



Check out the QSAC Web Site
(<http://www.qsac.org>)



What happens in Vegas...Stays in Vegas



Co-Chair Messages

I want to express to everyone that this has been a difficult year for QSAC. In a volunteer organization things do not always go smoothly. We have had many positions be vacated and this has caused much grief. We have had people step up and accept the task of doing things such as the newsletter. But even then there are obstacles to climb over. Donald Ethridge has accepted to be newsletter editor and he has had a setback with an illness in the family. Don's thoughts and prayers are with you. We will have results and articles in the issue that Donald is currently working on.

One other issue to cast your vote for is the streamlining of QSAC. It has been suggested that we do away with some of the appointed positions in QSAC. These positions are the region directors. It is felt that they are not needed and that getting the area director closer involved with the district directors will serve the organization better and that this will provide better communication to you the racers.

I want to thank Mark Recio our outgoing co chair for the work he has done for QSAC and the assistance he has provided me.

See you at the races,
Fred Murry

Where has the summer gone? With a racing season that witnessed record low turn outs at NCS events, fantastic new venues, and a push for a single race national event, it seems fitting that this newsletter seems almost like an afterthought.

Fred said it best above, sometimes in volunteer organizations; things do not always go according to plan. While work has been done behind the scenes, as it always has been, many factors aligned themselves against us this year. An improving national economy, but poor local economic conditions, kept people from traveling, and position holders came and went. It has been so bad this year that even the Royal Oak event was effected. The north east black out almost canceled the Dream Cruise itself.

2003 is a year that most of us, for a variety of reasons, would like to put behind us. And with that said, we as a club need to look to the future. The membership has two candidates to choose from for Co-Chair, a choice on national formats, and a chance to reorganize the club. Never in our history have so many issues been up for decision at once. I urge you to exercise your right to vote, and make a difference. In volunteer organizations like ours, everyone needs to be involved in bringing change, not taking the easy way out by sitting on the sidelines and shouting 'suggestions'.

I've enjoyed my tenure as Co-Chair and continue to consider it an honor. I wish the leadership team, and most importantly the membership, good luck in the coming years. This club is what you make it. Volunteer where you see a need, and help our sport grow.

To borrow a line from Butch Thompson, Having fun is #1.

Mark Recio
QSAC Co-Chairmen

Viva Las Vegas!



In February of 2002 my family took a well deserved vacation to Las Vegas Nevada which was my first look at the famous "Gaming Capital of the World", we had a great time there and I vowed to return someday for another visit. I had no idea at the time that I my absence would last just a little over a year as I was successful in getting approval from my finance dept. to attend the first QSAC NCS race of the 2003 season and first QSAC NCS race ever the newly built Boulder City Speedway. It seemed like an eternity waiting through the miserable Michigan winter for our departure day and finally after work on Monday evening April 7th I packed up and headed off to Lansing to meet up with Randy Brown and after an episode trying to back his trailer down his inclined ice covered driveway we were off to pick up Mark Aldrich in Indiana.

Tuesday, Day 1

With careful consideration we opted to take the slightly longer but flatter route heading south from St. Louis Missouri to the I-40 across Oklahoma, Texas, New Mexico, all of which this Canadian boy had never seen except by looking out the window of an airplane and into Nevada. A lot of people had told of my plan to drive to Las Vegas got this very puzzled look on their faces and would say things like "Are you out of your mind?" but having two other wheel men like Mark and Randy made the trek pretty easy. When we got into Texas I'd thought I'd spice up the moment and popped in my Herb Albert and the Tijuana Brass CD, but poor Herb didn't even make it through the second bar of "Spanish Flea" before he and the boys were condemned as 'elevator music" (Editor's note: WHAT?!) and relegated back to the CD case.

