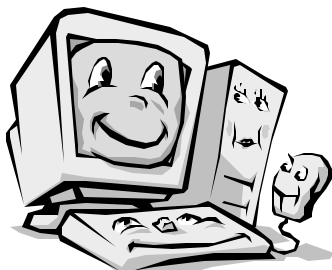




"QUARTER SCALE AUTO CLUB" MOTORSPORTS NEWS

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



**QUARTER-SCALE
The Internet
The World Wide Web
E-Mail, Computers and
More**

So what does Quarter Scale have to do with the Internet, the Web and Computers? Plenty, and if you are "online", you are or should be aware of the benefits available and the future direction our sport is taking.

The basic benefit received is a sharing of information and new technology, a.k.a. KNOWLEDGE TRANSFER.

- The QSAC web site has had well over 7000 visitors, from every part of the world you could imagine.
- The QSAC web site has an area available for QSAC members to register their name and email address. This listing now totals thirty six and grows daily.
- The QSAC web site has a for-sale/wanted section and I know personally that a few cars have been bought and sold from here.
- The QSAC web site, in the near future, will have a dedicated section for local track racing schedules in addition to the national schedule. Now anyone, from any part of the country, will be able scan the web site for your local racing dates. **All I need from the track owners is your schedule!**
- The QSAC web site "discussion forum" has recently been improved with five different "sub-forums" which range from general, for-sale/wanted, and western-central-eastern districts. Visitors to the forum can post their district and local race schedules, results, and track or club news. They can post an item for-sale or wanted, and then join-in an ongoing discussion or start a new one.
- The Starting Grid magazine, which you happen to be reading, has one of the largest R/C related "online" conferences on the Internet. Every R/C related topic, scale, national organization, and manufacturer is represented here and the volume of topics and information available is mind boggling. QSAC is also represented within this conference and has been very popular with it's participants.
- The new QSAC logo's which are displayed within this magazine and on the QSAC web site were created by Troy Robinson with his computer and posted on his web site for anyone's use. In fact, Ace Rossi from Florida, has used some of Troy's logo's to create T-shirts for the NCS race in Montgomery and I'm sure he would be glad to create some for the upcoming NCS races.
- Troy Robinson is also in the process of creating an informational CD-ROM for Quarter Scale racing. This CD will contain drawings, photographs and technical information ranging from car setup, maintenance, disassembly and assembly of

various components, servo selections, gas/oil mixtures, etc. The CD is "geared" toward the new racer as well as the "seasoned" version. Where is he getting his information from? The web of course!

- Craig Prah, co-owner of Carolina R/C Super Speedway, has had his own track web site for a couple of years now. And as you will see by his letter on one of the following pages, his site has created opportunities and exposure for him that would not be available by any other means.
- Our new quarter scale manufacturer, Pro1 Race Cars has a beautiful web site with complete car information, close-up photographs, a complete parts listing with prices and a brochure that you can request emailed to you. Along with all of that, Pro1 has just recently opened it's own conference within the Starting Grid conference. Now potential car owners as well as existing owners can exchange information with each other as well as the car manufacturer. Talk about exposure, that's the way it's done!
- Are you aware that a device is available that attaches to your computer, that will allow you to use your R/C transmitter with the NASCAR computer game? Now you can practice your racing techniques all winter with the same controller you use in the summer. All the controller functions work properly and effect the handling of your car exactly the same as your quarter scale. I have one, and it works great!
- Are you aware that a new servo manufacturer has entered the market? Multiplex is the name and the 1/5 group have been raving about them. The servo's have a micro-processor built into them which allows the user to program the servo speed, centering at any point, throws up to 120 degrees, indirect drive, built-in failsafe, etc. Eight models are available ranging in torque from 42 in-oz to 297 in-oz. Speed ranges from .06 seconds to .20 seconds.

I cannot emphasize enough the importance that "the web" will play in our lives in the future. More people everyday are using their computers to make purchases ranging from flowers for their wife to buying a new car. If they do not make their purchase "online" they at least do their research there to help them make a decision. Manufacturers or retailers who have not yet taken advantage of this sales and promotion tool, have no idea how many sales were lost because a potential customer could not find them on the web.

The newsletter you are now reading was created on an Intel Pentium Pro-200, by a very old quarter scale computer nerd :-)



Message from the Co-chairs

Well, it's March, and you guessed it, time to go racing! Everything seems to be falling into place for a great racing season.

