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Grands Issue 2008

One on One with QMA President - Charlie Cagle

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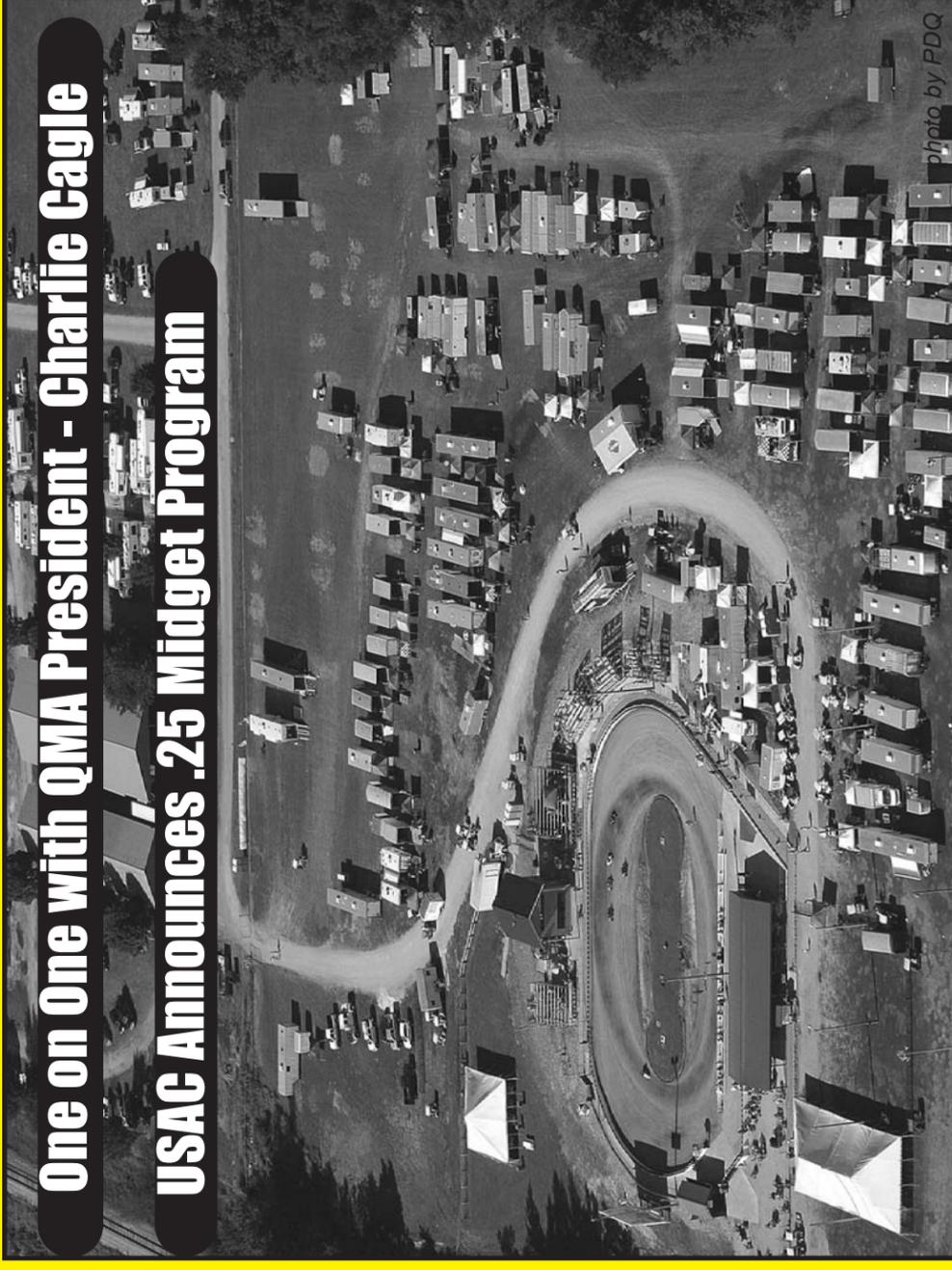


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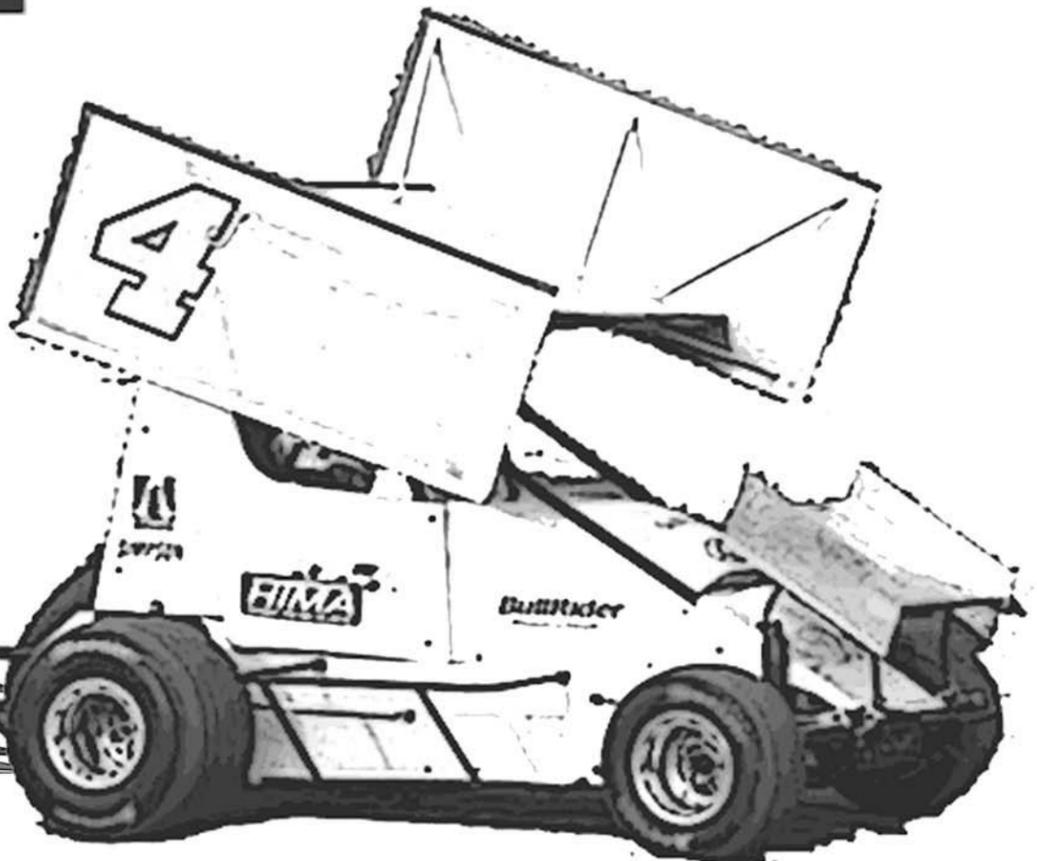
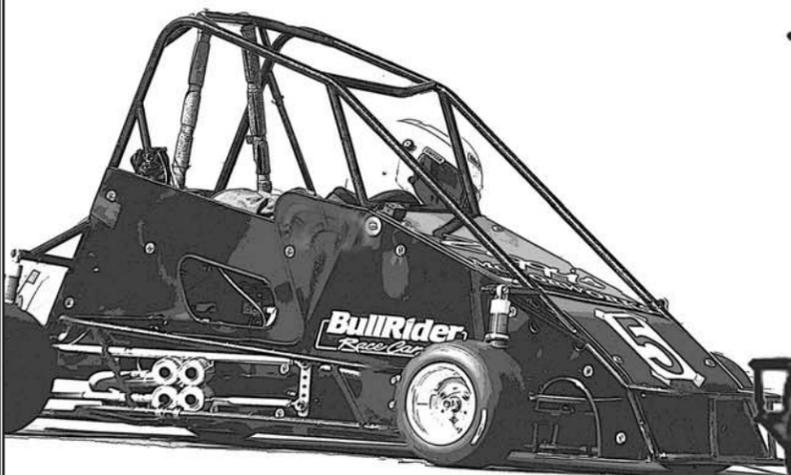
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from the Editor

