

We received 37 ballots/surveys back from the membership.

While we understand we had a Co-Chair candidate running unopposed, to have this minimal amount of survey response leaves us with more questions than answers. This is an opportunity for the membership to put into writing, in their own words, questions, concerns, etc. with complete anonymity. To receive a response rate of around 10% is disheartening.

Co-Chair: 32, Dave Dygon; 5, BLANK

#### 2018 Survey Questions:

1. Preface: given the Tsunami that greatly impacted Japan, there was a subsequent period where OEM gaskets were NOT readily available. At the time, QSAC made the decision to allow alternate gaskets such as aftermarket copper gaskets. With the intention of staying as close to "box stock" as possible, would you like to see the repeal of the allowance of aftermarket gaskets and a return to strictly OEM gaskets for the 2019 season?

#### RESULTS:

21, YES

15, NO

1, BLANK

2. Would you like to see the combining of the Limited Sportsman and Sportsman classes on a National level? The intention would be to remove the blurred line between Limited Sportsman and Sportsman (whether real or perceived).

#### RESULTS:

17, YES

19, NO

1, BLANK

3. Do you like the theme and format for the National Championship?

#### RESULTS:

25, YES

8, NO

3, BLANK

1, CIRCLED BOTH "YES" AND "NO"

4. Would you like to see a lanyard included in your 2019 membership?

#### RESULTS:

20, YES

14, NO

3, BLANK

Responses to survey question #3a:

3a. If you answered "NO" to question three, please share your thoughts and ideas on how the National Championship can be made better or more appealing?

Weekend race only with Three NCS races - one in the north, one in the south/southeast and one in the west. Each race is a NCS title race no points awarded. The winner of any 2019 event is automatic into main one event of the next season of his/her choice.

It is impossible to take that much time to go racing. It is only good for those who live in the city of the host track, or are retired or who have a travel trailer/motorhome. Spending \$1,000 for a race week is crazy (hotels, entry fee, gas, food, etc.). Go back to three regional races. Use a point system similar to the one Orrin Sunde proposed. Look into how the US Vintage Trans Am series does their points & National Champion. Big races pay more points, so it is an advantage to run the bigger races. Second problem with NCS is race format. Let's say I am a B mail sportsman driver that does not transfer to the A. I get 50 laps of racing while the A main guys get 675 laps for the week. Why does this form of R/C have to be that way? So what does the NCS format offer for the guys in the middle or those who are older who are not competitive in Sportsman? Right now it is not a lot and they don't attend. Do they drop down & run Limited?

I liked the 6 race program at 6 different tracks.

Have not yet been there to see how it is run.

Even though I said Yes, I do like how MPR turned out - 3 days in a row. So maybe Thurs-Sat? Or better yet, Wed - Fri, then Saturday as backup rain day?

Can't really call it a national championship without traveling the nation. Possibly offer up more than just bragging rights for the champion.

Other responses to survey questions, or general feedback received:

1. Yes...But make it 2020. (A racer) shouldn't have to tear a good motor apart just to replace gasket.

1. Yes; get back to OEM as much as possible.

1. Concourse Judging should be done by the Racers and kids, I understand letting kids get to pic their favorites but the Racers should have a say also.

1. No, too many engines out there that would have to be redone.

2. Yes; since there is no difference from a specification point of view, there is no need for dividing the class into two separate groups.

2. The body you enter in the Concourse should be the body that you race, not a body that you spend hundreds of dollars on and put it on just for Concourse, Race what you show.

2. No, make the class different. Blue restrictor plates for sportsman.

2. Limited and sportsman need to stay apart. If anything open sportsman up more speed wise. Need to make it more of a gap between the classes speed wise. Also if you have ran sportsman/ Grand National at other national event you should NOT Be allowed to run sportsman. This is a beginner type class.

2. There needs to be clear rules for that can run limited. At the 1st Newton Park NCS race several years ago, the TQ in limited would have started in the top 5 in Sportsman. Having the same set of rules is crazy. Encourage local tracks to bring back the blue plate and try that as a way to separate the classes. The blue plate will bring back throttle control. Right now in sportsman we are nearly wide open all the way around the track. In three years we will be running wide open without lifting. Do a provisional class with blue plate, sportsman cup and stock clutch. Guys in the "middle" used to run trucks at Tri-State & NCS. They had fun. The late model and ECM class along with non-available truck bodies killed the truck class. Make the blue plate class for those who do not want the hyper-competitiveness of Sportsman.

3. Yes; but I like the change to having times taken from the practice sessions to set the heat races.

3. Undecided.

3. More laps in b mains, this is a week-long race and honestly for limited to run 125 for the why not make it 150, the b 100 and c/d 75. This allows for more laps to be made. As we know this is a very expensive trip to make. I was not able to do it this year but at clover by the time it was said and done it cost me almost 2k to run it. I want to make as many laps as I can. Also top 10 in point over all need some kind of trophy as well. B main winners that bump should get one as well.

4. Yes.

4. Sure. How about QSAC T-shirts? Not included of course. Could draw a little more attention to our sport.

4. Lanyards: instead of mailing them, give the lanyards to the tracks to distribute.

4. Would like a clip

4. Clip would be nice

General commentary received for the QSAC Leadership:

From member - QSAC needs to do more the local racing. QSAC needs to support the Tri State series. You have your NCS in one week. Tri State series is over the summer. Have you ever noticed all the pictures from their races on Facebook? How many times do you read where someone compares the Tri State Series to other races? They are the trend setters.

I think the National Championship race should include the top 4 finishers at all 3 series which would include QSAC West club. The top 4 would come from each series and must qualify to compete in the National Championship race. The championship race should not be run until the end of the season just like NASCAR, not mid-season. (Also sent this note via email; I think that the championship race should include all three districts, not just the Eastern and Central Districts. And the Championship race should be at the end of the racing season not in the middle of it.)

From member B - None - I talk to them frequently. Thanks!!

From member C - Keep limited sportsman an 8.5 mm restrictor plate but make Sportsman a 9.5 mm restrictor plate.

From member D - Thanks to Joe Brooks

From member E - Swag for sale on site: QSAC decals, 1/4 scale QSAC Windshield Stickers, QSAC hats, QSAC shirts, etc.

From member F - QSAC rule states fuel additives are strictly prohibited except lubricants. The rules do not specifically state what is acceptable for a fuel test. At a race in 2017, with the exception of one team, all racers fuel tested at -040 or below. One team tested at -026. This is suspect. We need a defined acceptable range, and wording to address fuels having "abnormal" or distinctive odors since this could indicate an illegal additive.

From member G - I'd like to see the weight bias dropped from 5% down to 1% for all cars. Also a rule change that chassis can only be made from aluminum or steel, including chromoly. (No exotic materials such as titanium and Kevlar.) This includes nuts and bolts. Give current manufacturers 1-2 year grace period before the rule change is implemented.

From member H - would like to see a class formed for the use of modified engines; at a minimum, to allow aftermarket carburetors & tuned exhausts.

From member I - Go back to having 4 or 6 races a year except make it your best 2 out of 4 or 6 for points in the championship. That way if your home track had one, then you would only have to travel to one. For myself, I'll never be able to participate in the current race plan. I can't physically do 3 races in a week, even if it's at my local track.

From member J - Bring back Grand National, Sportsman, and Novice classes so there's separation.