co-sanctioning an event in Hastings with the Colorado Region, and discussion of holding two events on the same weekend was again delayed until further information could be had concerning available dates at both the Glenwood and Hastings tracks.

St. Louis Region will be hosting the Midwest Division convention in 2007 and MidSouth Region will be hosting the same at Memphis in 2008, along with celebrating its 50th anniversary as an SCCA region.

The Chairman stated that the next business to come before the meeting was to ask for nominations for the Worker of the Year awards. After discussion, a date of Monday, October 15, was decided as the cut off for nominations. All nominations should be sent to the current committee via e-mail to Neava Ford.

The Chairman requested that any items needing to be added to the November meeting agenda be forwarded as soon as possible to Chris Safranek. He also asked about fliers and other information for the 2006 convention to be held in Omaha.

A lengthy discussion about drivers schools was then had. A proposal had been made by Jennifer Igou (DMVR) and was discussed. Betty Martin (NeOkla) asked that the Ark Valley Race Group be allowed to not schedule a driver's school for the 2007 season. Various points of the discussion included three day (or double school/regional) events; the financial problems of some tracks with regard to school turn out; combining with private driver schools to hold three day events; adding a double school on the west side of the division to compliment the double school held by St. Louis; and the difficulties caused by poor scheduling. It was agreed that discussion of this item would continue on the Executive Committee forum and decisions would be tabled until the meeting in Omaha.

Janice Rick discussed the worker survey which had just recently been completed and the efforts of the Worker Retention Committee. The Chairman discussed the proposal for funding by the member regions of a gift for the Runoffs workers, asking that funds be given to Betty Martin and run through the Company treasury. A short discussion of the members regarding this proposal ensued, with a determination that any participation by the members would need to be voluntary.

There being no further business to come before the meeting, upon motion duly made and seconded, the meeting was adjourned by the Chairman, with matters undecided to be resumed at the next meeting of the Company on November 4, 2006 in Omaha, Nebraska.

DATED this 30 day of October, 2006.

Christine E. Safranek,
Secretary, Midwest Division Executive Committee
Midwest Division, Inc.

MIDIV EXECUTIVE COMMITTEE TREASURER'S REPORT

November 10, 2005 to October 31, 2006

Beginning Balance	5277.53
Income	
Dues	
Arkansas	30.00
Des Moines Valley	30.00
Kansas	30.00
Kansas City	30.00
Mid South	30.00
Mississippi	
Nebraska	30.00
NEOkla	30.00
Oklahoma	30.00
Ozark Mountain	
Salina	60.00
St. Louis	30.00
Southern Illinois	
Wichita	30.00
Total dues	360.00
Scheduling Fees	
AVRG	75.00
Kaw Valley	100.00
Mid South	75.00
MVRG	75.00
St. Louis	100.00
Total Scheduling Fees	425.00
Surcharge on permanent nos.	1143.00
Regional Runoffs Worker Giveaway Donation	
Mid South	225.00
S. Illinois	100.00
DMV	100.00
Salina	46.00
Wichita	212.00
KC	600.00
Ark	100.00
StL	300.00
Okla	400.00
Nebr	50.00
NEOk	200.00
Total Donation	2333.00
Total Income	4261.00
Expenses	
StL Region/subsidy for CFR	130.00
SCCA/scheduling fees	425.00
Ron Shaw/Worker of the Year Award	46.11
Midwest Trophy/England-Stipe Award	73.99
Frank Diringier/tech/fuel test supplies	42.91
Vicki Jarecke/Race Control/postage	37.00
Vicki Jarecke/Race Control/printing	14.92
Precision Fuel Testing Systems/fuel testing supplies	86.41
KVRG/subsidy for CFR	250.00
Germane Engineering/Fuel testing chemicals	102.50
Jack Kish/Stewards/D.A.s meeting	372.73
Precision Fuel Testing Systems/ fuel testing supplies	30.60
Phil Harris/Tech supplies	72.49
Janice Rick/Worker mailing postcards	180.92
Precision Fuel Testing Systems/tech supplies	15.40
Kelley Huxtable/laundry bags/Runoffs worker gift	3371.40
Total Expenses	5252.38
Balance	4286.15

CLUB RACING REPORT

Club Racing in MiDiv in 2006 was a mixed bag. Our National racing program was thunderously successful, perhaps one of our best years ever. Our Regional racing program ran hot to cold, beginning with a bang but ending on something of a whimper.

NATIONAL RACING

The obvious factor in our National racing was the move of the Runoffs to Heartland Park Topeka, but this rising tide lifted all the boats. Everyone benefited.

Our 10 National races (including the companion I.T. Tour races) brought in a 1643 total entrants for an average of 166.37 drivers per race. Of course, the two HPT races disproportionately boosted that total, but if we look at just the other eight races, we still have a total of 1080 entries for an average of 135 drivers per race.

