



Issue #4

Newsletter / Scott George Editor

September 2008

QSAC NCS "The Final Showdown" Sept. 12th & 13th.



Boulder City R/C Speedway, Boulder City, Nevada.

QSAC Quarter Scale "Final Shootout"

by Mike Myers

The 2008 Quarter Scale Final Showdown was held on Friday and Saturday, September 12 and 13 in Boulder City, Nevada. This was the last major QSAC race of 2008. I flew into the main Las Vegas airport, and was quickly reminded that this was Vegas, with the airport full of the "one armed bandit" gambling machines.

The race was being held at Boulder City RC Speedway. This is a large "D" shaped oval track with a tall curved driver's stand located along (and wrapped around) the curved part of the "D". It's a big track, with a 600 foot driving line. Lane width is thirty feet, and the banking in the turns is about four degrees. It's a very nice looking track, with a newly installed grass infield. Fourteen thousand square feet of grass was installed just two weeks before this race. There's a concrete wall around the track, with a fence behind it. Every twenty five feet or so there's an angled light pole, placing the lights directly over the track. Several grandstands for spectators are located just past the fence surrounding the track.

The track is in a very interesting location. There's a road coming out of town. On one side of the road is the oval track, with an off-road track for 1/10 and 1/8 scale cars adjacent to the oval track. On the other side of the road there's the runway for the Boulder Airport, with the airport facilities just beyond the runway. Behind all this is a small mountain range, making for a very scenic view. There are helicopters coming and going all the time, and it's fascinating to watch planes coming in for a landing, right past the race track. Just a few minutes away, there's a small railroad junction, with an old "excursion train" that takes people on a scenic ride on weekends. To me, coming here from a big city, this looks like a wonderful small-town place to live! As to the weather, what can I say - Vegas in September is hot, hot, hot! At least it's not as bad as during the summer!

The wood driver's stand is an interesting design. It's quite tall, curved to "wrap" around the track, and is split into two sections with an enclosed area between them. That's where John Whisenand and his wife Casey do Timing and Scoring, sitting behind a huge floor to ceiling picture window offering a great view of the track. Jlap software is used for race control. The timing and scoring booth is air conditioned, a necessity in this part of the country. Temperatures often get up to 130 degrees during the summer (which explains the track lighting, as the often try to run at night when the temperature is more reasonable). They also have to put up with frequent dust storms, which are so bad that you can't see something a few hundred feet away due to the dust.

Ron Schoed came out to this race to act as Race Director and Flagman. Ron has been involved in quarter scale for ages, and knows just about everything about this class of cars. John and Casey Whisenand worked the computer and did timing and scoring. Pre-tech and Tech inspection were done by Randy Brown, Tony Evans, and Bill Scott. In quarter scale racing, the winning cars are completely torn down - engines are returned fully dis-assembled, to make sure nobody is using anything other than "stock" parts. The goal is to keep the engines in "stock" condition, to keep the costs down and keep the cars competitive. The concept works - nobody has a "power advantage" on the track. Going faster depends on driving skill, car setup, and tire selection.

TRACK HISTORY

Boulder City RC Speedway was built on land belonging to the city of Boulder. Construction was started in the year 2000, with the first races being held in 2004. Bob Leydecker built the track, and has been improving it constantly since then. A large off-road track was added, so more people can enjoy r/c racing. The local club holds monthly quarter scale races, along with off-road races for electric and nitro cars. The quarter scale operation is run by QSARA, the local Quarter Scale club. More information about Boulder City RC Speedway and QSARA can be found on the QSAC website, www.qsac.org, or by calling (702) 210-3961.

CLASSES

There were four NCS classes being run during this year's event, along with a provisional class of "Novice". There were 39 entries total, including six entrants in Novice, nine entrants in Sprint Car, five entries in Super Truck, eleven entrants in Sportsman, and eight entrants in Grand National.

CONCOURS JUDGING

Concours Judging was held early in the day Friday. Dennis Andrews took the prize for both Sportsman and Sprint Car, and his son Denny Andrews took first place for Grand National. John Anderson took first place for Super Truck.

RULES AND SCORING

Quarter scale racing is scored differently than other forms of r/c car competition. In most other classes, races are scored by "laps and time". For a given amount of time, the racer who completes the greatest number of laps in the shortest

amount of time is the winner. However, quarter scale has frequent "yellow flag" periods, as well as "red flag" events (all cars brought to a complete stop) when a marshal needs to get out on the track. As with full size car racing, quarter scale races are configured for a certain number of laps (maybe 25, maybe 300). When the fastest racer completes this number of laps, the race is over.

Long races mean refueling. For safety reasons, all cars come in to the pits for refueling together, and enough time is given for a safe refueling operation.

