

Congratulations to all Quarter Midget drivers using Advanced Racing Suspensions shocks

2009

Eastern Grands

Jr. Honda - Brennan Spencer
 Sr. Honda - Christopher Tullis
 Heavy Honda - Anderson Bowen
 Jr. Stock - Harrison Burton
 Sr. Stock - Bryant Dawson
 Lt. 160 - Christopher Tullis
 Hwy. 160 - Martin Tuck
 Hwy. AA - Ryan Blaney
 Half - David Mikitarian
 W/F - Nicholas Drake

**10 wins out
 of 15 races**

Battle at the

Brickyard

Jr. Honda - Max Price
 Sr. Honda - Ross Rankin
 Heavy Honda - Mike Gass
 Jr. Stock - Logan Wennesheimer
 Sr. Stock - Brayden Trigueiro
 Lt. 160 - Frankie Nervo
 Hwy. 160 - Cannon Konzer
 Lt. B - Zachary Hampton
 Lt. W/F - Gage Walker
 Hwy. W/F - Cannon Konzer

**10 wins out
 of 16 races**

2009

Dirt Grands

Jr. Honda - Logan Wennesheimer
 Sr. Honda - Cale Thomas
 Jr. Stock - Dustin Davis
 Sr. Stock - Jesse Holt
 Hwy. Mod - Patrick Perone
 Lt. 160 - Quinnton Bear
 Hwy. 160 - Danny Lane
 Lt. B - Kyle Lee
 Lt. AA - Frankie Nervo
 Hwy. AA - Keith Koontz

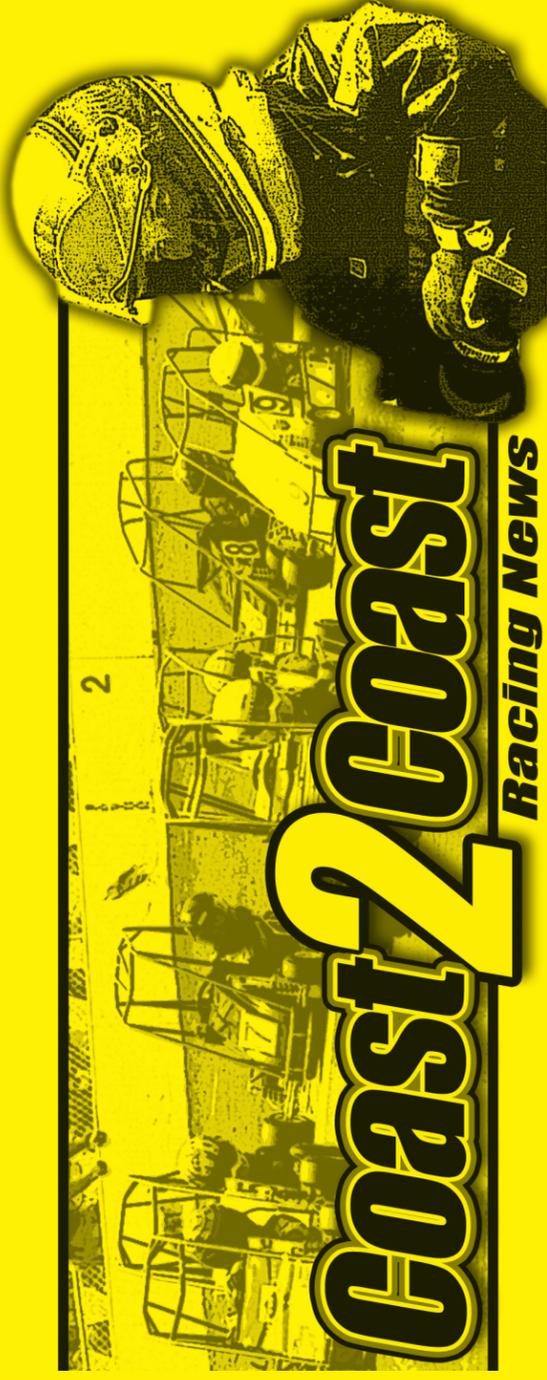
**10 wins out
 of 15 races**

***Not all big race winners have ARS shocks
 but that's only a matter of time!!!***



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www.advanceracing.net



March 2010

National QMA Judging Procedures New for 2010

Event Information Inside



USAC Goes to Disney

Chase Dean leads Will Raber at the 2010 Ohio Indoor Event. During the Winter Months racers and families converge on the Columbus State Fairgrounds for some of the most competitive racing in the country.
cover photo by Motion X Images