I must apologize for this issue being so late. It's important to celebrate the accomplishments of the drivers who had success at the 2008 Grands. There shouldn't be divisions; there shouldn't be lines drawn in the sand, there just shouldn't be.....

My family started in 1/4 Midgets in 1989. I've loved the sport, but personally I have frustrations with the powers in QMA. We have worked hard to develop Coast 2 Coast, Quarter Midgets .com and Quarter Midgets LIVE.com.

Recently I contacted Michelle Barzee, QMA/VP and asked her for an interview with QMA President Charlie Cagle. It is included in this issue. Charlie and I agreed how sad it is that so few people run for Club, Regional and/or National Positions. Charlie feels that people can't be bothered and I personally think people just don't want to involve themselves in the drama anymore. I am a member of QMA, and I've developed tools that members speak out for and utilize extensively. Remember, QMA is a volunteer sport that supposedly encourages members to volunteer. QMA wants its members to believe they are an organization where every member has a voice. I feel QMA doesn't care if you are talking... *they just aren't listening.*

I asked Charlie what the membership should do when a Board Member is directed to do something and they don't.... he said contact the RD and they should bring it to the Board and maybe that Board Member should be removed. As most of you know, C2C has produced a Daily Paper at the Grands for years. It is also posted to the .com site so everyone can see it at home. We

developed LIVE in 2005. Members support it and endorse it. This last season, there are a couple members of the National Board that have done everything in their power to destroy what we provide. The National Board directed them to contact us back in March, April, May and June to work together. A letter, informing us that the Board would be providing the services we have always done, came just days before the Eastern Grands. At the Western Grands, the head RD approached our Region Director telling him he had chosen the wrong side in the C2C deal. He stated that the QMA Publicity guy didn't owe Coast 2 Coast even a phone call and that QMA didn't owe Debi Supan a thing! *Who is running QMA anyway???* It isn't about owing anyone, anything... *it's simply about respect.* A few short months ago, C2C produced an issue that included the QMA Quarter Reporter inside. All the drivers who made the A Main had their photo in a publication that many will have for years to come. All for the comment.... *that QMA doesn't owe Coast 2 Coast a thing!* This attitude is the very reason that another organization CAN now compete for drivers. It just isn't my story. This continues to happen at clubs and regions across the country. It's not that people don't want to be bothered.... they just don't want to be part of "this kind of stuff" anymore. Recently a guy contacted us about advertising. He had just come across Quarter Midgets and is very excited about it. I encouraged him to contact National Tech to be sure of all the QMA rules. He said what came out of the phone call was that no engine coming from a kart shop had ever passed his tech bench legally at a

Grands and that QMA has engine builders, specific to the sport and they didn't need any kart shops. I just have to ask... *is there any wonder why QMA is the best kept secret?* Why does it seem that QMA is a controlled organization at the top? I personally don't care if the Board likes me or not anymore, but it is unthinkable they would "not listen to their members & take what we offer from their program. "If Mike Doe showed up at a Grands to write about it, or if National Speed Sport News, the Speed Channel, ESPN or Sprint & Midget Magazine.... *oh wait....* Sprint & Midget did attend the Eastern Grands in 2007 and the Club PR had them work with C2C. Drivers were chosen and Quarter Midget Racing was promoted in a very prestigious publication all over the US. It just must be the Supan name. Another QM alum, Stephene Supan, a paid QMA Member, was not allowed to run the scoreboard at the Dirt Grands because National Tower wanted her out of the tower! She just has the **wrong last name.** QuarterMidgetsLive was not allowed in the tower or even approach it after qualifying at the Dirt Grands. The local club was put through hell to get the results to us so that we could get them to you. And the President of QMA says, *when he isn't at a Grands, he is watching our site!* QMA Members are asking for a detailed financial statement. **Charlie says that members should get what they ask for.** People realize that things like transportation and travel cost money. Members have a RIGHT to be sure that the priviledges aren't abused. They have a RIGHT to that information. When the Board doesn't willingly give their members all they ask for, it implies dishonesty. Charlie, it isn't that people don't want to bother, they are just plain

sick of it!!! Recently QMA members received a letter pointedly accusing *another website* of publishing a letter that they had supposedly not released regarding USAC. In fact, honest Board Members and RD's will tell you, it was released to them to distribute to their members. Negative feedback over the letter prompted the National Board to draft another. QM.com didn't write that letter; QMA wrote that letter. QM.com and Coast 2 Coast Racing News are

THAT SIMPLE! All of this because someone created Quarter Midgets of America! Members have worked their tails off to build clubs & tracks all over the nation. I can't find another organization where local clubs own their own facilities. Look at the new clubs that have recently been built - North Carolina, Lanier Speedway in Georgia, and Orange Show in Southern, California. Look at the face lifts that Minnesota, Albuquerque and Florida along with Doylestown and

From NASCAR Sprint Cup drivers, to Silver Crown drivers to USAC Midget drivers to Micro Sprint drivers.... families have said that the best years of their lives were when they were racing Quarter Midgets.