Wednesday, Day 2

So after just one wrong turn after a fuel stop and roughly 2,130 miles and 200 gallons of petrol we rolled into Boulder City and found the new track. The gate to the track was locked so we stood outside the gate and drooled at the large, covered driver's stand, smooth, fresh, black asphalt newly sodden infield and got on the phone to call somebody, anybody to let us in! We were told that it would be an hour or so till someone would be there so we went and had breakfast and when we returned we went in and met some of the folks who were there to greet us and direct us where to set up. It was great just hanging out soaking up the sun enjoying the warm weather for a while and then after the track was washed (first time I've seen that!) we were able to get the cars out and get familiar with the large track. Being used to running on local tracks like Lansing and Toledo where you are basically done with the straightaway as soon as the car straightens out it took a while to get use to what felt like a runway at Metro Airport on the backstretch. So after getting aquatinted with the trash I decided to join Greg Bartman and the "Buckeye Brigade" of Fred Murry and Randy Baker at the Mexican restaurant in Boulder City who's name escapes me now. That was the best Mexican dinner I have ever had and the portions were huge! Fred Murry had our waiter scratching his head and maybe looking under the table after we left when Fred polished off a humungous burrito AND a large Taco despite the waiter's warning "I am warning you sir, the burrito is VERY big, are you sure you want the taco also?" After dinner we set off for "The Strip" to give Greg his first taste of Vegas at night, being a weekday we were able to get around pretty good and took in the pirate show at Treasure Island Casino. We then proceed to a few slot machine which captured Greg's attention very quickly, "wait a minute let me try THIS one" I don't know why I can never do any good on those things but Greg seemed to being doing OK.

Thursday, Day 3

Randy Brown set the alarm for some ungodly hour to get down to the track and I didn't want to walk so I dragged my butt out of bed and down to the track we went. After a figuring out my initial setup was all wrong I tried a few things to correct a tight race car, Mark had his car dialed in pretty good and Randy was not far behind but the sun was shining and it was warm and there was still snow on the ground in back home **so who cared if my car wasn't handling, not me!** I took some time to go around and say hello to some folks I don't see much and to meet some left coasters I hadn't. I met and talked to some of the folks responsible for designing and building this beautiful facility and learned a lot about the tracks construction. I had never heard of "laser grading" before but I will make sure to keep that in mind if anyone asks me my opinion on how to build a nice smooth track! More and more racers started rolling in and so did these winds which would seem to show up about the same time for the rest of our race weekend. After a full day of racing we packed it in and headed out to the Golden Nugget at the suggestion of Mark for the famous buffet there. About three plates later I rolled out of there and we went out into the Casino where I was fleeced for few more \$\$\$\$. Randy's wife and new QSAC secretary Doreen had flown in and now part of our little group and I enjoyed hearing about her daily adventures seeing the sights surrounding the area. (I wish I had followed her lead and stuck to the quarter slots, I guess my wife is right, they ARE the smarter of the species). Something about this desert climate I noticed my lips were getting chaffed, hmm.

Friday, Day 4

Qualifying day, Randy woke up again far before any sensible person would and I didn't want to walk so... I had gotten my car pretty good so figured I would just spin a few laps to make sure all was good and wait for qualifying but I found my car would be just right at dusk and too tight in the warmer part of the day so I kept at it trying to get it just right. After some time and effort I was happy again that I could get a respectable lap in. Right on time the winds kicked up again and I was on the drivers stand just ready to go on the track when all of a sudden I noticed a bunch of hats go flying onto the track just as I was looking to see who scored their third goal of the game I my nice new pop-up canopy do it's best impression of a hat and said to myself "Hmmm" Thanks Randy for hanging on to it and Mark for helping get it staked down. It became apparent that this wind may play a role during qualifying. I could actually sense the wind blowing the car out of turn one into two and it seemed to make it hard to get the car to turn into three when the wind would whip up. Word came that the driver's meeting was about to start so we all assembled to listen to Ron Schoeb give us instructions about the proceedings, Rudy Flores gave a little speech too, I think he said "Welcome everybody and have a great time racing" but it could have been " Your shirts are on fire and your grandmother wears go-go boots to the breakfast table" I am not sure. We had a few laughs with Diana (not Donna!!) and after going over things we got ready for qualifying. I caught break when a computer glitch caused the race director to allow me to re-qualify and I managed a decent lap so I was happy. It was decided that we would start the heats Friday to make sure to get the whole program in on Saturday so we enjoyed some racing on Friday. After racing we went back to our Hotel, Sam's Town, which is a very nice place and had their buffet. Three plates later I rolled out of there and into the casino . I had not heard of 3 card poker before Mark helped introduce me to game the previous night so I returned to try to recoup my "tuition". I was doing pretty good for a while, and then returned to my room with lunch money for the following day.