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Zero Error Racing, Inc. has earned a reputation as being a company that develops and produces some of the finest high performance parts and accessories available in the world of Quarter Midget racing! For example, our engine and axle gears for Quarter Midget racing are the top selling gears in the industry. Several of the top chassis manufacturers use Zero Error Quarter Midget racing parts in their cars! Experience the "Thrill of Victory", with Zero Error Quarter Midget high performance parts and accessories!



Top Stories

That You Should Know!

In 2009, USAC Racers utilized Hoosier Tires exclusively and now many QMA Regions and Clubs are deciding to run the Hoosier brand making a Spec Tire in an effort to save racing families money.

USAC Adopts Briggs and Stratton Animal Engines for 2 classes of .25 Midget Racing.

Briggs and Stratton again commits to Savings Bond Program for 2010.

Two Brand New Clubs in QMA Region 4 - Ohio River City - tmarks@tmtcompanies.net and Central Ohio QMA - beagler43105@yahoo.com

North Carolina and Metro Atlanta have joined USAC sanctioning body for 2010.

Congratulations to the following host clubs for QMA National Events in 2011. Taylorville, IL for the Dirt Grands, Washington for the West and Oaklane for the Eastern Grands. Start making plans now!

QMA State Race Events

Region 1 - May 28 - 30, Thompson, CT
'Lou Sherman Memorial'
Pre-Register at www.littlest Speedway.com

Region 2 - Asphalt - May 29 - 30 - Syracuse, NY
Region 2 Dirt - May 29 - 30 at Blackbird QMA

Region 3 - Apple Blossom Classic - Cumming, GA along with the
Region 3 States Race - April 23 - 24

Region 4 - Waterford - May 29 - 30

Region 5 - Terre Haute - May 22 - 23

Region 6 - River City - Austin, TX - May 29 - 30
Test & Tune for the 2010 Western Grands!

Region 7 - Minnesota May 28 - 30

Region 8 - May 23 - 24 - Magic City, Billings, MT

Region 9 - Langley, BC Canada May 23 - 24

Region 10 - Capitol Club - Rio Linda, CA
May 15-16 *Test & Tune for the 2010 Dirt Grands*