Our organizational chart has been slow in coming, but it will be finalized shortly and published in the April magazine. Some of the newly appointed positions are listed below, and this group is composed of people with a lot of good ideas and are dedicated to make QSAC bigger and better.

- Eastern District Director Craig Prahel (864-834-8782) SC
- Central District Director Roger Watkins (713-477-9141) TX
- Western District Director Walt Stone (909-767-7614) CA
- Long Range Planning Chairman Terry Reniger (616-746-5124) MI

If you need assistance, please contact one of these gentlemen in your area.

- The NCS #2 race in Phoenix has been moved and date changed. The new location is North Houston Speedway and the new race date is May 14-15, 1999.
- QSAC has approved another body for competition in the Grand National and Sportsman class. The bodies may be used in competition after March 22, 1999 and are available from Precision Race Cars. The PRC part number is LGN-5.

Thanks to the following for their contributions to QSAC:

- Shirley Bethel, for her tireless dedication to keeping our financial books in order, and QSAC moving smoothly.
- Gina Pirello, for her tireless dedication in the printing and mailing of the past QSAC newsletters, and for supplying the trophies and plaques awarded throughout the season.
- Tom Hargrave, Leo Mills, and Bob Claussen for all the time and effort spent on the complete rewrite of the rule book.
- Bob Pellegrom, for his work on the newsletter and web site. Without his efforts, we would not have been able to accomplish this move to the magazine you are now reading.

The past problems of Political Polarity are over and any QSAC officer engaging in such practice will be terminated immediately. Both Chairmen are firmly committed to this policy.

Our new rule book for 1999 has been made as clear as possible. Be aware, if a doubt arises, ask before you compete, after the race is over is too late to debate. The new rule book clearly defines personnel conduct at the race track and it will be ENFORCED. Any competitor abusing a race official will be immediately disqualified and suspended from QSAC for one year. Our race officials are unpaid volunteers who deserve our respect for the job they do. Without them we will have a tough time staging and future races.

We know QSAC is healthy, but we still need to grow in the future. One area to attract and keep new racers is through a regularly scheduled local race program. Attending local races, participating and giving technical help to new members will have a positive effect on our sports growth. Let's get off the sidelines and get involved with YOUR organization.

QSAC 1999 has a new face. Our management team is fresh and new. We have some great ideas, and we are rolling in the right direction, but we are always looking for more.

Anyone who would like to contact either of us, please feel free to do so.

Mike Lonnecker (619-596-7844)

Mike Schmidt (713-673-1193)



Message from your Editor

As all of you can see by the above announcements, QSAC is continuing to make changes. These changes, along with more to come, are all "geared" toward making the organization strong and continuing its growth in the future. But as has been stated many times in the past, the strength and growth of our organization is dependent upon **participation** by its **membership** and **support** by its **manufacturers**.

The member participation on the QSAC discussion forum has continued to grow on a daily basis. QSAC members from all over the country are sharing their technical information, their thoughts and suggestions with each other. And as you will see on the following pages, I have listed a few of the ideas and suggestions that have been discussed.

Another new column which is starting this month is called "Driver Profile". John Dallaire had suggested a column of this type and Ken Davis is our first volunteer. So I thank Ken for taking the time to share his background and future plans with the membership and I urge everyone else who is reading this column to **participate**.

The other column "Member Photo Gallery" could not be listed this month because.....I think you know why.....**participation!**

One more time, the content of this newsletter depends upon **participation** by the QSAC **membership** and its **manufacturers**.

The QSAC ball is rolling in the right direction, let's keep it rolling and increase its speed in each and every issue!

Bob Pellegrom

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Rear

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- Awesome!