QUALIFYING

Qualifying is quite different from the way it's done in other scales. First, each racer gets to do "single car qualifying", driving several laps by himself on the track, to get his fastest time. The list of racers is then sorted from fastest to slowest. The racers are then distributed into whatever number of qualifying heats there will be for that class. If it's three heats (let's call them A, B, and C) then the fastest driver goes to heat A, the second fastest driver to heat B, the third fastest driver to heat C, the fourth fastest driver back to A, the fifth fastest driver to B, and so on. The goal is to set up several heats for each class, each with the same "mix" of driver ability, from "fast" to "slow". Once that's done, the drivers get to compete in two qualifying heats each day. To prevent any extra bonus from starting first, the starting order is inverted on the second heat. Qualifying heats do not use the typical "laps and times" method of scoring. Instead, the first car that puts in the number of laps (let's say 30) wins, and gets 1 point. Second place gets two points, third place gets 3 points, and so on. Eventually the points for all four qualifying heats get added up, and that's what is used to set up the Mains.

At most quarter scale club races, where there are "A", "B", and possibly "C" Mains, the objective of course is to make it into the main show, the A-Main. During this year's Final Showdown, there were only "A-Mains", as there weren't enough drivers in any class to require even a B-Main. Many local racers who race on a weekly basis didn't show up, some because they felt they weren't good enough and others because they were afraid of getting in the way of "the fast guys". That's a shame, as not only would the race have been more interesting for all concerned with more cars, but the local guys would have learned a lot from watching the experts. Normally, in qualifying only the top six cars make the A main, four cars are bumped out of the B main and that has four cars that have bumped from the C.

At any rate, there were two rounds of qualifying on Friday, and two more on Saturday. These were used to set up the Finals. Additionally, Todd Bishop from BRP tires sponsored a 25-lap dash for each class, the winner receiving \$100 cash! With the starting order being fastest car last, these were exciting races to watch.

NOVICE Final (75 laps)

The Novice class final was filled with cars taking each other out, numerous wrecks, radio hits, and on the last lap, when it was going to be a shootout of two cars with two laps to go, one of the cars lost radio control. As I saw it, if the drivers learned how to work with each other, many of them would have done far better. As it was, two cars would get to the front, and go after it with each other, swapping the lead numerous times, but the drivers got a bit upset at each other, and clean passes gave way to one car taking out the other. This usually resulted in both lead drivers wrecking, and going to the back of the pack. I'm guessing they all had a lot of fun despite the numerous yellow flag slowdowns, and red flag stops. Final results were Bill Leydecker, Keith Harriman, Jim Davy, Bob Leydecker, John Whisenand, and Jon Anderson.

SPRINT CAR Final (75 laps)

The Sprint Final was race of attrition. We started with a full field of eight cars, but car after car dropped out, either from mechanical failures, or from parts that got broken in incidents. There was one fuel stop 35 minutes into the race. The field dropped down to four cars half way through the race, and was still four cars at the end. Sprint cars are perhaps the most exciting class to watch. They look so realistic, and with lots of wheel-to-wheel racing, they're usually non-stop action as the race goes on. Just about all the drivers in this class seemed pretty experienced, and had a pretty good "line" around the track. When the cars got close together, quite often they worked with each other, and while the spectators got excited, it was usually a clean pass. When the cars did touch though, anything could (and sometimes did) happen. Only Dennis Andrews in car #4 stood out by having a near perfect run. He drove as hard as he needed to maintain the lead, There were only four cars running at the end. Finishing order was Dennis Andrews, Bob Bates, Richie Abbott, Mike Means, Mike Sadler, Bill Edgar, Russ Poole, Mike Beacham, and Dino.

SUPER TRUCK Final (200 laps)

This race started out as a textbook example of how to drive. There were four cars, two very fast, and two a little slower. There were no incidents on the track whatever, as the faster cars made their way through traffic lapping the two slower cars. Richie Abbott pulled away from Bob Bates, inches at a time, and by the time they came in for refueling, Richie had a half-lap lead. After refueling they

were back to inches apart of course. As the race continued, and approached the 100 lap mark, Richie seemed to be having problems and slowed down. This 200 lap race was originally announced as a 100 lap run. Half way through the race everyone figured out the computer needed to be adjusted. Meanwhile, while the computer was being reset, the cars came in for refueling. As the race continued, Richie was noticeably slower than Bob Bates. He'd drop back, then hold on for a while, then drop back some more. By the time the cars came in for their final refueling, he had slowed down considerably. They found it was a bad right rear tire. By the time the tire was changed, Richie was way back in the field. After discussing this with some of the quarter scale experts at the race, the problem is something that experienced drivers can prevent. By pushing the car too hard, the tires overheat, and this leads to tire problems which make the car difficult to control properly. The probability is that this tire didn't start out as defective, but got overheated, which caused it to go bad. Another problem as I see it, is that unlike other scales of racing, there's hardly anybody in the pits with a full set of tools. When the tire had to be replaced, it was done with an ordinary "L" shaped Allen wrench. A proper set of tools would have made this much faster. Even so, when this race was being decided by fractions of a second, a tire change would probably put a car too far back to allow the driver to make up for the time lost. Final results were Bob Bates, Mike Sadler, Richie Abbott, John Ferguson, and Chuck Beeman.