Region 11 - Good Times - May 15 - 16

Region 12 - Valley of the Sun - AZ - April 17

Region 13 - New Smyrna - May 23

Calendar of Events

USAC Generation NEXT
March 27-28 - March Midget Madness - NC

Easter in San Antonio
Come Race in Region 6 - April 3rd

USAC Generation NEXT
April 10-11 - Eastern District Race Event
Atlanta, GA

California Monza #2
April 17 - 18 - American

Indiana State Championship
Mini-Indy April 24-25, 2010

Earl Wilcox Memorial (Red, White & Blue)
Silver City QMA - April 24, 2010

Robbie Stanley Memorial
May 8 - 9
Region 4 Event - Mini Indy Club

USAC Generation NEXT
May 8-9 - Western District Championship
- Orange Show, CA

California Monza #3
May 22-23 - Tri-Valley

Jun 5-6 - Midwest Championship - Kokomo, IN

"The Mickyard"
- WALT DISNEY WORLD Jun 16 - 19

QMA 2010 Eastern Grands - Mini Indy
June 26 - July 3, 2010

USAC The Battle at the Brickyard - Indianapolis
Motor Speedway Jul 7-10

Silver City QMA - Monza Race July 24-25

QMA Western Grands - Austin, TX
July 25 - July 31, 2010

Jul 30-31 The Little Hoosier 100 Newton Park
Lakeville, IN

QMA Dirt Grands - Rio Linda, CA
August 7 - August 14, 2010

Indiana State Championship
Terre Haute August 14-15, 2010

Roadrunner - Balloon Classic
October 1, 2, 3 - Albuquerque, NM

Ernie Bose World Record Race
November 19 - 21, 2010 - Orange Show

Fall Nationals at North Carolina
Thanksgiving Weekend

"Thunder on the Mountain"
Valley of the Sun - Phoenix, AZ

Silver State Winter Nationals
at the State Line - Primm, NV
December 1 - 5, 2010

If you are having a special race please send us an email - c2cracenevents@aol.com. We will add it on this list and post on QuarterMidgets.com

California Monza Series



Presented by

VEGA

The Oldest Racing Series in all of Quarter Midget Racing

March 13 - 14 Galante Record Breaker - Madera
April 17 - 18 American Club - Sacramento
May 22 - 23 Howard Memorial - Tri-Valley
Aug 28 - 29 Jay Gradia Memorial - Baylands
October 2 - 3 Jerry Mostek Classic Record Breaker - Madera

Come out West for the 2010 California Monza!



JUST A REMINDER: Please send us your Club Contacts, Race Results and Upcoming Races.

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from the Editor

I can't believe it is race season, again! It's been a very cold, snowy winter everywhere. I spent a month, over the holidays, in Charlotte with my boys. I flew into a snowstorm in Greensboro that reminded me of the snowy Colorado that I had just left behind!

Some people across the country tell me they know nothing about the 2 sanctioning bodies for quarter midget racing. Never before have there been 2 different organizations! QMA is over 50 yrs old. In just one short year, things have changed dramatically. A large group from Region 4 was really the first group of people that actively looked for an alternative to QMA. There were many reasons & they differ depending on who you talk to. In the first year, USAC added to their family; the Toledo Club, Miami Valley, Kokomo, Mac-o-Chee, Tampa, Las Vegas and the Orange Show Club in Southern, California. Now QMA's Region 3 has been in the news over the last few months. The Quarter Midget Club in North Carolina, spearheaded by Bobby Labonte, as well as the Metro Atlanta Club in Georgia, have both changed their affiliation to USAC, recently. QMA's Region 3 will now be made up of Nashville, North Georgia in Cumming and the Huntsville Club. (Home of the 2009 Eastern Grands) QMA overall, has added two brand new start-up tracks in 2010.

California is a huge state as you know. One of the oldest series in the history of QMA is the California Monza. For many years, racers from the state of California built a series at 4 different venues, even though there is 2 QMA Regions; there was ONE Monza Series shared by the American Club- Sacramento, Baylands (San Jose), Madera, (Madera) & Pomona. After Pomona lost their track, Orange Show inherited its history & was part of the Monza. As fuel prices began to rise & Las Vegas was added to Region 11, the Monza became a huge point of controversy. In 2008, California racers were forced to choose. The Western Grands were in Sacramento, the State Race was in Vegas for Region 11, plus 4 legs of the Monza & that adds up to a lot of fuel! For 2009, the Madera Club just didn't want to lose the tradition of the California Monza so they put 3 events on their "Good Times" calendar & called them the Monza. They had good car counts; having visitors from the north & the south. The last event honored Jerry Mostek. For 2010, many gathered together at the 2009 Silver State Winter Nationals to discuss the Monza. The California Monza Lives On! Check out

the ad on page 3 for the dates.

The QMA National Meeting was held in February at the South Point Hotel Casino & Spa in Las Vegas. As in past years, those attending the meeting were sworn to secrecy until the meeting was complete. Several weeks after the meeting, I sent an email to each one of the current National Board Members asking them a couple of questions, but only received one response. Things have been busy for the 2010 QMA Board of Directors. They have published most of their meeting results way before the April date which hasn't happened in a very long time. They had some technical issues with meeting their advertised date for on-line Grand National Registration but a week later, they were up and going. Some say it is working great! They are working to develop email capabilities to all QMA Members like USAC has.