Saturday, Day 5

Race day started the same as the rest of them, sunny and warm. we stopped off to fill the cooler and get breakfast and headed to the track. I had not set the world on fire with my performance in the first heat Friday so I decided to go down to see Roger Newell and see what set up he was using on his WCM. Roger, as always was more than willing to help and I transferred his setup to my car to see how it would work. I liked his setup a little better than mine and did a little better in my last heat. I did well enough in the "B" to get me to the "A" in my first NCS Grand National race. It was a real thrill running with these drivers I had watched many times while in the Truck division and was doing fine until my car stuck on 3/4 throttle going into turn 3 less than 100 laps into the event. I slapped the wall pretty hard and tried to steer down to the infield grass to keep from hurting anyone. Unfortunately Rick Binnicker was cutting under me and I hit him putting him on his roof, I felt bad about that and wished he hadn't been there. When I took the car to the pits I found the pre-filter had gotten caught up in the carb causing it to hang open. Being many laps down I figured I'd just try to salvage a respectable finish and stay out of the way of the contenders. I ended up finishing seventh after starting ninth so I was happy with that all things considered. After fulfilling my duties on the protest committee it was time to pack it in and start the long trek home with my travelling buddies.

Great Track, Great People

A wonderful facility like Boulder City Speedway doesn't just rise out of the desert on it's own, it took a lot of time, planning, money and effort to make this place happen. This is one of the best Quarter scale racing venues located in one of the most beautiful settings in the USA and maybe the world. It is also close to one of the most amazing cities in the world with so much to see and do. I would implore all of you looking for a great place to race and have some fun to mark next years race on your calendar. I am already making plans on a possible club trip to Las Vegas for next years race.

Thanks to Ron, Lance, Diana (NOT DONNA!!), Tammy, Bud Cort and Mike Chapman for not only there time and effort with this race but to all the folks who put their heads, back and pocketbook into building this "GEM OF THE SOUTHWEST" Myself and everyone I talked to had an unforgettable time there.

John Dallaire
GLQSR

" New From " **A CUT ABOVE**

Forged 1/4" square end and center



Panhard Bars,

Steering Link, Camber Link, Radius Rods, Etc.