Heartland Park's two races (they ran the I.T. Tour only at the June race) averaged 281.5 entries each. Hallett averaged 147.5, Gateway averaged 143, MAM averaged 142.5, and even Memphis averaged 107. Compared to past MiDiv history, strong totals all around.

MID-AM RACING

This started out looking like an outstanding year for the Mid-Am Championship, with 160 drivers registered before the first race of the year and ultimately a record 185 signed up. But at the end of the year only 59 drivers had attained series eligibility by scoring at least four finishes. In one and the same year we had the highest number of registered drivers ever, and the lowest number of eligible drivers in 21 seasons -- the last time the number of eligible drivers was lower was 1986, the second year of the Mid-Am.

Reasons? My unscientific guess is the economy, and the high gas prices of the summer. A telling statistic is again entry numbers. Through the first eight of the 16 Mid-Am races, during which all but two of the Mid-Am participants signed up, the average race entry was 107 cars. Through the last half of the season, the period when drivers would have been getting in that third and fourth race to attain eligibility, the average race entry was 79 cars.

These are not the drivers chasing the holy grail of the Runoffs, these are drivers on mostly lower budgets racing for the fun of it and I suspect \$3 gas meant many decided they could no longer afford the fun. We are giving championship awards in just 23 of the 39 classes, which is about on a par with previous years, but fewer drivers qualified to receive second- and third-place awards.

I.T. TOUR

A similar situation existed in the I.T. Tour, where only three of the six champions qualified this year to receive the gold medallion representing their championship. Tour entries ranged from a high of 28 at MAM in April to a low of 14 at, ironically, MAM again in August. When only 16 entered at Heartland Park in June KVRG decided the low entry did not warrant the extra race group and so cancelled the I.T. Tour's September date, leaving the series at nine races. The Tour this year averaged an entry of 20.67 cars through each of the nine races. It should be noted that Spec Miata, becoming a National class in 2006, took that very enthusiastic group out of the Tour.

CLASSES

We increased to National 25 classes this year with the addition of Spec Miata and Touring 3, to the great consternation of the Club Racing Board which seem determined to create a situation that only *some* national classes will have National champions. The Runoffs this year ran 25 races although the CRB would like it to max at 24, and the BOD has overruled the CRB to mandate 25 Runoffs races in 2007 also.

Ah, but according to what SCCA Club Racing Director Terry Ozment tells me, 2007 brings us FOUR new national classes, plus one more Regional class. B Prepared, D Prepared, Formula 1000 and Touring 4 join the mix, so we will have 29 classes in National racing next year. I have heard nothing about how that will affect the Runoffs, but it will affect our racing series. In addition, ITR is added to the Improved Touring bunch, bringing

our Mid-Am total of classes to 44 and raising the I.T. Tour list to seven. Fortunately for the Mid-Am budget, many of those remain unsubscribed.

In our additional classes for the Mid-Am, Club Continental has still not met minimum qualifications of having at least three registered drivers, although the two registered both met participation minimums. Club Continental has one more year of probation.

SCHEDULE

Despite the annual mantra of too many races, I'm thinking the schedule now is just about right. Two Nationals per track, 10 total, is not too many, not too few. Our Regional schedule was down to 16 this year, again maybe just about right after being up at 19-20 in recent years. In my opinion we have the second-best schedule in SCCA. The best is in Southeast Division, better than ours only because they can spread their 10 National races from January to August while we can't get started until March.

We have five tracks in MiDiv, with a sixth coming on line at Hastings, so we are track-rich right now. It amazes me to think that Hallett is our oldest track. All of our neighboring Divisions, however, are track-poor, which helps us as their drivers come to MiDiv seeking points. The new CenDiv loses most of its tracks to the new Great Lakes Division in 2007 and has just Blackhawk Farms and Road America. Rocky Mountain raced this year only at Pueblo and the new Miller in Utah -- three double-National weekends. Can you imagine only three opportunities for in-division points? As a result there are rumblings about CenDiv racing at Gateway and Rocky Mountain racing at Hastings. There is long-standing precedent for such action -- Nelson Ledges in Ohio is used by both NEOhio Region in CenDiv (will become GLDiv) and Steel Cities Region in NEDiv. When it's a NEOhio race, NEDiv drivers get out-of-division points. When it's a Steel Cities race, GLDiv drivers get out-of-division points.

This also, by the way, is the same precedent that permits Mid-South Region to race at Nashville.

FINANCIAL

Both the National and Mid-Am points funds are healthy. I do not have final numbers yet as I am in the middle of awards acquisitions at the moment and won't be billed for those until later this month. After all the bills are paid and the books closed on the year, financial reports will be sent to all REs, ExCo officers and other primary MiDiv officials.