NEWS publications. WE don't make up this stuff. We print what happens! I'm sure all of you have your own horror stories in dealing with QMA, but I feel you should know what we go through to give you the news. The lack of support and obstacles the Board puts us through, to provide you these services, is ridiculous! What is it that members want, but most importantly, why won't QMA just listen? QMA has been around for a long time. They are publicizing 50 years in 2010, when many QMA clubs have already celebrated 50 years of QMA. QMA has been what so many drivers have done for many of their younger years. From NASCAR Sprint Cup drivers, to Silver Crown drivers to USAC Midget drivers to Micro Sprint drivers.... families have said that the best years of their lives were when they were racing Quarter Midgets. Just how awesome is that! How cool is it that your kids have the experience of a life-time driving a little race car around a little race track and getting to meet other kids & families across the country? It is that simple. **IT SHOULD BE**

Keystone have done. QMA Members accomplished this. You are all awesome! Do you really realize what you have done and accomplished *in the name of your kids!* How much did the National Board do for you to promote your club, publicize it to the world, and finance it??? You as QMA members have a stock pile of an abundance of money in your bank account. YOU did that. QMA has that! YOU own that money; **ALL the members**, not just 7 Board Members. QMA as an organization has seen many good & giving people pass through this membership. They standardized rules, at every club, so that families could travel across the US to race at any track in the system. There have been hard times, when members were trusted and selfishly stole money from the treasury. It's happened at clubs, regions, and national, but still QMA has survived. Again, they don't own that money, each and every member owns it. That, in itself, is a true accomplishment in the name of its members. It's a sad thing people don't run for positions anymore. That is a testimony of a membership that doesn't believe in the system any longer. No Charlie, it doesn't make me mad that your PR guy won't work with us or even communicate with us, it makes me sad for your members. It's frustrating that your present Board decided to change all that Scott Tankersley, Alex Frazin, Charlie Cagle and H.R. Cook worked to make right! Many of us wonder why a few people in QMA are so vindictive that they would stifle the works of one family and in turn hurt the organization. This seems to happen in every club. That path of destruction has been carved right through the middle of QMA! Can't the National Board understand that it



AJ, Stephenee, and Matt Supan



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doesn't really matter to the members how much work you put into making fliers, re-writing rule books, organizing and working your tails off, and talking to members if, all that gets taken for granted - when you don't listen to your members. Eventually, members will stop talking and take their race cars somewhere where they can just race.

I again apologize, for the last 3 months. I just can't keep up with all the email coming in. My box has been full continuously from those of you that are frustrated, too. You desperately want to know what is going on. **What is up with this USAC thing?** QMA has never had competition for its members. Let me tell you about some of the differences that I know. In the last few weeks, I have talked to many past members that have held office. Rick Kilborn, held the VP position for 4 years from 90 - 94, Lee DeFeo, 2003 Race Director and many term RD, Ray Dodd, President (2002 - 2004), John Hall, (late 90's). It is interesting to hear their thoughts on the USAC announcement and the state of QMA.

Again, the bottom line is just how awesome a sport Quarter Midget Racing is. We all agreed with that fact. The United States Auto Club has been a sanctioning body for many types of racing since the 1950's. They aren't perfect. They have new management in place with many positive changes for the first time in years. Some in QMA say, look at their building & - the USAC people drive company cars. That's

called sponsorship, promotion, and exposure! USAC has an office in Indianapolis, IN directly across from Indianapolis Motor Speedway. In fact, **QMA PAID USAC** to be their management company a few years back. USAC did not do what QMA members expected. There were issues on both sides. How does a real organization deal with volunteers that argue amongst themselves and sometimes seem to have personal agendas. How difficult is it to build a working relationship with a new bunch of people every time someone quits or is forced out of office? Why didn't USAC promote Quarter Midget Racing at every one of their Open Wheel events? Why did QMA have to pay for the travel expenses for the USAC President to come to the National Meeting every year to say everything was fine. Why did QMA have to go after USAC because they had deducted the management fee from QMA without doing the work? Those why's and what if's are gone now. Now it's time to move forward.

It's difficult for any organization to be split. This USAC announcement has pitted clubs, regions & even families & friends against each other to choose sides. Many clubs who already scrimp to make ends meet are trying to join both organizations. One club that has recently joined USAC has experienced a 10% savings on their insurance. USAC has openly said they won't micro man-

age club races. They encourage local clubs to figure out what works best for their club as long as safety is the number one priority. QMA and USAC are at opposite ends when it comes to the local club issue. QMA programs, such as their Novice Schools, through standardization, has been an integral part of its success. QMA is suppose to be about promoting the sport; USAC seems to be about promoting the driver's along with the sport, to build their future racing series & hopefully open future racing opportunities for drivers. Their intent is to establish rules & programs to save racers money & encourage parity for a kids sport. QMA doesn't promote communication, publicity, sponsorship or national exposure. USAC is all about communication, publicity, sponsorship and national exposure. USAC has experience in all of those areas and has a full time dedicated staff. QMA depends wholly on volunteers; parents of the drivers themselves. USAC has the perfect arena for promoting Quarter Midget Racing. In just the last few months, Quarter Midget Racecars were shown at such events as the Eldora Speedway 4-Crown Nations, Dupont Gold Crown at Tri-City Speedway, the NHRA event in Las Vegas and the NASCAR / USAC event at PIR in Phoenix. USAC fees will go toward paying employees to promote the sport which includes an aggressive ad campaign. QMA has money in the bank. QMA is all about

volunteering to make everyone in the family be a part of the racing program. USAC is all about providing a racing program. QMA has survived the test of time and so has USAC. Neither organization is perfect. It is in the best interest of Quarter Midget Racing that all organizations are honest & upfront.