SPORTSMAN Final (150 laps)

The Sportsman 150 lap race with nine cars starting, was a very smooth, well run event. Dennis Andrews took the lead, and appeared to have the field covered, but for Randy Brown who stayed just a little behind like a shadow. Randy would close in, drop back, close in, drop back, and on and on. After two fuel stops the only change was a few cars had dropped out. Mike Sadler was still running, but having some problems. At this point in the race, Randy seemed slightly faster, but not by much. On lap #140 Randy got by Dennis, but shortly after Dennis got back in the lead for a short distance, with Randy right on his rear bumper. A few times Randy got so close to Dennis' rear bumper that the cars touched. Randy wasted no time in getting by Dennis again. With only a lap or two left, Randy was able to prevent Dennis from making a pass, and held on for the win. Wow, what a race. This was beautiful racing, showing off these cars at their best. Not only that, six of the nine cars that started were still running at the end. I'm not sure about Dennis, but Randy seemed exhausted and quite happy as he got the checkered flag! Results were Randy Brown, Dennis Andrews, Mike Sadler, Dave Scott, Tom Strong, Dana Chittenden, Jim Dooley, Jason Brinkley, Lance Cote, Mike Beacham, and Eric Rhine.

GRAND NATIONAL Final (300 laps)

The Grand National Final would be a 300-lap run, with fuel stops every fifty laps. There were eight cars ready to do battle. Scott Schramske was TQ, and would

lead the express train at the green flag. The race got going with a perfect start. Not too much later we thought the Jeff Davis' car had blown a motor, but it turned out to be something else. Chuck Beeman was out soon after with a damaged front suspension. Lots of cars were spinning out, or somehow or other getting off onto the grass. The cars refueled on lap #50. By lap #90 Scott and Denny Andrews were fighting for the lead, passing and re-passing each other. At one point Scott came up on a slow car, and Denny went by both of them. It was great to be watching the two of them battling for the lead. The next fuel stop came and went, and Scott and Denny never stopped battling for the lead. On lap #147 Denny got loose, and dropped way back. Jeff was still out on the track, but struggling. The cars came in on lap 150 for fueling, and the pit crew made a quick adjustment Denny's car, but after the refueling it seemed to have had the opposite effect on handling. The running order now was Scott, Chance Overholt, and Denny. Scott had problems and dropped back to third. By lap #184 it was Chance, Denny, and Scott. On lap #195 Tony Evans got flipped over, hit the wall, and came in for good soon after. As the next two fuel stops went by, the fight for the lead was between Scott, Chance, Denny, and John Ferguson. Scott and Denny were soon back in the lead, again passing and re-passing each other. At one point, the three race leaders were fighting so closely for the lead that right in front of the drivers stand all three of them spun out onto the grass together. John started in the lead on the restart, and promptly got clobbered. By lap #273 it seemed like Chance, Scott, or Denny was likely to take the win, and with each of them constantly passing each other, it was hard to tell who had the best shot. Denny and Scott seemed to be a bit faster, but Chance was doing the best job of staying out of any trouble, and running right behind the leaders. Chance drove a great race, got by Scott and Denny as the race came to an end, and got the checkered flag first! Results were Chance Overholt, Scott Schramske, Denny Andrews, John Ferguson, Tony Evans, Jeff Davis, Bob Bates, and Chuck Beeman.

SUMMARY

Overall, it was a great weekend of oval racing action. Quarter scale cars are big, heavy, and realistic. They look and act like full size cars out on the track, and it's great to see them on such a large racetrack where they can really perform. The club put on a flawless event, the weather cooperated, and the spectators got to see some wonderful racing action!



Grand National winner Chance Overholt celebrating in victory lane!! Nice job Chance!