\$4.00 each or \$20.00 for set of six

\$40.00 for set of eleven for sprint car

Contact Bob Elliott (563) 355-5787

E-mail acaelliot@aol.com

2003 NCS Standings After Four Races

Grand National

	LV	AL	IN	NH	TX	Best 3
Marc Fryar	200	196	192	200		596
Roger Newell	180	200	200	184		584
Gary Crumb	0	188	184	192		564
Randy Brown	188	184	180	188		560
Scott Schramske	196	192	168	0		556
Mark Aldrich	172	172	188	196		556
Jeremy Yoemans	156	180	196	168		544
Greg Bartman	128	160	176	140		476
Allen Johnson	0	168	172	0		340
Tommy Vickers	140	152	0	0		292
Glenn Carlson	192	0	0	0		192
Jim Silvay	184	0	0	0		184
Wade Bickord	0	0	0	180		180
John Dallaire	176	0	0	0		176
Donnie Burnett	0	176	0	0		176
Dale Hall	0	0	0	176		176
Walt Ellis	0	0	0	172		172
Rick Binnecker	168	0	0	0		168
John Ferguson	164	0	0	0		164
Mike Bush	0	164	0	0		164
Todd Holloway	0	0	164	0		164
Dave Bruno	0	0	0	164		164
Jay Kimbrough	160	0	0	0		160
Herman Perkins	0	0	0	160		160
Steve Shaw	0	156	0	0		156
Kevin Downes	0	0	0	156		156
Mike Kenley	152	0	0	0		152
Ed Ellis	0	0	0	152		152
Tony Evans	148	0	0	0		148
Larry Moore	0	148	0	0		148
Ryan Pablo	0	0	0	148		148
Tom Urban	144	0	0	0		144
Ace Rossi	0	144	0	0		144
Jeff Belton	0	0	0	144		144
Mike Tomlinson	0	140	0	0		140
Steve Mylar	136	0	0	0		136
Rudy Flores	132	0	0	0		132

Super Truck

	LV	AL	IN	NH	TX	Best 3
Boyd Hughes	0	200	200	192		592
Bob Claussen	192	180	188	188		568
Orin Sundae	188	184	180	196		568
Chuck Beeman	200	192	0	0		392
Jim Dooley	180	188	0	0		368
Jeff Gilbertson	172	0	192	0		364
Randy Baker	0	0	0	200		200
Jim Hock	196	0	0	0		196
Jeff Gilbertson	0	196	0	0		196
Doug McCallum	0	0	196	0		196
Herman Perkins	0	0	0	188		188
Ross Rettig	184	0	0	0		184
Mike Johnson	0	0	184	0		184
Walt Stone	176	0	0	0		176
Steve Shaw	0	176	0	0		176
Jason Herring	168	0	0	0		168

Sportsmen

	LV	AL	IN	NH	TX	Total
Ryan Yeomans*	200	200	200	0		600
Ricky McSwain	192	188	0	0		380
Mike Dill	196	172	0	0		368
Keith Terry	0	168	196	0		364
Donald Ethredge	0	184	172	0		356
Clyde Dally	168	180	0	0		348
Jeff Burnett	0	196	0	0		196
Trey Delonis	0	192	0	0		192
Cory Holloway	0	0	192	0		192
Dan Mellgren	188	0	0	0		188
Frank Boling	0	0	188	0		188
Terry Betterly	184	0	0	0		184
Harold Burkett	180	0	0	0		180
Rick Gauger	0	0	180	0		180
JB Buford	176	0	0	0		176
Jeff Cleveland	0	176	0	0		176
John Bocher	0	0	176	0		176
Todd Jonas	172	0	0	0		172
Brad Boling	0	0	168	0		168
Mike Beachman	164	0	0	0		164
Lance Cote	160	0	0	0		160
Dion Cross	156	0	0	0		156

Sprint Cars

Randy Baker	200	200	196	196		596
Bob Elliott	196	196	200	200		596
Fred Murry	188	184	182	192		564
Larry Hopson	0	188	188	0		376
Glen Carlson	192	0	0	0		192
Roger Newell	0	192	0	0		192
Todd Holloway	0	0	192	0		192
Herman Perkins	0	0	0	188		188
Jeff Gilbertson	184	0	0	0		184
Mike Johnson	0	0	184	0		184
Wade Bickford	0	0	0	184		184

* 2004 National Champion



OFFICIAL BALLOT

QSAC 2003 Co-Chairman Election

This is the official ballot for the election of one (1) person to fill the position of QSAC Co-Chairmen for a two-year term. Please be sure to follow the ballot instructions carefully to insure that your vote counts !!!

- 1 After review of the candidates mini-biographies, mark your selection in the space provided, next to the name of each candidate.
- 2 Clearly print (or type) your name on the line marked "Print Name Clearly".
- 3 Sign your name on the line marked "Signature".
- 4 Clearly print your 2003 QSAC membership number on the line marked "QSAC Number".
- 5 Cut out and send this page in an envelope, place a stamp on the envelope and mail.