Racers must be able to attend an event, put their car on the track, & know exactly what is expected of the driver, the handler and everyone participating. It is in the best interest of Quarter Midget Racing, that events attract big car counts to increase the experience, the prestige of the win and marketing opportunities.

A famous author - Jillian wrote - There are 4 things you cannot recover - The stone-after the throw. The word-after it's said. The occasion-after the loss, and The time-after it's gone. Drivers can race in USAC for many, many, years. Legends have been made, history has been written and many have achieved storied lives, & racing careers. Quarter Midget Kids *can't* stay in QMA for very long. Their time is really very short. The QMA organization doesn't honor storied lives & accomplishments. Families have enough stress in their everyday lives that when they take their kids to the track, they just want to have a good time. USAC wants racing to be entertainment. They have been open and honest with people, but can they duplicate the traditions of QMA or do they even want to. They can draw par-

allel's with past Quarter Midget racers & they can host some awesome events in .25 Midget racing, Ford Focus racing, Midgets, Sprints and Silver Crown events. QMA could step up to the plate and learn some of the fundamentals of how to run a real racing organization while still preserving QMA. It is a fact - QMA is a different type of organization. It is about taking weekends and spending it with family and friends at a race track. USAC is about making an event - entertainment and fun for all, possibly in conjunction with other racing series. QMA could stop the "good ole boys" stuff or USAC could offer Quarter Midget racers a different type of organization, than they are use to. USAC's involvement and promotion, will no doubt, promote Quarter Midget Racing across the country. What comes from that, only time will tell. Maybe the slogan "Quarter Midgets are the best kept secret" can finally be put to rest. Please embrace both entities and grasp what is really important here. Volunteer to keep your club healthy for the future. Encourage members to speak out in a positive way. Remember, these are the best years... What an awesome deal.... your kid gets to be a racecar driver - for now and/or maybe even into the future! Preserve Quarter Midget Racing, no matter which series you decide to race.

Debi Supan, Editor

Thanks to Jim Traito, and so many others for helping with the content of this editorial.

The track will open for parking, safety, registration and practice on December 27th. Schedule subject to change.

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October 29, 2008

What went through your mind when you heard that there would be another organization promoting Quarter Midget Racing?

Oh boy, I guess I was a little concerned.... As long as we (QMA) have been around.... You worry too. I don't think QMA is going anywhere, but will USAC make it... who knows? I am concerned with the organization splitting up clubs and regions. It's not a win / win situation for either of us.

Did you ever think that the United States Auto Club would form an organization that would compete against you for drivers?

No..... Personally I feel they are only doing it for the money. They worked for us as a management company and they saw all the money that went through our organization.

What are QMA's plans for the future?

Our Board has talked about this, even before the USAC thing. Our main thoughts are to educate our members. I'd say that 80% of our people just want to show up and race. They really don't have a clue what is going on. Before I became a Region Director, I was the same way. I went to the track to race and could have cared less about anything else. I knew there were people that worked to get things done, I just didn't really know what they did. Now I see the good and the bad. USAC has some good points too. QMA members can write Rule Change Proposals. They can talk directly to their Regional Director. Our National Board and Region Directors have worked more with each other, than any other year, I can remember. I think we have gotten a lot of things done but there is lots more that can be done.

What changes are on the Horizon?

Well, we want to educate the members. We need to find out what the members really want. This Spec Tire thing is a big thing, but it was voted down. We brought it up again this year at the National Meeting and it was still voted down. I think a Spec tire would work, and it would be cost effective, but we have to have the right tire or the right procedure. A lot of our racers will put new tires on every race. That isn't saving anybody any money. People are talking about controlling costs, but then they are spending it on tires. We have things happening with the stockers. Out here on the west coast, people are putting their stockers on the shelves. We are going to be in more control of things like this and hopefully we aren't going to let things like this happen anymore, especially doing it

in that stuff in the middle of the year.

Why does QMA - a Non Profit Organization - have over \$200,000 in their account?

Why.....I don't think there is over \$200,000, last time I checked. But there is too much money in there. I guess we don't spend enough...(chuckle) I guess we should spend some of that money. We need to advertise, get the word out.... Maybe we need to get it back to the members in some way. We do have too much money. But if we spend it, the members seem to be upset. We need to know what the members want.

How do you explain the increase in expenditures for the National events for 2008, especially since the car counts decreased?

Practically every board member went to the events this year, so that costs money. The hotels were double last year and air fares were more expensive. I don't know; is the answer - leave the board members at home? I think some people at the Grands don't care if they (National Board Members) come or not. I think we did pretty good with expenses this year. I think we spend too much at the Grands and the National Meeting. I just don't know how you spend less. These things have to get done.

Members in QMA know that lodging and transportation and a per diem is paid to Board Members, the Race Director and Tech Committee in exchange for their hard work at a National event. Does the National Board use the credit card for meal expenses? Does the National Board have an open tab for food at the concession?

At Sacramento this year, one time I used my credit card. It was to purchase supplies, tower supplies. No dinners were purchased and none in 2007 either. Not that I know of anyway. I told the Board, the per diem was to pay for that. As far as I know, there were no open tabs for the Board at the Grands. The Club gave drinks to the Board and all the workers, but there were no tabs. This had been done in the past, but not by this Board.

By Law, any member of an organization has a right to view expenditures. Over the years members have begged for a detailed breakdown of expenses. Why does QMA not openly and willingly give members the information they are asking for?

All the years I wasn't President - members could never even get a financial statement. Now we give RD's a financial statement.

Why QMA - An Interview With Charlie Cagle - QMA President

They can give it to their members. I don't pay that much attention to it because we have done our best to cut back. It is categorized. I guess it could be more broken out. That could be done. If members want that, we should give it to them.

Why are memberships and club charges due so early this year?

That was decided at the National meeting last year in February. The Board talked about it and they wanted memberships and charters to be paid by the end of October. It doesn't have anything to do with USAC. You know, we have heard that. It's just that the first of the year, tons of things are coming in. And clubs, if they hadn't gotten memberships before the first of the year, when they paid QMA their fees, they didn't have any monies left at their local club levels. And we thought; How can you vote on items if you aren't a member? It never even said you should be a current member to vote on officers and RCP's. It was never even in the Rule Book anywhere that you had to be a member..... RD's and Board Members must have memberships complete in order to make the decisions that govern the organization. That just makes sense. This is what the membership asked for, to have everything due at the same time. This was done to benefit the clubs.