Get more photos and race stories here: www.sgrid.com

Race Results:

Provisional Class: Novice

Finish:

- 1st: Bill Leydecker
- 2nd: Keith Harriman
- 3rd: Jim Davy
- 4th: Bob Leydecker
- 5th: John Whisenand
- 6th: Jon Anderson

Sprint Car:

Fin:	Name:	Car:
1st:	Dennis Andrews	Predator
2nd:	Bob Bates Jr.	Bullseye
3rd:	Richie Abbott TQ	Bullseye
4th:	Mike Means	Dynamic
5th:	Mike Sadler	Predator
6th:	Bill Edgar	WCM
7th:	Russ Poole	Predator
8th:	Mike Beacham	Beacham
9th:	Dino Mowreader	Bullseye

Super Truck:

Fin:	Name:	Car:
1st:	Bob Bates Jr.	Lightning
2nd:	Mike Sadler	Cat 5
3rd:	Richie Abbott TQ	Bullseye
4th:	John Ferguson	Lightning
5th:	Chuch Beeman	Lightning

Sportsman:

Fin:	Name:	Car:
1st:	Randy Brown TQ	Gram Cracker
2nd:	Dennis Andrews	Lightning
3rd:	Mike Sadler	WCM
4th:	Dave Scott	Lightning
5th:	Tom Strong	Lightning
6th:	Dana Chittenden	WCM
7th:	Jim Dooley	Lightning
8th:	Jason Brinkley	Rocket
9th:	Lance Cote	Lightning
10th:	Eric Rhine	WCM
11th:	Mike Beacham	Lightning

Grand National:

Fin:	Name:	Car:
1st:	Chance Overholt TQ	Rocket
2nd:	Scott Schramske	WCM
3rd:	Denny Andrews	Lightning
4th:	John Ferguson	Lightning
5th:	Tony Evans	Rocket
6th:	Jeff Davis	Rocket
7th:	Bob Bates Jr.	Bullseye
8th:	Chuck Beeman	Lightning

Concourse:

Sprint: Dennis Andrews Painted by Denny Andrews-Got Paint
Sportsman: Dennis Andrews Painted by Denny Andrews-Got Paint
Super Truck: Jon Anderson
Grand National: Denny Andrews Got Paint

J&M Hard Luck Awards:

Sprint Car: Mike Beacham
Super Truck: Mike Sadler
Sportsman: Jason Brinkley
Grand National: Chuck Beeman

BRP Dash:

Sprint Car: Bob Bates Jr.
Super Truck: Bob Bates Jr.
Sportsman: Dennis Andrews
Grand National: Denny Andrews

Membership Drawing:

2009 QSAC Membership: Greg Bartman
2009 QSAC Membership: Mark Gibson

BRP Tires set of 4:

Tom Franks
Casey Whisenand

WCM Body:

Tim Sunde
Jim Bell
Chance Overholt

WRP Motor with lifetime rebuild:

Scott Schrammske

QSAC, and its members would like to thank, their 2008 QSAC Partners and the businesses that sponsored awards for the QSAC NCS Races.

NCS Race award sponsors: WCM Corporation, Lightning Race Cars, BRP Tires, J&M Hobbies, Willmann Racing Products

Thank You, to all who made the 2008 QSAC National Championship Series a success, Co-chairs Brent Gottfried and Tony Evans.



www.QSAC.ORG

QSAC Dirt Oval Nationals, Shaffer Speedway, Aliquippa, PA.

Hi All,

There were so many people that helped me make this race a success I'm not sure where to start. I received a lot of great prizes to give away from the list below. Everyone that donated I sincerely thank you!

I had so much help from so many people it amazed me. First off I want to thank Tim Shaffer, b/c with out him this race would never happen! My better half Chris for dealing with me leading up to ~ and through this event, and that's a lot! I want to thank Freddie Miavitz (Freddie's Hobbies), Fred Murry and Randy Baker for committing to this event 6 months ago and following through with it..... A BIG thank you goes out to Freddie & April for scoring, announcing and everything that's needed on that end....Fred & Randy for pre and post "tech", race directing, scoring, turn marshaling, race line ups (and things I'm probly not aware of), and keeping everything running smooth! Awesome job by both!!.....Thank you Dave Smerker for the FM headsets and all the backup stuff that you drug over 1K miles....Another BIG Thank you goes out to Bill Swiontek (Fire Extinguishers & Lime) and Jason Fritz for race day help, very much appreciated! Then there's "Mikeeee" ~ Mike & Kim Kelbly, I especially want to thank them for everything they did for "me" and this event. The list is WAY to long to type, but you two are VERY understanding and generous, Thanks Guys'. Also, Bill Morrison for track preparation and grounds keeping! Nice Job! Last but not least I want to thank David Baker / RC Driver Magazine for covering this event. Look for it this fall.

A special thank you goes out to my Uncle John, Jim Porter and "Mikeeee" for prepping the ole #65 in the shop... "Chris K" thank you for letting me drive your 5B buggy (don't believe Smerker) LOL. That was FUN!

The biggest THANK YOU of ALL goes out to the racers that participated. With out you racing wouldn't happen!

**2008 QSAC Dirt Oval National Prize Donators:
(no particular order.)**

- 1) Rick's Body & Paint – Rick Kline - rwwheels@netamumail.com
- 2) Ed Naugle's "Airfoils" available through Pro1. www.pro1z.com
- 3) Todd Holloway "Holloway Vinyl Signs & Graphics" www.stickwithholloway.com
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Fred Murry - Pit Road Racing. FMurry8995@aol.com

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Once again there will be a DVD of the Dirt National available (soon). Contact Wayne Lawyer to order: wnlawyer@gmail.com Thanks again Wayne. You do a fantastic job!