Virtually all National income is in for the year. Trophy fund payments generated more than \$9100, with another \$1100 coming from permanent number sales (plus that amount again sent to the MiDiv treasury to help fund the annual February Stewards meeting). Points subscriptions brought in another \$500. So far this year I have spent a little under \$900 on administrative expenses, mostly postage and printing, and will spend almost \$8000 on awards. I will admit to being concerned about the addition of four more National classes this year and what it would do to our trophy fund, but after crunching the numbers the treasury still could have easily covered the cost had those classes existed this year. It looks like almost a \$3000 surplus.

The budget is a little tighter for the Mid-Am. Trophy Fund payments are generating almost \$3000, of which \$444 is still owed from last weekend's double Regional at Gateway and from the Bonus Race at MAM. Registrations brought in about \$925 and number sales more than \$760. Trophies will take about \$4200. Other expenses, mostly postage and printing, have taken about \$900.

CHANGES FOR 2007

In National racing I intend to change two items in the way I do things. First, unless there is strenuous objection, I am going to cut off all permanent number sales as of the weekend of the last National race in MiDiv. Ours is already one of the most liberal number policies -- Some divisions sell them for just a two-month period and if you miss that, too bad. We sell all year long, but this year for example only four were sold after July 1. I don't want to cut it off that early, but Labor Day seems ample time. What is happening now is people trying to buy their number for 2007, which our policy doesn't permit. A fixed cutoff will help explain that (e.g. no number sales between Labor Day and Christmas).

Also I intend to end the subscriptions for National points, other than to offer a one-time mailing of final points. When I first instituted that practice, we had no divisional website and there was really no other good conduit for individual drivers or interested people to get points. Now there is, and Jeff Kopp does a wonderful

job keeping it up to date. It is faster and more accessible than mailings will ever be. A hard-copy final points is still a useful document, so I will continue to offer that. MiDiv officers, REs and editors will continue receiving mailings on a roughly monthly basis.

In the Mid-Am Championship, I intend to end the practice of having race registrars accept registrations for the series with the accompanying responsibility to collect money and to mail money and registration forms to me. In connection with this practice, I have been accepting registrations received within a week after a race whether sent to me by a registrar or by the driver himself. With the increased use of the Internet to communicate such things as entry forms and race results, there is less and less reason for races to have to mail me anything, and as a result this is beginning to fall through the cracks. In its place, I will still provide Mid-Am registration forms to registrars that they can give to drivers, but doing so with the instruction that the *driver* has the responsibility to mail it in and must do so within the week.

I would propose two formal Mid-Am rule changes, a change to the driver mailings rule for the same reason as the change in the National points subscription practice, and a change to Appendix B which creates our ITE class:

Removed language in ~~strikeout~~. New language in *italic*.

***Proposed change to Mid-Am 6.3 Driver Mailings:

6.3 Driver Mailings

The Pointskeeper will mail a full compilation of points standings to all registered series participants ~~three times each year as follows:~~

- ~~a. At approximately mid-season.~~
- ~~b. No later than 20 days before the Bonus Race.~~
- ~~c. After the conclusion of the season. During the season full points standings will be updated on the Midwest Division website (www.midiv.org) after each race.~~

As with the National points, this is simply a more efficient method in this Internet age. This rule was originally written when there was no Internet. But again, the final hardcopy document is useful to have. Note that Mid-Am 6.2 still requires the pointskeeper to “periodically report” standings to the MiDiv Exec Committee (the REs and officers), which means those roughly monthly mailings will continue. This will also save about \$100 in postage expense.

*** Proposed changes to Mid-Am Appendix B, preamble and Paragraph A (Paragraphs B, C and D not affected):

Concept: To permit cars prepared for ~~the SCCA World Challenge, Motorola Cup, Grand Am Cup, and other~~ *professional or semi-pro* showroom stock-based series, or cars not eligible for any current SCCA Improved Touring class, to compete at Midwest Division events in their own class.

A. Cars eligible for the ITE class are cars which have been prepared for any past or current *professional or semi-pro* showroom stock-based ~~professional~~ racing series, or cars not eligible for any current SCCA Improved Touring class which are prepared to the current Improved Touring rules. (*World Challenge cars eligible for B Prepared or D Prepared are not eligible for ITE.*)

The addition of the B Prepared and D Prepared classes specifically provide a place to race for World Challenge cars which have been previously racing in ITE, and so WC cars should no longer be ITE cars. However, we still need ITE to give a home to cars from series such as Corvette Challenge, Miata Cup, Grand-Am Cup, Viper and BMW clubs’ series, and even just as the IT-category catch-all meeting the same purposes as SP, FS and ASR.

Respectfully submitted,

Rocky Enriken
MiDiv Pointskeeper