What do you think can be done in QMA to increase the amount of people that run for offices at the local, regional, or national level?

Oh gosh, educate them more. You know that this is a thankless job, you aren't getting paid & I don't expect it. I just paid a \$160.00 membership but I don't have kids racing anymore. Holding a position is lots of work, and I don't think people want to be bothered. People just don't have the time to do it now days. Somehow we must explain how their involvement makes the sport better. People aren't staying as long as they use to. It's now only about 3 - 5 years the maximum, and then they are gone. We need everyone's help. But we need to have people who have been in the sport at least 3 - 4 years, before they run and hold these positions. We want everyone to help too. They don't have to be an officer to pitch in and help. QMA is only as good as its members make it.

When is the deadline for people to turn in their resume to run for an office?

It was October 15, 2008. We notified RD's. Michelle and I called all the RD's to ask for their help. If they weren't re-

running, we asked them to encourage others in their Region to run. Only the odd number Regions 1, 3, 5, 7, 9, 11, 13 & 4 are up for election. I just don't think people want to be bothered anymore.

Who has turned in resume's so far?

I don't know, well let's see. People for the Odd Regions. I re-ran for President and Brad Tribble also ran. Dawn Tanner re-ran for Secretary and Kandice Attridge from the Orange Show Club in Southern, California ran. Rich ran again for Publicity. Someone ran for Treasurer; I don't know who, but they ran un-opposed. I think they were from Region 2.

How can members govern the National Board Members to do what they are asked to do by the National Board?

That's a good question; we are elected by the members. I guess they could vote us out of office. We are elected to run the day to day business. We are to answer to the membership. We should be held accountable. I guess the members should go to their Region Director and the RD's should tell us. Members should know that they have a voice and they have a right to speak up. I wish they would do that more.

How does QMA plan to market Quarter Midget Racing?

I am not positive about this. Rich had a professional come in and do a Video at his club. I'm not sure if it is completely done. The family had some medical issues come up. I think it will be finished soon. I think we have to market it (Quarter Midget Racing) more. We've talked about commercially, doing some shirts and hats to sell. I would wear a QMA shirt. I think just about everyone would want QMA stuff to wear.

Do you see QMA working with Coast 2 Coast Racing News, the only independently owned news publication exclusive to Quarter Midget Racing and QuarterMidgetsLIVE (a very popular website during your National events) in the future?

Yes. We need to have you (Coast 2 Coast Racing News) there at these events. (Grands) And especially if the Publicity Director is not there. It is dumb not for you to be there. We need to get this worked out. I told them (the Board) that. Heck, when I can't go to the Grands, I'm on your site. I've told you that. I watch it all week to see what's going on. This would also free our National Publicity up to get more pictures & videos.

What do you think would be the best idea of change to increase and / or retain membership in QMA?

That's a tough question. I wish I had the answer to that. I would love to see QMA grow. I wish I knew what we would need to do. We have got to advertise - we are too big a secret. I wish we would have done it along time ago if I knew what to do. We need to get our name out there. We shouldn't be a secret.

What do you think is the biggest difference between QMA and USAC?

I think USAC is focused on many areas of racing. They sanction adult racing events. Everyone there is on the payroll. USAC is their job. They all drive USAC vehicles. There is money there. It's a business.

But QMA is a family run sport. We are there for the kids. We want families to spend time together, have a good time, enjoy racing. We want to teach kids about racing. We want every kid who wants to drive a race car, to have that chance. We offer those "Try It - You'll Like It" promotion days. We let any kid who wants to try it, get in a race car. We want the whole experience to be fun and we want families to create lasting memories of their time together. We want each and every member to volunteer and hold a position or lend a hand to work together to build clubs and regions. We want members to feel proud of their accomplishments when they stand back and look at the clubs and tracks that they have built together. We have over 50 clubs across the states that have been built by people volunteering. When we have National events, we have many people who use to race, come back. They all say how their Quarter Midget years were the best years of their lives. Most of their kids are all grown up now and they come back too. This year we had 2 former Quarter Midget Drivers that flagged at the Eastern and the Dirt Grands. We have former handlers that have flagged at our Grands over the years. They take their vacations to come back and volunteer at a Quarter Midget event. QMA has tons of families that have history in QMA. QMA is about history. Many have grown up in QMA. Kids and families have made long time friendships that would have never happened if it weren't for their involvement in QMA. Many of those friendships have served others when tragedy has hit families. Kids in QMA have made friends from one corner of the US to the other. Kids in QMA have traveled to many states and seen historical monuments and picnic'd in

Top Stories

NC Chassis Co Announces the End of Gasoline Alley Nationals

November 17, 2008

The Nervo Family, today, announced the end of Gasoline Alley Nationals held each July at Indianapolis Motor Speedway. "This event was never promoted for profit; first and foremost, our family hosted GAN based on our love of the sport and our motivation to grow Quarter Midget Racing", said John Nervo.

The first GAN was held in 1999 as a cooperative effort between Bob Nervo and Indianapolis Motor Speedway. The goal and intention was to host a National Race that was more time managed, enjoyable and affordable for Quarter Midget Families. In later years, the event was held in memory of Bob Nervo.

It is with heartfelt thanks that we would like to extend to anyone who ever attended Gasoline Alley Nationals. We are developing a webpage on our website at (www.ncchassisco.com) to honor the many drivers, families, format, and the people that worked very hard for many years, to create the memories of Gasoline Alley Nationals.

The Nervo Family

local parks. Families are encouraged to travel to different clubs to meet friends and experience different kinds of tracks. QMA has attempted to standardize clubs from the local level to the region level and up to the national events so that families could feel that they could attend a race anywhere in the country and they would know the rules and regulations. QMA has set the standard for kids racing. The organization has been around for some 50 years. QMA has a safety record that is highly respected in the racing world. QMA has seen young drivers race as youngsters and move on to become well respected drivers in so many other racing series. And these drivers never forget their roots. Although Quarter Midget Drivers are very competitive, the emphasis on the events is the togetherness that it brings. Dad, Mom, Grand fathers, Grand mothers, brothers and sisters all help in some way during a race event. QMA is not a sport where the kids get dropped off and picked up 2 hours later. QMA fosters participation and attempts to unite families and friends alike. QMA does not pressure children to be professional drivers. Less than 20% of Quarter Midget Drivers never, ever get to race again, after they finish in QMA. How many QMA families will ever be able to afford a \$50,000 midget? In short, QMA is a family sport that fosters total participation. It is a sport where kids get to drive a racecar, make friends and learn about sportsmanship. QMA is for kids. It is just run by their parents.