To my knowledge, one of the biggest decisions to come out of a National Meeting in years was that each Region &/or Club would be able to choose a specific tire to be used in their area. This can be good to control costs so that everyone racing at an event will have the same options for tires. Hopefully, this will control some costs for families as tire bills have become excruciating. Back 3 years ago, QMA formed a committee to look into a specific tire for QMA. Some say, it was a way to bring in 'mega bucks' in sponsorship to the National organization and some wanted it to save the racer money & bring more parity to events. The committee voted to choose Firestone because they had offered some kick-backs to QMA & they had enough compounds for many different track conditions. At the time, Dunlap wasn't really interested in offering any sponsorship & some felt that Hoosier compounds just weren't perfected as they had only been working with quarter midget tires for a short time. The whole issue was shelved. Last year when people complained about the notably fastest tire, the Vega, about its longevity, the manufacturer was approached about making the tires last longer. Vega added 33% more rubber to their tires. When racers began purchasing them, they were noticeably slower. So as racers do, they began to shave off the new rubber. I have been told that shaving tires can make them faster, but they certainly won't last very long. The other issue, some racers were showing up with the older Vega Tires and they were going faster. The whole tire thing has seemed to be a cluster! Now

enters Hoosier Tires providing a spec tire for USAC racing. USAC Handler's are documenting extreme tire savings, track records & more parity at their races. Some QMA Regions & Clubs are choosing to run Hoosier Tires for 2010 which may make crossover between the two sanctioning bodies, much easier for racers, but the question many ask.... will the handler be knowledgeable enough about their tire program at Grands Time?

Another huge issue discussed at the National Meeting was the Honda Engine platform. Honda has been one of the most valuable assets that has kept QMA in existence. For years, Honda was a very gracious Grands sponsor giving each host club \$10,000. The economy has hit everyone hard & the last 2 years, Honda has still been able to continue sponsorship, giving each host club \$3,000. Recently, Honda Engines have been produced from Thailand. Engine builders, as well as Tech people know that there are many differences in the Thailand pieces. Honda notes that when the engines came from Japan, specific, non performance items were not an issue for an engine that was built to run your lawn mower or generator. In Thailand, each piece is inspected & attention to workmanship is not compromised. This change in production location along with part sourcing changes has opened up many areas in both the GX 120 & 160 to subjective tech. Deburring operations in the intake/exhaust ports, the crankshaft counterweights, timing key, and the flywheel may force tech officials to decipher what was factory & what might have been done by the racer/builder. Changes in part sourcing has placed an additional stress on our industry as variances can be seen in piston pop-up, cam profile, carburetor venturi sizing, and the quality of parts in general are now unknown and changing. Quite honestly this has become a technical nightmare for quarter midget racing. Honda wants to continue to provide engines for quarter midget & .25 Midget racing. They have stated this at meetings and it is well documented. They have said that 'conceivably' they would like to open up a Honda Performance division, much like Briggs and Stratton, so that some of their engines could be held to less EPA standards, making them more conducive to racing tech specifications. Additionally, Honda would like to produce an engine for quarter midget racing that would not include the specific parts that are removed from the engine, such as the gas tank & the pull start. The way the economy is across the world, this might be tough to do, at the present time. But Honda has assured both

racing organizations that they are trying to work within their means to keep Honda Engines in the sport.

For 2010, USAC has developed a six race series to determine an "East Coast Challenge" Champion. The six races are slated from May to October. Lanier Speedway near Atlanta, home of the Metro Atlanta Quarter Midget Association, will open & close the series. Races are also scheduled at NCQMA Speedway in Salisbury, NC, & at the Ambassador Racing School track in Winauma, Fla., home of the Tampa Bay Quarter Midget Racing Association.

USAC has also imitated their Silver Crown, Sprint and Midget Series by creating a National .25 Midget Series called Generation NEXT. It will encompass 10 different venues including their National event - "Battle of the Brickyard" in July, at the famous Indianapolis Motor Speedway. These championship honors will be determined by the top 5 points totals, out of the 10 races.