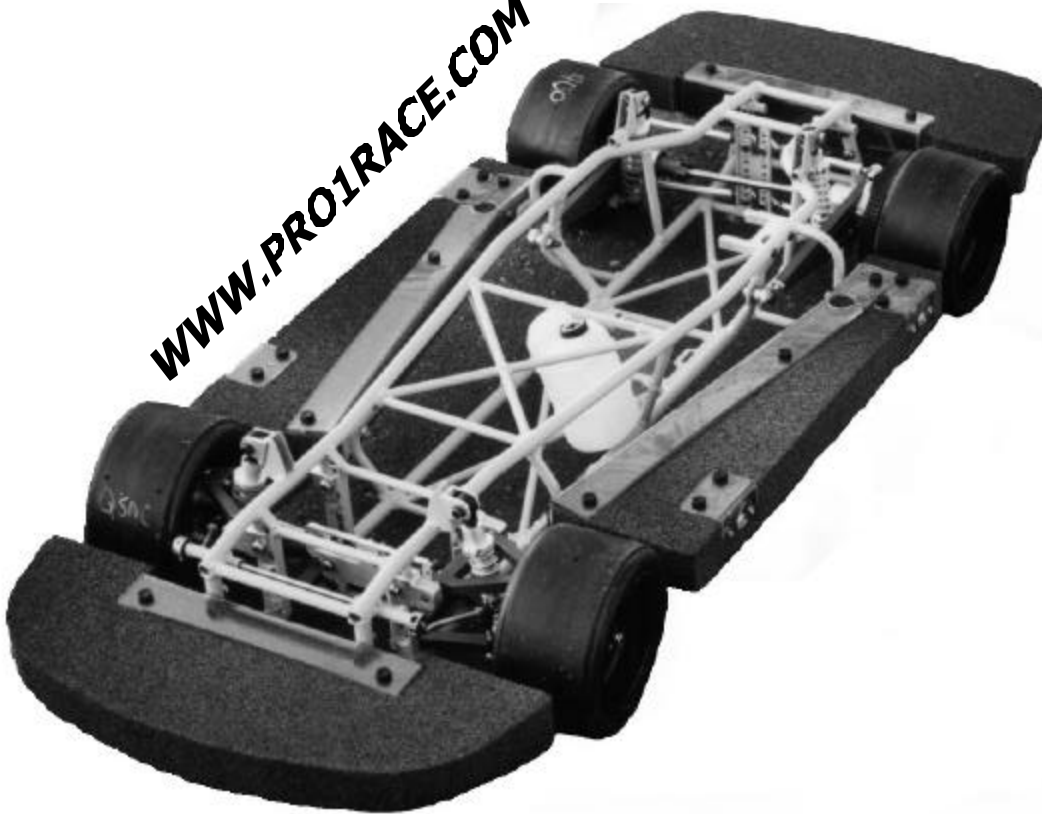
Drive

- 2-HP Zenoh, not shown for clarity

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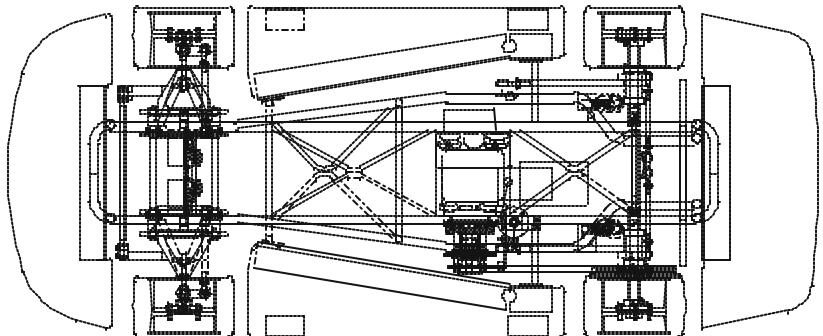


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Quarter Scale R/C Racing Costs

A common misconception in the R/C world relating to Quarter Scale is that it is very expensive. Well, that may be somewhat true, if you only look at your first year investment, but the following year costs are dramatically reduced as can be seen in the chart below.

The Quarter Scale cars available from the various manufacturers in the U.S. are built extremely strong, utilizing chrome moly tubing frames, and aircraft quality aluminum suspension components. They are built to "take a licking and keep on ticking", so for that reason alone a good used car should always be considered for the beginning racer. At a later date, if he or she wishes to upgrade their "ride", the money that was initially spent on the used car can be recouped and applied to the purchase of a new one. The costs listed in the chart below are only averages. They will vary either up or down depending upon the age and condition of the used equipment purchased or the quality and/or source of the new equipment purchased.

A few people have suggested that the manufacturers should introduce a "below \$1000 car", geared toward the new racer. Well if you break down the "fixed" costs to the manufacturers, you will see that it would be impossible to build a car that is strong and durable enough to withstand the racing speeds and collisions that our cars are subjected to. Sit down with a paper and pencil and list all of the components in your cars and their associated costs. I think you will find out that paying from \$1200 to \$1800 for a new car is not such a bad deal after all.