Is it true that USAC has recently sent QMA a letter? Has QMA responded?

I had talked to Tommy Hunt, Western States USAC Representative. Tommy and I have known each other for some time. He told me that USAC was interested in working with us so I told him that USAC should send a letter to the Board. They did send us a letter, here just recently. Basically they said, if we wanted to talk to them, to give them a call. I would talk to them, but I don't feel we need to go to them for anything. I think they just kind of threw the ball in our court. You know, when Tommy talked to me early in the year, he said that USAC wanted to promote Quarter Midgets more with their other racing series. I mentioned it to the National Board and they just weren't hot on it. Other Board Members thought that USAC wanted to return as the National Office and we had just signed a contract with KAECO. Every year, when we were working with USAC, I would talk to Rollie. (Rollie Helmling, past USAC President) He told me he didn't care what we did, but he just didn't want to be involved. USAC worked for QMA and never promoted the sport as they promised. Two years ago, there was a Quarter Midget in the USAC display at the PRI show. They never asked for any brochures or talked to us about it.

Why should someone join QMA instead of the other organization?

Well if people want to get their kids in racing, they should check out both organizations, I guess. QMA isn't

looking to race these kids from the bottom to the top. We are here for little kids, while they are young, to enjoy family time and racing together as a unit. Bottom line, it is suppose to be fun. I think that parents and kids will be under tremendous pressure to perform in the other organization. It will be a whole different story at the race tracks. USAC can sell you a license anytime; now when you are a kid and then being an adult. I think there will be lots more pressure on these kids and parents as USAC members. QMA is just for kids. I think QMA offers way more than they do. I would like to see some revamping of our National events. The whole Board has talked about this. I guess it will be hard to compete with that organization. (USAC) Especially if you are looking to make your kid a star. I would start off with QMA. We have been around a lot longer for kids. Our programs have been around a long time. Sure we have some problems. Every organization has problems. QMA is about teaching kids about racing. Everyone gets taught the basics, from the driver to the families. I think we offer way more than they do. Like I said, I would personally like to see some Revamping of the National events. We need enough people to work. We need to be prepared if a local club can't handle the event. This isn't about control or politics. This is about making a National event the best it can be. The Board has talked about making things happen, like making things run smoother. We have to concentrate making it something where everyone family wants to attend. I know some

Calendar of Events

2008 Silver State Winter Nationals - December 3-7 - Primm

PRI Show - Largest Gathering of Racing Enthusiasts in the World - Briggs Racing and USAC .25 Display

Columbus Indoor - December 13, 2008

Little New Smyrna 500 - New Smyrna, FL December 27 - 30

Desert Fury - Tucson, AZ Jan 2-4 2009 - *New Date!*

Columbus Indoor - January 17, 2009

Columbus Indoor - January 31, 2009

Columbus Indoor - February 14, 2009

QMA Columbus Regional - February 28 - March 1, 2009

Desert Springs - Phoenix, AZ - Feb 28 - Mar, 2009

Cactus Clash - Tucson, AZ - Mar 27 - 29, 2009

High Desert Classic - Albuquerque, NM - May 22 - 24

**QMA Western Grands - Langley, BC - Canada
June 28 - July 4**

**USAC .25 Nationals - Indianapolis, IN
July 8 - 12, 2008**

**QMA Eastern Grands - Huntsville, AL
July 19 - 25**

**QMA Dirt Grands - Terre Haute, IN
August 2 - 8**

members will never get the chance to get to a Grands. But if they do, it should be very memorable and fun for them. To tell you the truth, I love these kids and I love this sport. My kids left me in this sport. My oldest grandson has now moved on to Sprint Cars and the youngest to 250 Outlaw Karts. I am all alone here. I just can't walk away from it. Sometimes I do wonder why I am still here doing this, but I love cutting up with the kids at races. I love meeting the families. The code of conducts aren't much fun, but it is necessary to build an organization that is fun for everyone. The world has rules, QMA has to have rules. In QMA, those rules are made up by their members. I know it's tough to have to enforce them against each other, but the whole sport is about volunteers. Members should look at QMA and what they have accomplished over the years. Instead of questioning why QMA has all that money, they should be proud that over the years, members have made that kind of money. It belongs to QMA, each and every member. The Board will do a better job of distributing back for members. USAC is a business. They need your money to pay for their buildings and their offices and their company vehicles. QMA has built a

nest egg for families for the future. I wish we could have worked with USAC in promoting our sport since so many of their racers started in Quarter Midgets. But it just didn't happen when we tried. I hope members and new families will look at all the history of QMA. That's what I hope happens.

(Debi Supan) Thank you Charlie, for your time. I appreciate you talking with me. I hope your Board will look at 2009 as a new year and communicate with us to enable your members the opportunity to receive the news they so desperately ask for.

(Charlie) - I know that we are going to work together with you. We do want members to be happy in QMA. They are only here for such a short time. We are going to work for our members and keep working hard. We are all volunteers and we need more help. We want to encourage more people to step up, because they are QMA. It is their organization. We want it to be around for another 50 or so years.

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Silver City QMA Hosts the 2008 Eastern Grands!