For the first time ever.... a major promotional opportunity is available for your racers. USAC presents the "Mickyard" at Disney World. This event will be fun and will showcase quarter midget racing to a captive audience of children & their parents at a venue that is all about children & families. Will you be going to Disney in June?

Mini Indy (East), Austin, Texas (West) and Capitol in Rio Linda (Dirt) Clubs are all working very hard to bring you to their Grand National events this summer. I have spoken with all of them & they are excited to be hosting the summer "games" for their QMA Clubs. Mini Indy already has 449 cars pre-registered! The Austin Club pre-registrants are 150+.

Region 5 has a healthy Regional schedule, with 6 events. Don't forget their annual Spring ShootOut Indoors at the Illinois State Fairgrounds, March 27 - 28. Mini Indy is hosting the Eastern Grands, June 26 - July 3rd & Terre Haute hosted the Dirt Grands in 2009. The 2 Indiana Clubs have joined together to work side by side at the Eastern Grands, in addition to creating an Indiana State Championship.

Once again, the I-70 Club in Illinois is hosting their March Madness Series.

Region 6 will have their State Race May 29th at Austin, Texas, where the Western Grands will commence on July 25th. The Dirt Grands will be in Rio Linda, California, August 7 - 14th. Hagerstown will again run their Duel in the Dirt, July 28-31.

The Silver City Club confirms that they will hold their Monza series again this summer.

I spend hours creating Coast 2 Coast Racing News. I can't thank the many that contribute to this publication so that many racers & their families can see what other clubs are doing, see their racers name in print and learn from our Tech articles. I have learned from many with me, before me and against me that you will NEVER make everyone happy. It is difficult to tell my readers news without having someone thinking you are targeting them. Vega & Hoosier sell tires, Nervo, Stanley, BullRider & Talon sell cars, (among others) A Main, Dirk, Scott Racing, Shelton, Macon Morgan, & Steve Baker (and many others) sell engines, Corey Phillip, Bob Leboie, & Trimble sell shocks, and Derik at Zero Error makes the best components for racers. I produce news for quarter midget racing.

I invite you to read through this issue of Coast 2 Coast. I've included a few Technical Articles so that you can get going this season. It's been a while since the last issue. We have been moving our subscription list & updating software. Subscriptions will now be handled through the North Carolina address. Please send subscriptions ONLY to Coast 2 Coast Racing News - P.O. Box 1258 - Concord, NC 28026. As always, if you need some extra copies for a promotion, let me know. When you start your 2010 season, please take a group photo of your Novice drivers and send it to us. The new little drivers love to see their picture in the paper. So last but not least, a little plug for my boys. All my children, Stephenee, AJ and Matt Supan, raced quarter midget race cars collectively for over 10 years. Together they own 22 National Championships. You see Stephenee at least once a year with me at big events. The boys will graduate from UNC Charlotte this May. Their desire is to help people figure out their shocks! They have some of the latest equipment and are ready to recondition & service your shocks. Check them out at SBS - www.supanbrothersshocks.com

This quote from Lance Armstrong - "The secret to having it all is knowing it". I don't think that means going through life snubbing your nose at the guy who stays 30 nights in a Motel 6 or a tent, at the races. I think it means that we should be always thankful for the many blessing we have. Quarter Midget Families spend weekends together! Ask around at your next PTA Meeting to see how many other families have that opportunity!

Have lots of fun racing Quarter Midgets & .25 Midgets in 2010.

Debi Supan

How About the QMA National Meeting - 2010

Coast 2 Coast Racing News sent a few questions to each member of the 2010 Board about their feelings about the National Meeting. Take a look at our questions and answers from Mr. Mark Tobey, QMA Safety Director. This is the 5th QMA National Meeting you have attended, correct? Actually this was my 4th National Meeting. I was not able to attend my first year as RD.

How did the meeting go and can you compare this meeting to others? This meeting went very well. We all worked together on a few committees, and there was commitment for all of us to continue to work together on multiple ideas and platforms throughout the next two years that will continue to make QMA and it's clubs successful.