YOUR BALLOT MUST BE RECEIVED NO LATER THAN OCTOBER 3, 2003 TO BE COUNTED !!!

CANDIDATES (Choose only one)

_____ **Tommy Vickers**

Married father of 8,11 years go kart racing, 10 years in tenth scale, 4 years in quarter scale. Currently controls engineer for offshore oil exploration Global Santa Fe, current competition committee chairman

_____ **Mark Aldrich**

I live in Angola, Indiana and currently serve as the QSAC Central District Director. I have been racing R/C cars for over 10 years. I started out racing 1/10 and 1/12 scale electrics. My first quarter scale race was the 1999 Royal Oak (what an event!!). I have been hooked on quarter scale racing ever since. I'm a member of the Great Lakes and Indy quarter scale clubs. I race at as many local and regional races as possible. I have been fortunate enough to attend almost all of the National races (NCS,NTS, and Single) since I started racing quarter scales. I think the most important part about being a Co-Chair is to have an open line of communication with the QSAC membership, listen to all suggestions and ideas and work with the QSAC organization to make the best possible decisions..

1. QSAC Nationals

A. Leave the National Championship Series the way it is with 5 race dates.
Yes_____ No_____

D. Add races to the National Championship Series
Yes_____ No_____

C. Subtract races from the National Championship Series
Yes_____ No_____

D. Change the National Championship Series to a Single National Championship Race.
Yes_____ No_____

2. QSAC Classes

A. Leave the classes the way they are currently structured
Yes_____ No_____

B. Add a Grand National Pro class
Yes_____ No_____

3. QSAC Organization

Should the Regional Director positions be eliminated to increase overall communication?
Yes_____ No_____

Voter Membership Verification (one ballot per member)

Print Your Name Clearly _____

Your Signature _____

Your QSAC Membership Number _____

BALLOTS MUST BE RECEIVED MY OCTOBER 3, 2003 IN ORDER TO BE COUNTED !!

Mail To: QSAC Co-Chair Election, 15166 Center Rd., East Lansing, MI 48823



QSAC 2003/2004 MEMBERSHIP APPLICATION

(print) Name: _____

(print) Street: _____

(print) City: _____ State: _____ Zip: _____

(print) Phone No. _____ Email Address: _____

PLEASE PLACE AN "X" IN THE BOX NEXT TO YOUR SELECTION >>>>>	MAILED NEWSLETTER	DOWNLOADED NEWSLETTER
Full Membership (Includes full QSAC Insurance)	\$50.00	\$40.00
2nd Family Membership (Includes full QSAC Insurance)	\$40.00	\$30.00
Mechanics License (See Note-1)	\$20.00	N/A
One Day Driver License (See Note-2)	N/A	\$25.00

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 Mechanic License _____

Note-2: The "One Day Driver's License" provides Drivers Insurance for one person for one day or one event and can only be used once per year. The \$25.00 fee can later be applied toward the purchase of a "Full Membership" for the same year.

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

Note-4: New membership applications received after July 1st will be valid through December 31st of the same year. The membership fee will be reduced 50%. This policy only applies to new, not renewing members and to the Full Membership classification only.

Amount Enclosed: _____ Date: _____

New Member () Renewal Member () Current QSAC No. _____

Make Checks Payable To: QSAC
Mail To: QSAC, 15166 Center Road - East Lansing, MI 48823

QSAC 2003/2004 MEMBERSHIP RECEIPT

NAME _____

Amount Paid _____ Date _____

Received By _____

(If applied for at a track)

Note-1: Regarding the "One Day Driver's License".

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 \$25.00 or \$15.00 depending upon which newsletter choice is made. This will provide them with a full membership through the end of the year.

It is the driver's responsibility to provide proof of the original "One Race" membership.

Note-2: Membership fees may vary each year.