The letter shown below was submitted on the QSAC discussion forum by Les Blechynden. This letter demonstrates how devotion to the hobby you love and enjoy can overcome the costs involved with it.

	Average First Year Costs		Following Year Costs
	Used Car & Radio	New Car & Radio	
Complete Car (with body & tires)	\$750.00	\$1,500.00	
PCM Transmitter & Receiver	\$150.00	\$350.00	
Servo's (3)		\$200.00	
RX Battery Pack	\$15.00	\$15.00	\$15.00
Battery Charger	\$65.00	\$65.00	
New Body & Paint			\$200.00
New Tires			\$175.00
Fuel / Oil	\$40.00	\$40.00	\$40.00
Gears (spare)	\$65.00	\$65.00	
Belts (spare)	\$25.00	\$25.00	\$25.00
Spark Plugs	\$15.00	\$15.00	\$15.00
Shock Oil	\$25.00	\$25.00	\$15.00
Spring Assortment	\$45.00	\$45.00	
Misc. Spare Parts	\$100.00	\$100.00	\$100.00
QSAC Membership	\$50.00	\$50.00	\$50.00
Race Entry Fees	\$200.00	\$200.00	\$200.00
Totals	\$1,545.00	\$2,695.00	\$835.00

The initial costs are high sure, but consider these facts from where I race in Australia. At about 3000 dollars to land a car in Australia it was too expensive for me to get involved so I set out to build my own car. After a lot of attempts I got a car on a track for less than five hundred dollars (aud). Sure it looked like something from the Flintstones and it did not quite conform to all the rules, but the great team of people running quarter scale in oz overlooked them and helped me race. I met a lot of nice people and they have encouraged me to compete all over Australia (I live on the west coast). We still don't have a dedicated track and I only compete twice a year as I have to fly 4-6 hours to get to the other venues.



Gradually I have progressed in manufacture and I make do with whatever parts I can buy or I have to make them. I currently have about four cars in progress and I'm finding time is my greatest enemy.

I am readying two cars to take to the national championships in Adelaide (south Australia) and I estimate it will cost me about two thousand dollars by the time I come home.

I guess my point is as long as there is encouragement, somehow costs become secondary. We are endeavoring to encourage the sport down here and as long as the same band of dedicated quarter scalers continue, we will be around for a long time.

The secretary of our National Quarter Scale Speedway Association, Keith Noble, has worked tirelessly to promote the sport. Keith is now in the US somewhere and I hope some of you guys get to meet him. He sure is a character.

Thanks for the forum and keep up the good work

Les Blechynden (L&S Quarter Scale Racing Western Australia)

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Robert Pellegrom
815 Huntington
Mount Clemens, MI 48043
Phone 810.465.7377
Email: koncepts@globalbiz.net

Idea From the QSAC Discussion Forum

Attn QSAC board members:

Has QSAC pursued a Series "Title" Sponsor for QSAC Racing?

Here is where I'm going with this -- I believe "QSAC IS BACK".

Thanks to Bob Pellegroni, Troy, etc. We have a web site I'm proud to say showcases QSAC superbly to the nation!

- #1. We've got the right sized cars!
- #2. We've got the sounds, smells, and speed!
- #3. We've got safe racing at a sensible cost!
- #4. We've got a great web site!
- #5. We've got the Manufacturers, Clubs & Tracks for a QSAC support base!
- #6. We need a series sponsor!

In a previous E-Mail I tossed out the what ifs of getting these cars on a track of 1/4 mile MAX!

I've talked to owners of 1/4 mile paved ovals about QSAC and asked them to check out our website. They were amazed that R/C racing has come so far. They like the idea of running main events on selective days or on Sundays once per month, but would like to promote QSAC and tie the sport in with the "collectible craze", especially the 1/4 scale Simpson helmets now available for NASCAR, INDY, F1, Drags which they stock in their souvenir stands. (check out Simpson helmet corp.)-- Can QSAC consider approaching "Simpson Corporation" or a Collectibles Corp. and see if a sponsorship could be worked out to support our "National Championship Series"?, if we say mount their helmets in our cars as advertisement? I have nothing against the way things are now, or the many go-cart tracks we run on but I think that with creative thinking and some track testing QSAC could "flirt with" and cater to the Big Time Racing world, even if it would mean to promote or advertise "their products". If QSAC could capture a big racing name for endorsement or sponsorship it would give QSAC greater exposure!.....Alan.