2008 Eastern Grands - Connecticut

Dear Coast 2 Coast Readers, it's so hard to believe that the 2008 Eastern Grands have already come and gone. It seems as though all we did for the last 16 months is plan for this event and in a blink of an eye, it's done. For those of you, who made the trip, thank you. For those of you who did not have the chance to join us, here's a brief summary of what the 2008 Eastern Grands were all about. Things started out on June 20th with the arrival of the RV's and trailers. Because of the tremendous amount of rain we had experienced right before the event, some of our assigned parking spots needed to be moved and what a great job our parking committee did in accommodating even the most difficult situations. Saturday we saw the arrival of even more RV's and trailers and to our delight, we all came together and enjoyed a Welcome Dinner and live band. There was face painting for the kids along with a couple of different moon bounces and an event favorite, a Chinese Raffle. On Sunday we started the first round of controlled practice. All cars had a chance to take to the track as everyone was eager to get to what they had traveled so far to do, to RACE. With only a couple of interruptions for a shower or two, and with the aid of Golf Carts led by the Golf Cart King, Mr. Ziggy, the track never got wet. The Mayor of The City of Meriden threw the first green flag for the day's events. Practice continued on Monday, by then everyone was registered, had a chance to practice on the track and was ready to get to qualifying. On Tuesday came our closest confrontation with Mother Nature. At one point, the sky grew dark, the clouds moved in and the winds picked up so much speed that it forced everyone to run for cover waiting for the worst. After about 3 minutes of rain, the sky cleared and suddenly appeared two beautiful rainbows, as if someone was apologizing for the "almost mess" that could have happened. In 12 hours and 15 minutes, qualifying was over for 504 participants of the 2008 Eastern Grands. On Wednesday, everyone felt the excitement of the Opening Ceremonies. Silver City became a media frenzy with TV news stations and news reporters everywhere. Our kids were introduced region by region and then joined together in reciting the Pledge of Allegiance as the American Flag was raised by Veterans of the American Legion. What a beautiful and patriotic sight it was to see. Our ceremonies continued on with a flyover from a WW II plane that gave a smoke show which felt so close that it moved the tree tops all around us. Honda's Dave King presented our club with a \$10,000 check and then our ceremonies were peaked with the introduction of four Silver City Quarter Midget Alumni, Erica Santos, James Civali, Ryan Preece and Joey Logano. The kids were excited about the meet and greet session which followed, for others, it was time to race. For those lucky racers of the Senior Honda O main event, they saw their first green flag waived by Joey Logano. Twenty-eight races went off without a problem on Wednesday; all was good everyone was happy. On Thursday the lower mains con-



2008 Eastern Champion - Junior Honda - Cayden Lapceovich



2008 Eastern Champion - Light Mod- Kris Lederer



2008 Eastern Champion - Senior Honda - Dale Miller



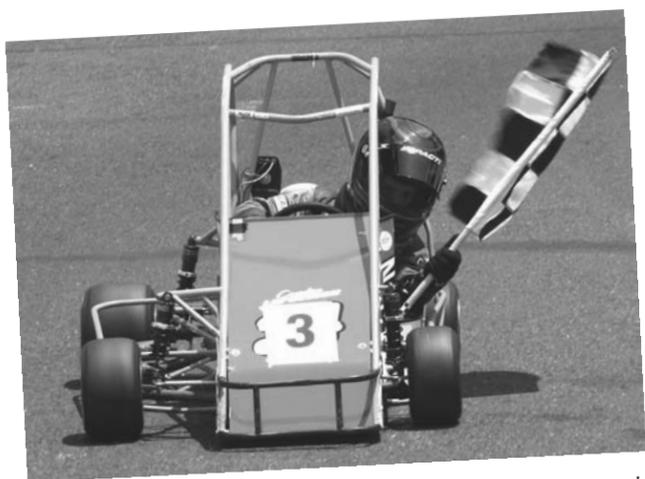
2008 Eastern Champion - Heavy Mod - Domenic Melair



2008 Eastern Champion - Heavy Honda - Matthew Hughes



2008 Eastern Champion - Light 160 - Jared Kunkle



2008 Eastern Champion - Junior Stock - Cayden Lapceovich



2008 Eastern Champion - Heavy 160 - Tommy Kunzman



2008 Eastern Champion - Senior Stock - Ty Fiser



2008 Eastern Champion - Light 'B - Tyler Reeser

tinued with twenty-six more races. As the races moved on, the competition grew stronger. Anyone lucky enough to just sit and watch the racing definitely had the choice seat of the house. These young kids are spectacular racers and as it was getting closer to the A-main event, the racing was just getting better. On Friday, the Novices finally had their turn at the track and they did a phenomenal job at proving just how much they have learned in the few months they have been racing. It reminded us of where we once were, where it all began. The remaining C-mains and B mains were all accomplished allowing for a very special A-main Saturday. On Saturday, the A-main events took place with special music playing as each driver of each class was introduced before their race. The weather was fantastic and the racing was even better. On this very special day, racers participated amongst the best of the best ultimately crowning 15 National Champions. The reward, a trophy, not just any trophy, but a trophy that the Silver City Quarter Midget Club took much time and effort in creating and building for each of our drivers of the 2008 Eastern Grands. Silver City went out on a limb for these trophies as they took a lot more time to build and were far more expensive than your average trophy. From the start, Silver City wanted a trophy that the racers and handlers alike would be proud to share with their friends and family back home. It was our way of saying thanks...thanks to the kids for making our event so special. After all, isn't that why we're here....THE KIDS. The last of the A-main trophies were handed out at around 12:30am on Sunday, and within an hour, everyone started leaving. It was sad to see everyone leaving, but I must say, Silver City will always have the memories of hosting the 2008 EASTERN GRANDS.

Dawn M. LaBella
Publicity Director
Silver City Quarter Midget Club

**Jr Honda Champion
- Cayden Lapceovich**

Danny Allen
Sydney Prince
Alex Murray
Harrison Burton
Zach Sobotka
Leah Wilcox
Kodie Conner
B Main - Cayden Lapceovich
Zach Sobotka
Leah Wilcox
Katie Connor
Blake Matheny
Mallory Prince
Christopher Trelli
Parker Smith
C Main - Parker Smith
Kodie Conner
Zach Sobotka
Christopher Trelli
Mitchell Atwell
Payton Zellers
Brandon Grosso
Zachary Novak
D Main - Kodie Conner
Payton Sellers
Michael Atwell
Zach Sobotka
Nolan Allison
Christopher Lomatire
Ben Mikitarian
Shawna Winters
E Main - Kodie Conner
Nolan Allison
Christopher Lomartire
Zach Sobotka
Cameron Morga
Dustin Davis
Joey Jarowicz
Matthew Sapere
F Main - Kodie Conner
Zach Sobotka
Matthew Sapere
Cameron Morga
Logan Wenneshier
Jacob Castle
Matthew Tobey
David McCrone
G Main - Kodie Conner
Logan Wenneshier
Zach Sobotka