You were on the Region Board for 4 years and now you are a National Board Member. Do you think you are better prepared to serve on the National Board, being a Regional Board Member first? Yes, I do think that I am better prepared. I have had a very active past 4 years being a RD, serving Region 2. It is much easier entering this new role when you know 95% of the people attending the meeting.

Did you make any changes to safety rules for QMA drivers for the year 2010? Yes a few things have been changed; Cam lock belts have been approved to be used within QMA. All head and neck restraints that are listed with a SFI 38.1 will

now be approved. I also introduced the idea of a Remote Engine Shut Off switch that could be used for Ride & Drive Days. The product number is ES6VU• JB. Each car would require a complete kit at a cost of about \$80.00. The Board vote was to accepted this as a recommendation, but not make it a rule just yet.

What do you feel is the most important aspect of your office? Anything that is related to safety is the most important part of my office. I will also be working to assists with new track development. As long as I have been in QMA, I have always been interested in new clubs and the development of their facilities.

There has been so much controversy over tires in quartermidget racing. Was there much discussion regarding tires and what was discussed or resolved at the meeting? Tires were discussed regarding the two RCPs. One of the RCP's did pass with some minor changes by the RD's. (info added) Clubs and / or regions have local option to specify a required right side tire manufacturer and / or compound for their local events only if the following conditions are met:

33.B. If required, the local spec tire(s) must be approved by a majority vote of the appropriate club membership for a club level spec tire and the majority vote of the clubs for a region series spec tire. 33.C. Each

type of required tire must be readily available to all members choosing to participate at an event. If it is not readily available, then the tire requirement may not be enforced for that event. 33.D. If a club or region does require specific tires, the details of such requirements must be posted at least two weeks prior to any affected event on the club's schedule, format, and web site if they have one.

What was the highlight of the meeting for you? Knowing that when the meeting was over the changes that were made will be positive for the membership.

If there is one thing that you could change about the National Meeting, what would it be? I would like to see QMA have the meeting sometime between November and December so that new rules can take effect by January of the new year.

Mark Tobey

A few more meeting notes - Jerry Mostek was voted in to the QMA Hall of Fame.

There will be no limit to the number of Ride Days a club can have but if you have more than one the club must send a note to K&K letting them know the date and time of the event.

Only 22 clubs in all of QMA, took advantage of the promotion reimbursement program in 2009.

All blue restrictor plates as of 4/1/2010 must be dated 6/09 or newer. Any other blue restrictor plate will result in a DQ. Beginning in January of 2010, there will be no late fees from QMA for memberships past the deadline and all current members at the time of the election will receive ballots to vote in that election.

QMA Gets New Judging Rules

QMA Judging Revision February 19, 2010 Executive Summary The 2010 QMA Judging Committee was charged with the responsibility to update our organizations judging procedures to match goals agreed upon at the 2010 National Meeting. The goals are:

- Simpler rules to promote consistency
- More responsibility on the drivers to promote better racing
- Easy to understand, easy to enforce
- Speed up the race day by not letting judging decisions delay races

The QMA NBOD and 13 Regional Directors worked together at the meeting to create a framework of concepts that would become the foundation for new judging procedures described in this document.

The first major change was the combination of what used to be labeled "calls" and "dots" into a single category now labeled "Charged Yellows". Now if a driver receives a third "Charged Yellow" they will black flagged from the race and receive a DNF.

The new process will also simplify who receives Charged Yellows. All cars that stop on the track as part of an incident that causes a yellow flag will receive a Charged Yellow and be moved to the back, unless the judges determine that a single car was 100 percent at fault for the incident. In the latter case, only that car will receive the Charged Yellow and moved to the back of the next line up.

This means the judges no longer have to determine which cars stopped before the yellow and which cars stopped after. If they stopped as part of that incident and no car was assigned with 100 percent responsibility they go the back and get the Charged Yellow. Any car that piles into that same incident would be in the same category.

The same racing rules apply with regards to what constitutes an infraction such as Charging, Chopping, Racing Room, and Rough Driving. But now when assigning 100 percent responsibility for an incident the judges do not specify what the actual type of infraction is, just who the responsible driver is.