P.S. I called Simpson and they can create QSAC logo 1/4 scale helmets which I feel would be great as trophies for main events, mount in cars, or even to sell along with the QSAC hats, shirts etc. 8-)

Alan Anderson

(Excellent idea Alan, Lets see if one of our committee people can help us out here.....Editor)

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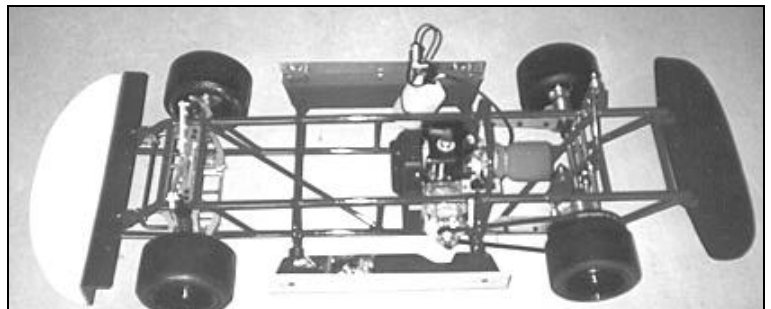
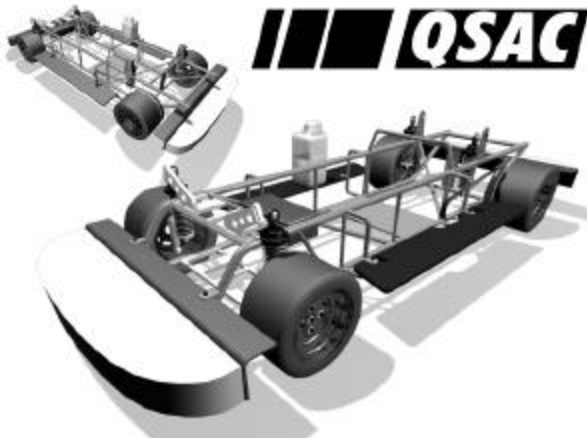
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The WCM K1-E (Evolution)

Featuring all the best designs and components of the K1, combined with a totally new, innovative, correct-geometry front suspension system with wider spring-base, more efficient roll-control and an exclusive, built-in automatic caster-change, to ease transition into and out of the turns!

\$1200.00 (Less Body)



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MOUNTING CAPPED TIRES

Supplies needed:

- Wheels, Hosts, Flat Bands
- Super Glue (Hobby stores - red bottle-thick gap filling)
- Tire Alignment Jig (BRP has a good one)
- Sandpaper (40 & 80 grit) and sanding block
- Alcohol
- Black electrical tape
- Vise to hold tire jig
- Drill press or lathe or drill motor
- Lots of patience and good control of your temper

NOTE: If you do not have all of the above items, especially the last one, buy your tires assembled!

Step-1 (Preparation)

- All surfaces to be glued must be sanded to remove any shine and then wiped clean with alcohol. This includes the wheels, the inner diameter of the hosts, and the inside of the bands. This step is very important. All these surfaces must be "ruffed up" and cleaned thoroughly for good adhesion.

Step-2 (Mounting Wheels to Hosts)

- Apply a zigzag bead of super glue on the outer diameter of the 2" wheel half and spread evenly with a Popsicle stick.
- Apply a zigzag bead of super glue on one half of the inside diameter of the host tire and spread evenly with a Popsicle stick.
- Press the 2" wheel half into the host. (Quickly and do not stop halfway)
- Apply a zigzag bead of super glue on the opposite inside diameter of the host tire and spread evenly with a Popsicle stick.
- Slip the assembly, 2" side down onto the tire alignment jig.
- Press the 1" wheel half into the host, aligning the halves with the alignment jig.
- Install the compression plate and nut onto the alignment jig and compress the wheel halves together.
- Stretch electrical tape around the outer diameter of the host. (This will apply pressure on the host to the wheel)
- Install the wheel flange bolts / screws.
- Remove assembly from alignment jig and let dry overnight.

Step-3 (Truing the Host-Wheel assembly)

- Mount the "cured" assembly on a spare hub/axle and install in a drill press or lathe or drill motor.
- Spin the assembly and true the diameter by holding the sanding block with 40-grit sandpaper against the host.
- Only enough material should be removed to true and "ruff up" the host.
- Clean trued host with alcohol and let dry.