THANK YOU ALL VERY MUCH!!

Scott George
Shaffer Speedway



Chris Smerker "Best of Show". Nice!



Top 5 A-main L to R. Bill Swiontek 5th, John Pipchok 4th, Bob Fritz 3rd, Dave Smerker 2nd, Todd Holloway 1st.



www.QSAC.ORG



Bob Fritz Fastest in Single car Qualifying. Good job Bob!

NCS Central District Race #2: Hideaway Speedway – Isanti, MN

After a sunny & warm Thursday practice, Friday morning got off to a bit of wet start with some lingering showers and then a brief thunderstorm. By noon however, the sun was back out and drivers were making their way through pre-tech and getting plenty of practice laps. A drivers meeting was held at 5:00pm followed by the parade of cars and concourse judging. Local Hideaway Speedway driver Andy Reineke painted a new body in honor of another Hideaway Speedway driver, Bill Ziemer, who passed away from cancer earlier this year. That new body won Andy the concourse award for “Best Appearing Car”. At 6:00pm time trials got underway for the 30 registered drivers. Fast time awards went to Dennis Andrews in Sprint with a lap of 6.041. In Sportsman, it was Dennis Andrews once again pacing the field with a lap of 6.082. Jeff Davis also doubled up with fast time in Super Truck 6.041 and Grandnational 5.849. At 7:00pm with a nice spectator crowd on-hand, it was finally time for some racing. Round one heat race winners were Mike Bush in Sprints, Dennis Andrews in Sportsman, Jason Brinkley in Sportsman, Jeff Davis in Supertruck and Scott Schramske in Grand National. The final event of the evening was the Pit Stop Challenge. Each of the four teams entered consisted of a driver and a pitman with two cars running head to head in a double-elimination tournament. The race started with a standing start at the start/finish line. The drivers raced around turns 1 & 2 and then took a detour onto the infield road course and stopped in their designated pit stall. From here the pitman was required to change one of the right side tires. Upon completion, the drivers made their way back out to turns 3 & 4 and crossed the finish line. This event featured lots of “fender rubs”, quick pit-work, and close finishes. It also proved to be very popular with the spectators and participants alike. In the end it was the pitman/driver team of Jeff Gilbertson and Scott Schramske taking the \$20 first place prize.

Saturday morning drivers were once again busy running practice laps and making final adjustments. At noon the round-two heat races got underway. This time Dennis Andrews won the Sprints. Sportsman winners were Dennis Andrews and Colin Paetznick. The Super Truck heat was the race of the weekend and had the crowd on their feet. Jeff Davis and Chance Overholt battled side by side and exchanged the lead a dozen times in the 50 lap event. Jeff just managed to best Chance at the finish. In Grand National, Scott Schramske took his 2nd heat win of the weekend with Brent Gottfried riding on his bumper.

Upon completion of a rough and tumble Sportsman B-Main that was won by Eric Rhine, the Sprint A-Main was up. Mike Sadler started on the pole and set the early pace. Dennis Andrews had his car working much better in the main event and soon was challenging Sadler for the lead. Those two locked horns and that put Mike Bush in the lead. By the half-way mark, Andrews managed to run down Bush and take the lead for good.

The Sportsman Main looked like it was going to be all Dennis Andrews until Andrews spun himself into the grass attempting to avoid a lapped car. With 50 laps to go it was Mike Sadler out front, John Pipchok in second and Andrews quickly working through a line of lapped cars. A big pile-up slowed Andrews' mount however and Mike Sadler was able to maintain the top spot and take the win. Dennis Andrews finished second and John Pipchok drove a smart, clean race to also finish on the lead lap in 3rd.

In the Supertruck main, it started out as Heat-2 all over again; great side by side racing and multiple passes for the lead. In the end, Jeff Davis's ride slowed allowing Chance Overholt to cruise to the win. Jim Bell stayed in the lead draft for much of the event and finished one-lap down in second with Mike Sadler in 3rd.

The 300 lap Grandnational main turned out to be a bad omen for the NASCAR boys in Indianapolis. Early contenders Jeff Davis and Chance Overholt both burned down right-rear tires and required pit stops for new rubber in the event. With Brent Gottfried knocked-out from an incident with the turn-two wall, Scott Schramske was left to lead from flag to flag and take the win.

In closing, the Northstar RC Racers along with Hideaway Speedway owner's Leroy and Sandy Nelson wish to thank everyone that attended. We would have liked to have had a bigger turn-out, but the event was fantastic. All the drivers should be proud of the outstanding skill and sportsmanship that was displayed at this event. Thank you.