Matthew Sapere
Ryan Young
Kyle Zervas
Kristen Longley
Colin Roger
H Main - Logan Wenneshier
Zach Sobotka
Colin Roger
Kyle Zervas
Adam Giovanetti
Amanda Kunsman
Dylan McCrone
Clayton Davey
I Main - Zach Sobotka
Dylan McCrone
Amanda Kunsman
Adam Giovanetti
Maria Speeney
Christopher Hirt
Ashley Kunsman
Jacob Miller
J Main - Amanda Kunsman
Ashley Kunsman
Adam Giovanetti
Jacob Miller
Justin Williams

Sr Honda - Champion - Dale Miller

Colin Thompson
Troy McNeil
Nicholas Wilt
Chace Wood
Eric Grzesnikowski
Nicholas Drake
CJ Heinig
Jared Fryar
Carley St Amand
B Main - Nicholas Drake
Nicholas Wilt
Jared Fryar
Eric Grzesnikowski
Chace Wood
Quinnton Bear
Alessandro Vitelli
Mark Miller
Matt England
Coty Hartson
Troy Talman
C Main - Nicholas Drake
Eric Grzesnikowski
Quinnton Bear
Alessandro Vitelli
Matt England
Mark Miller
Caterina LaBella
Jeremy Doll
Robby Davis
Louis Keraitis, Jr
D Main - Eric Grzesnikowski

Quinnton Bear
Matt England
Mark Miller
Robby Davis
Patrick Perone
Alec Crossman
Bubba Lofton
Zach Donnatti
Alex Wilcox
E Main - Mark Miller
Quinnton Bear
Bubba Lofton
Zack Donatti
Patrick Perone
Lucas Martini
Michael Kline
Rachel Marks
Travis Stedman
Shannon Membrino
F Main - Bubba Lofton
Michael Kline
Rachel Marks
Shannon Membrino
Travis Stedman
Vinnie Miller
Grady Johnston
Tyler Langley
Bubba Merkel
Monte Gibbs
G Main - Rachel Marks

Vinnie Miller
Bubba Mekel
Monte Gibbs
Grady Johnston
Brody Gerhart
Robert Silver
Luke Harding
Rachel Forte
Chloe Harding
Ryan Morris
H Main - Rachel Marks
Monte Gibbs
Ryan Morris
Chloe Harding
Luke Harding
Robert Silver
Kenneth Lilley
Cayton Hornberger
Mikey Drotos
Ralphie Mackin
I Main - Joey Bailey
Ryan Morris
Chloe Harding
Ralphie Mackin
Mikey Drotos
Matthew Seymour
Ben Rabenold
Rachel Marks
Hayden Manning
Cole Rogers
J Main - Matthew Seymour

Ralphie Mackin
Hayden Manning
Chloe Harding
Cole Rogers
Justin Faford
Joey Parker
Noah Komer
Austin Bishop
Jacob Fisher
K Main - Jacob Fisher
Cody Rogers
Justin Faford
Austin Bishop
Joey Parker
Andrew Williams
Derek Robbie
Kyle Demo

Jack Ely
Andrew Muller
L Main - Jacob Fisher
Kyle Demo
Justin Faford
Austin Bishop
Andrew William
Michael Glazer
Ryan Miller
Casey Ouellette
Ryan Miller
Ashton Bianchi
M Main - Jacob Fisher
Austin Bishop
Casey Ouellette
Ryan Miller
Michael Glazer
John Kenny
Monica Perone
Nathan Bubello
Joshua Zentek
Grant St Amand
N Main - Ryan Miller
Michael Glazer
Grant St Amand
John Kenny
Monica Perone
Rebecca Bazzano
Rich Speeney
Ryan Davey
Lane Thompson
Dalton Joiner
O Main - Michael Glazer
Ryan Davey
Monica Perone
Rebecca Bazzano
Lane Thompson
Carter Stokes
Chad Grieco
Dylan Thompson
Jason Kokoszka

**Heavy Honda Champion
Matthew Hughes**

Jeffrey Warcholik
Matt Gallo
Eric Leduc
Josh Pepe
Raven Schrantz
David Mikitarian
Jeffrey Cembruch
Matt McAnally
Austin Jackson
B Main - David Mikitarian
Matthew Hughes
Austin Jackson
Jeffrey Warcholik
Matt McAnally
Nicholas Demeno
Brooke Fern
Lauren Longbrake
Shelby Campbell
Zach Weigand
C Main - Matt McAnally
Brooke Fern
Nicholas Demeno
Zach Weigand
Jeffrey Warcholik
Wesley Prucker
Cole Howes
David Garbo, Jr
Garrett Denton
Tara Gallo
D Main - Wesley Prucker

Nicholas Demeno
Garrett Denton
David Garbo, Jr
Jeffrey Warchlok
Paul Graham
Kristen-Marie Bonauto
Carlsten Cole
Miranda Carr
Zach Haspel
E Main - Carlsten Cole
Miranda Carr
David Garbo, Jr
Zach Haspel
Paul Graham
Jeremy Culver
Dillon Eriksson
Geoffrey Sutton
Mitch Miller
Peter Cirilli
F Main - Peter Cirilli

Zach Haspel
Jeremy Culver
Mitch Miller
David Garbo, Jr
Connor Cole
Corey Wilson
Taylor Martin
Ann Keeler
Corey Barry
G Main - Corey Barry
Mitch Miller
Zach Haspel
Anne Keeler
Taylor Martin
Colin Flannery
Shannon Diegel
Marshall Millette
Anthony Pasquale
Danielle Robbie
H Main - Zach Haspel
Taylor Martin
Anne Keeler
Anthony DePasquale
Danielle Robbie
Daniel Pollitt
Glenn Komer

**Jr Stock - Champion
- Cayden Lapceovich**

Christopher Lomatire
Sydney Prince
Danny Allen
Mallory Prince
Payton Zellers
Parker Smith
Alex Murray
B Main - Danny Allen
Parker Smith
Alex Murray
Mallory Prince
Christopher Trelli
Harrison Burton
Leah Wilcox

Special Thanks to Jesse and Tammy at PDQ for some great photos!



2008 Eastern Champion - Heavy 'B' - DJ Wykes



2008 Eastern Champion - Light 'AA' - Alex Mayer



2008 Eastern Champion - Heavy 'AA' - Zeke Lewis



2008 Eastern Champion - Half - Anthony Flannery



2008 Eastern Champion - World Formula - Colin Thompson