Step-4 (Butt Gluing the Bands)

- Wrap a band around the host-wheel assembly to determine the band length required.
- Subtract 3/8" from the above measurement and cut the band to length. (must be straight cuts at both ends)
- Scuff up (with 80 grit) the butt joints and clean with alcohol and let dry.
- Apply a thin bead of super glue to one end and stick together. (Hold in place until dry)

Step-5 (Install band onto Host-Wheel assembly)

- Clean the outside of the host, and inside of the band again with alcohol and let dry.
- Slide and align the band over the host/wheel assembly.
- Tape one edge of the band to the host to keep the band from moving.
- Now fold over one half of the band over itself.
- Apply a generous bead of glue in the fold area between the host and the band.
- Roll the band back, working the glue upward. Before you have almost rolled the band flat onto the host, tip the assembly so the excess glue can drip back into the glue bottle.
- Stretch electrical tape, starting at the center of the host and wrapping out toward the end.
- Wipe off any excess glue.
- Repeat above for opposite side of band.
- Let dry overnight.

The Final Steps

- Balance tire assemblies if necessary.
- Install tire assemblies on your car.
- Begin removing super glue from fingers (should take about two weeks)

This article was created on an Intel Pentium Pro-200, by the same very old quarter scale computer nerd :-)



Carolina R/C Super Speedway and the Internet

We've had a web page on the net for about two years now. Our Carolina site averages 300-500 hits a week from all over the globe. The countries which are represented would probably boggle the minds of most geometry students. It appears to be very popular in Australia and the other top hitter is Malaysia. Who knows why, but it is. I have gotten e-mails from people all over wanting to know about R/C racing, how to build a track, what kind of bitumen we used (asphalt for us Americans) and things like that. The internet is an awesome tool and we should exploit it for all it's worth.

Last year about this time I received an e-mail from a gentleman who said he was the producer of the Monster Madness program which airs on TNN on Friday nights. This is mostly truck pulling, monster trucks, mud racing and other various motor sports. He was inquiring about bringing a crew down from Charlotte, NC (about 1.5-2 hours a way) to do some filming of the track, do some interviews and such about R/C racing. My first reaction was, "yeah right" must be a joke. But it wasn't. After talking to him we set up a time and they came down, cameras, sound man and all. They spent 3 hours there but condensed it all down to about 5 minutes when it aired. But so what! We made national TV! When I asked him how he found us it was by browsing through the internet.

2nd Case. Just a few weeks ago I noticed a post on our message board from a lady with an advertising agency in NC that represented a group of Utilities Providers in our area. She was looking for material for a quarterly newsletter about interesting places in the area. She was just searching the Net again and found us

there. This newsletter reaches 70,000 homes in our area. I sent her a write-up and am looking for it to come out in March.

So the power of the net is with us. It's nothing to fear, but takes time to learn. Just like riding a bike or learning to drive.

Tracks and clubs can easily get internet exposure. Most service providers give you a small amount of web space free and some even provide the software to build the page. Fred Murry's and Ace Rossi's pages are good examples of simple and concise. But they get the message out. If you do establish a web site, register it with some of the Search engines. YAHOO is probably to most widely used. Another MUST is the RC WEB DIRECTORY provided by Tower Hobbies. Hobby Shack is another. I had them notify ME that they were adding a link to my page. If it's 1/4 scale related send an e-mail to other 1/4 scale "webmasters" and trade links. Put a link to their page on your site and ask if they'll put one to yours on theirs.

Encourage people who have access to use it. Express opinions, ask questions, trash talk (in a polite way) the guys you race against and whatever. We really need to encourage (with a catle prod) some of the QSAC leaders in all ranks who have access to get in here and use it. They are some of the lurkers I'm afraid. I spoke with one who said he comes out here and looks occasionally. But he's never posted anything, and he REALLY should. But when our leadership or others do come on board let's not jump on them like a pack of wolves. That discourages people from speaking up.

We're in the information age, so let's get the information out there! Craig Prah

Driver Profiles

Hi, I am Ken Davis a QSAC West rookie. I am 51 years old and I race in California.

I started out as a 1/10 scale electric racer In parking lots. I got REALLY bored at that after 6 months so I got with Rich , who is now my Crew Chief and told him I wanted something bigger to race.

He showed me an article on 1/4 scale racing . I liked it so I found out where to get a used car. I bought a New Era car, and entered my first race. I finished In 6th place, and I was hooked big time!!!! After about 2 more races I ordered a WCM car from a local racer.