July 25th – 26th. QSAC Central District Race #2. Hideaway Speedway Isanti, MN.



Concourse Winner Andy Reineke. Sweet Lookin' ride Andy!!



Super Trucks. R to L. 3rd Mike Sadler, 2nd Jim Bell, 1st Chance Overholt



Sprints. L to R, Mike Saldler 3rd, Mike Bush 2nd, Dennis Andrews 1st.



Top 3 GN. R to L, 1st Scott Schramske, 2nd Jeff Davis, 3rd Chance Overholt.



Sportsman. R to L, 1st Mike Sadler, 2nd Dennis Andrews, 3rd John Pipchok.



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Lincoln, NE 68517

Phone Number: 402-786-5513 AFTER 4:00 P.M. CST.

E-mail: MWill4x@aol.com

Website: www.willmannracingproducts.com

2008 Iowa Quarter Scale Racing Schedule

<u>Track / Event</u>	<u>City</u>	<u>Day</u>	<u>Date</u>	<u>Time</u>	<u>Points Information</u>
April					
River Front RC Speedway	Fort Dodge	Sat.	19	1:00 PM	Weekly Track Points Race
Veterans Park Speedway	Algona	Sun.	20	12:30 PM	Weekly Track Points Race
May					
River Front RC Speedway	Fort Dodge	Sat.	3	1:00 PM	Weekly Track Points Race
Veterans Park Speedway	Algona	Sun.	4	12:30 PM	Weekly Track Points Race
River Front RC Speedway	Fort Dodge	Sat.	17	1:00 PM	Cornbelt Racing Series Points Race
Veterans Park Speedway	Algona	Sun.	18	12:30 PM	Cornbelt Racing Series Points Race
Storm Steel Speedway	Cedar Rapids	Sat.	24	4:00 PM	Cornbelt Racing Series Points Race
River Front RC Speedway	Fort Dodge	Sat.	31	1:00 PM	Weekly Track Points Race
June					
Veterans Park Speedway	Algona	Sun.	1	12:30 PM	Weekly Track Points Race
River Front RC Speedway	Fort Dodge	Sat.	14	1:00 PM	Cornbelt Racing Series Points Race
Veterans Park Speedway	Algona	Sun.	15	12:30 PM	Cornbelt Racing Series Points Race
River Front RC Speedway	Fort Dodge	Sat.	28	1:00 PM	Weekly Track Points Race
Veterans Park Speedway	Algona	Sun.	29	12:30 PM	Weekly Track Points Race
July					
Veterans Park Speedway	Algona	Sat.	12	5:00 PM	Cornbelt Racing Series Points Race
River Front RC Speedway	Fort Dodge	Sun.	13	1:00 PM	Cornbelt Racing Series Points Race
Veterans Park Speedway	Algona	Sat.	26	5:00 PM	Weekly Track Points Race
River Front RC Speedway	Fort Dodge	Sun.	27	1:00 PM	Weekly Track Points Race
August					
Veterans Park Speedway	Algona	Sat.	9	5:00 PM	Weekly Track Points Race
River Front RC Speedway	Fort Dodge	Sun.	10	1:00 PM	Weekly Track Points Race
Veterans Park Speedway	Algona	Sat.	23	5:00 PM	Weekly Track Points Race
River Front RC Speedway	Fort Dodge	Sun.	24	1:00 PM	Weekly Track Points Race
September					
Veterans Park Speedway	Algona	Sat.	6	5:00 PM	Cornbelt Racing Series Points Race
River Front RC Speedway	Fort Dodge	Sun.	7	1:00 PM	Cornbelt Racing Series Points Race
Veterans Park Speedway	Algona	Sat.	20	5:00 PM	Weekly Track Points Race
River Front RC Speedway	Fort Dodge	Sun.	21	1:00 PM	Weekly Track Points Race
October					
Veterans Park Speedway	Algona	Sat.	4	2:00 PM	Cornbelt Racing Series Points Race
River Front RC Speedway	Fort Dodge	Sun.	5	1:00 PM	Cornbelt Racing Series Points Race

Notes:

1. Each driver will be allowed 2 throw out race in the Cornbelt Racing Series points championship.
2. QSAC membership required at Cedar Rapids
3. 2008 QSAC car specification rules apply to all events.
4. All classes of 1/4 scale cars are welcome to participate in all Cornbelt Racing Series and all weekly events.
5. Cornbelt points will be kept for Sprint Car, Grand National and Sportsman classes.

Race Event Contacts

Bill Arndt

Jim Patton

Rick Klein

Kevin Verschuure

Contact Info

(515) 571 - 1717

(515) 571 - 4170

C - (515) 320-1441 W - (515) 295 - 2159

C - (712) 441 - 7001

Location

Fort Dodge

Fort Dodge

Algona

Cedar Rapids

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 Driver: Scott George

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\$2.45
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 Driver: Todd Hollaway

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Scott Paluchniak - Owner
Montgomery, TEXAS
telephone 832.928.3543
cat5mfg@quarterscalecar.com



Scott Paluchniak

QSAC members get 10% off
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(excludes tires)

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To QSAC members**

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- Rick Gauger

JULY 4TH, 2009

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ISANTI, MINNESOTA

TEL: 763-444-4804

QSAC GENERAL RULES APPLY

NO RED FLAG FUEL STOPS

• GUARANTEED PAYOFF •

G. N. A. MAIN	G. N. B. MAIN	SPORTSMAN	SPORTSMAN
500 LAPS	250 LAPS	A. MAIN	B. MAIN
		300 LAPS	150 LAPS
\$1,000.00	\$200.00	\$500.00	\$100.00
\$900.00	\$100.00	\$400.00	\$75.00
\$800.00	\$50.00	\$300.00	\$50.00
\$700.00	\$25.00	\$200.00	\$40.00
\$600.00	\$25.00	\$100.00	\$35.00
\$500.00	\$25.00	\$50.00	\$30.00
\$400.00	\$25.00	\$50.00	\$25.00
\$300.00	\$25.00	\$50.00	\$20.00
\$200.00	\$25.00	\$50.00	\$20.00
\$100.00	\$25.00	\$50.00	\$20.00

B. MAIN WILL NOT BE RUN IF LESS THAN 20 CARS.

NO HEAT RACES

QUALIFY ON TIME. OPEN PRACTICE 2ND & 3RD TIL 12:00PM.

QUALIFYING STARTS AT 1:00PM SHARP JULY 3, 2009.

PRE-ENTRY BY JUNE 1, 2009 \$50.00 • AT THE GATE \$65.00.

CAMPING ON SITE \$20.00 PER NIGHT WITH POWER.

ADMISSION \$5.00.

PIT CREW \$5.00 EACH.

ENTRY FORM:

NAME: _____ TEL. NO: _____

ADDRESS: _____

CLASS _____ CAR NUMBER _____

MAIL TO: 25363 UNIVERSITY AVE. NE, ISANTI, MN 55040

SPONSOR FORM:

NAME: _____ TEL. NO: _____

ADDRESS: _____ AMOUNT: \$ _____

MAIL TO: 25363 UNIVERSITY AVE. NE, ISANTI, MN 55040

QSAC Partners Contact Info:

"A Cut Above" by Bob Elliott

Ask for Bob
(563) 355-5787
E-mail: acaelliot@aol.com

Ace Rossi Motorsports

Ask for Ace
(863) 853-8532 evenings
(863) 559-9067 cell
<http://www.acerossimotorsports.com>

Bartman Enterprises

Ask for Greg
(810) 736-2839
E-mail: bartrc9@aol.com

Bishop Racing Products (BRP)

Ask for Todd
(479) 751-6232
E-mail: tbishop44@cox-internet.com
<http://www.bishopracingproducts.com>

Cat 5 Manufacturing

Ask for Scott
(832) 928-3543
E-mail: cat5mfg@quarterscalecar.com
<http://www.quarterscalecar.com>

Ferguson Racing

Ask for John
(909) 556-5083
E-mail: LDJPF@aol.com
<http://www.fergusonracing.com>

Gram Cracker Race Cars

Ask for Gary
(561) 586-1555
E-mail: CrumbG@bellsouth.net

GraphicResults.com

Ask for Donald
(281) 397-8440
E-mail: gresults@sbcglobal.net
<http://www.GraphicResults.com>

Holloway Vinyl Signs & Graphics

Contact Todd Holloway
(765) 759-9703
E-Mail: stickwithholloway@comcast.net
Website: www.stickwithholloway.com

J & M Hobbies

Ask for Jeff Davis
(864) 680-4579
E-mail: jeff@jandmhobbies.com
Website: www.jandmhobbies.com

Knox Motorsports

E-mail: knoxmotorsports@gmail.com
Bob Knox (541) 519-7794
Website: knoxmotorsports.com/

Moore Motorsports

Talk with Donnie or Mike
Donnie (864) 420-3978
E-mail: Dburnett1@charter.net
Mike (864) 420-5433
E-mail: bush87@charter.net
<http://www.mooremotorsports.org>

MRG Motorsports

Ask for Rick
(317) 898-8112 home
(317) 501-4242 cell
E-mail: MGauger105@aol.com
<http://www.MRGMotorsports.com>

Pit Road Racing

Ask for Fred
(937) 475-4016
E-mail: fmurry8995@aol.com

Pro 1 Race cars

Ask for Jim
(405) 863-9228
E-mail: pro1@pro1z.com
<http://www.pro1z.com>

Pro Scale Motorsports

Ask for Randy
(231) 834-7707
E-mail: circletrac@triton.net

Racing Rod Ends (QS Components)