I was on cloud 9, new car and I was ready to take on the WORLD !!!! One problem I did not realize how strong the cars were. I was at a parking lot race, with a portable track, in my first heat I got hit so hard It took off my right front wheel !!! I had no parts to fix my car. Fellow racers tried to fix my car, but 30 laps goes by FAST. It was a very hot day (110) and I had 92 pump gas. In the main I got to about lap 30 and my engine vapor locked !!!! I got help, but it was too late. Then I found out what that funny BLUE fuel does.

My next and last race for the season, was at Las Vegas. Nice banked track, but I got an easy lesson. Don't show up on the morning of the race and expect to qualify !!!!! After 2 hours of hot lapping I thought, oh well I am ready. WRONG. I spent more time on the wall than In the groove !!!

Now I am ready to realize you have to be prepared, just like the BIG boys, only on a 1/4 scale.

Now that I have told my rookie story , let me tell you my plans for 1999. I have plans to be a better driver, I have learned that quarter scale is not as easy as I planned . Good people that take this sport VERY seriously , I have started a team to compete . It Is K&R Racing , myself and my Crew Chief (Rich Truemen) have worked hard over the winter to compete!!! We may not win a lot of races, but we will compete . I LOVE the sport and the racers . As we win races we will provide pictures, but until we do that, we will race and enjoy the sport of 1/4 scale !!!!! I would like to thank ALL of the people that have helped us.

Ken Davis {K&R Racing #66 }

WANTED

DRIVERS FOR THE SOUTHERN SPRING SHOOTOUT

SATURDAY APRIL 24, 1999
12:00 high noon
At Carolina R/C Speedway
Easley, South Carolina

Classes for:

1.25hp Sportsman

Super Trucks

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Concourse Competition for best overall

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Awards for 1st – 10th in the A-mains

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Be there! Unless you're YELLA'



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FEB 5-7, 1999	Lakeland, Florida	The "Southeastern Icebreaker Championship"
MAR 19-20, 1999	Montgomery, Alabama	#1 – QSAC National Championship Series
APR 24, 1999	Easley, South Carolina	The 1st "Southern Spring Shootout"
MAY 14-15, 1999	Houston, Texas	#2 – QSAC National Championship Series
JUL 23-24, 1999	Noel, Missouri	#3 – QSAC National Championship Series
AUG 21, 1999	Royal Oak, Michigan	The 11th Annual "Royal Oak Grand National"
SEP 17-18, 1999	Isanti, Minnesota	#4 – QSAC National Championship Series
OCT 6-9, 1999	Las Vegas, Nevada	Las Vegas Super Nationals
OCT ?, 1999	Easley, South Carolina	The 2nd "Mason-Dixon 300"

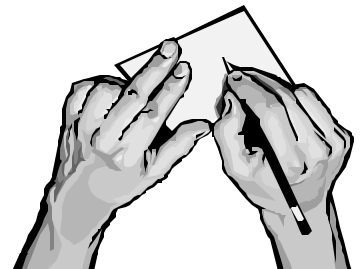
TRACK OWNERS, LOCAL CLUBS, PROMOTERS

Send me your 1999 race schedules and specialty Quarter Scale events as soon as possible. Remember that the "publishing deadline date" for the April issue is the last week in February !!!!

NCS TRACK OWNERS

Please start working on your NCS flyer ASAP!!!
Send me a complete description of the event plus details of your facility with photo's.
Let's promote and give these events the recognition they deserve.
I need your information 1-1/2 months before the magazine issue date!

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Renewal () New () QSAC No. _____ **Date** _____

Note: Expires Dec. 31, 1999 (Membership Fee Non-Refundable)

Amount Enclosed \$ _____

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Mail to: QSAC, 5817 Highway 83N, Abilene, TX 79601

Full Membership \$50.00 – 2nd Family \$45.00 – Juniors (under 18) \$40.00 (Includes QSAC Insurance.)

Subscription Associate \$20.00 (\$30.00 Overseas)

Note: A Subscription Associate membership provides only QSAC newsletter entitlement.

Mechanic License \$20.00

Note: A Mechanic License is a QSAC membership entitling the holder only with QSAC insurance.

A Mechanic License must be obtained through a licensed to race QSAC member. This License will only permit the holder in the "hot pit" area but will not insure him/her to drive a car.

Membership period runs from October 31 to December 31 of the following year.

"Horsepower is like money....what you do with it is more important than how much you have...."