Ask for Frank
(888) 871-1210
E-mail: info@qscomponents.com
<http://www.racingrodends.com>

Quarter Scale Motorsports / Lightning cars

Ask for Larry
Toll Free (800) 266-7745
E-mail: Larry@quarterscalemtsports.com
<http://www.quarterscalemtsports.com>

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(515) 295-2159
E-mail: wwwheels@netamumail.com

Starting Grid Online Magazine

<http://www.sgrid.com>

WCM Corporation

Ask for Rick
(936) 348-5057
E-mail: wcmcorp@ev1.net
<http://www.wcm-corp.com>

Willmann Racing Products

Ask for Mike.
Phone Number: 402-786-5513 AFTER 4:00 P.M. CST
Website: www.willmannracingproducts.com
E-Mail: MWill4x@aol.com



www.QSAC.org

QSAC SUGGESTIONS FOR THE YEAR 2009

Have you ever wanted to have a QSAC rule or gray area clarified?

Have you ever stated the membership should be more involved in QSAC decision making?

Have you ever thought that the rules favor the Quarter-Scale manufacturers?

Have you ever.....?

Well, here is a very simple form, for you to fill out and mail to the QSAC official in charge of establishing the rules for the year 2009. If you have a suggestion, a change or a problem with the 2008 rules, please write them down on this page now, before you forget. No matter how small your idea may be, please submit it. With your help in this area, we as a club can make 2009 the best Quarter-Scale season ever. QSAC is a club composed of members and a club's success depends upon its membership's participation. Please note that, there will not be any major rule changes for the 2009 racing season, except for manufacturer model number changes and clarifying existing rules and gray areas.

Print Your Name _____

Your QSAC Membership Number _____

This form must be received before August 1, 2008

Mail to:

QSAC Rules Committee

c/o Scott Schramske

5704 Turtle Lake Road

Shoreview, MN. 55126

You may email any suggestions to:

ssschramske@oasisdsl.com

You may download this form at:

<http://www.qsac.org>

2008 QSAC Membership Application

(print) Name: _____
(print) Street: _____
(print) City: _____ **State:** _____ **Zip:** _____
(print) Phone Number: _____ **E-mail Address:** _____

PLEASE PLACE AN "X" IN THE BOX NEXT TO YOUR SELECTION>>>>>>>>>>	MAILED NEWSLETTER	DOWNLOADED NEWSLETTER	QSAC PARTNERS BENEFITS
Full Membership (Includes full QSAC insurance)	\$60.00 ()	\$40.00 ()	Yes
2nd Family Membership (Includes full QSAC insurance and must be in the same household)	N/A	\$35.00 ()	Yes
Mechanics License (See Note #1)	N/A	\$30.00 ()	No
One Day Drivers License (See Note #2)	N/A	\$30.00 ()	No

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Note #1: A mechanics license MUST be obtained through a "Licensed To Race" QSAC member. This license will only permit the holder in the "Hot Pit" area, it will not insure him/her to drive a car. The currently licensed QSAC member sponsoring a Mechanic, MUST list their QSAC number below.

QSAC Member number sponsoring this Mechanics License _____

Note #2: The "One Day Driver's License" provides Driver's Insurance for one person for one day or one event and can only be used once per year. You **will not** be eligible for QSAC Partners Benefits. The \$30.00 fee can later be applied toward the purchase of a "Full Membership" for the same year. If a driver wishes to enter a second event after they have used the "One Day" license, he or she must then pay an additional \$30.00 or \$10.00 depending upon which newsletter choice is made. This will provide them with a "Full Membership" thru the end of the year with all membership benefits included. It is the driver's responsibility to provide proof of the original "One Day" membership.

Note #3: The membership period runs from October 31st thru December 31st of the following year.

Note #4: Membership applications received after August 1st will be valid thru December 31st of the same year. The membership fee will be reduced 25%. This policy applies to the "Full Membership" classification only. Please note that the QSAC insurance is based on a fixed cost per member NOT per time period.

Note #5: Membership fees may vary each year.

Note #6: "Full Memberships" received by March 31st, 2008 will be eligible for the QSAC Partners drawing which is being held on September 12th, 2008 at the QSAC Showdown N.C.S. (The Final Showdown) Race.

Note #7: Please allow 30 days from the time of sign up for all QSAC Partners Benefits to become activated.

.....

Amount Enclosed: _____ Date: _____
 New Member () Renewal Member () Current QSAC # _____
 Make Checks Payable To: QSAC
 Mail To: QSAC, 15166 Center Road, East Lansing, MI. 48823

2008 QSAC Membership Receipt (If applied for at the track)

NAME: _____
Amount Paid: _____ **Date:** _____
Received By: _____

.....