In addition, we will also no longer be splitting the judges into groups to watch packs or corners. All judges on the stand are responsible for watching and judging the entire race. To assign 100 percent responsibility a majority of the judges on the stand will need to agree.

An important point of this process is that judges are looking for 100 percent responsibility of one driver. If the judges are weighing which driver is most responsible then that must mean no driver is 100 percent at fault and the Charged Yellows shall be assigned to all the cars that stopped, not one.

To help make sure the process is moved along, there is now a time limit for how long the judges have to make a decision. After the yellow waves, the flagger will count down the next 4 laps (from 3 to 0) and let the Race Director and Lead Judge (new term) know that lap count is done. The Race Director will ask for a decision from the judges, if there isn't one yet then the Race Director will let the Tower know that all the cars that stopped are going to the back and will be charged with a yellow.

In addition, what used to be called Defensive Driving is now "Blocking", is more clearly defined, and will now result in the judges calling for a yellow flag and the offending driver will be moved to the back and received a Charged Yellow. Similarly, the liberating fluids section has been cleaned up with a process defined to make the steps more clear.

What used to be called Flagrant Rough Driving is now included in the new category Flagrant Unsportsmanlike Conduct with better distinction between what that includes and the regular Rough Driving type infraction.

While this may seem like a long list of changes, the new process gives the judges the tools needed to make fair and quick decisions based on a more simple process. Drivers should quickly learn that cleaner driving will lead to more finishes. The results should be better racing, more consistent decisions, faster programs, and less conflict.

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The Syracuse Quarter Midget Club is proud to announce they are hosting the QMA Region 2 States Race. We look forward to bringing a new level of competition to the sport with our recent upgrades to the facility and new teams that have proven themselves to be strong competitors since we last hosted the race in 2006. We also look forward to seeing old friends and making new ones. We at the Syracuse Quarter midget Club look forward to seeing the best the east has to offer as they try to tackle the "Beast of the East".



June 26 - July 3, 2010

- Lunch and dinner specials every day.
- Welcome dinner will be Saturday June 26, 2010 after the Novice Races. Dinner will be \$6 for Kids and \$8 for Adults.
- Full hook-ups for motor homes and toy haulers (water, electric, & sewer).
- Special kids activities EVERYDAY
- Indoor game room for the kids to hang out in.

Visit our website at wwwmini-indy.org for hotel information, our race schedule and format, or any other questions. Check back regularly for updates. Contact Kim Peck at peckkim@aol.com for more information.



Home of the 2010 Western Grands

www.AustinQuarterMidgets.com

July 25th - July 31st

Come join us for the first Grands National Event in Texas, where everything's bigger!

**Southern Hospitality
Welcome Dinner
Steak & all the Fixings**

Be apart of history and leave your mark at the 2010 Western Grands! RCQMA is offering engraved bricks that will be inserted in our Winners Circle.



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River City
Quarter Midget Association



You are Invited to the 2010 Dirt Grands in California
August 7th - 14th



www.capitolqma.com

2009 LITTLE NEW SMYRNA

500

WISH YOU WERE HERE



Results

JUNIOR NOVICE ("A" MAIN)

Jamie Evans
Ty Nevins
Logan Blake
Jozsef Sundem
Alex Lira DNF

SENIOR NOVICE ("A" MAIN)

Armando Fitz
Joshua Hughes

JUNIOR HONDA ("A" MAIN)

Trever Taylor
Tyler Blake
Tyler Clem
Stetson Lail
Christian Pitman
Danny Sams
Logan DeLuca
Carson Hocevar

JUNIOR HONDA ("B" MAIN)

Logan DeLuca
Carson Hocevar
Isaak Solochek
Kyle Mulholland
Riley Black

JUNIOR HONDA ("C" MAIN)

Isaak Solochek
Kyle Mulholland
Dylan Mulholland
Nikolaus Carroll

SENIOR HONDA ("A" MAIN)

John Ruggiero
Joey Azzata
Carter Stokes
Jordan Black
Garrett Jones
Nicholas Snyder
Rachel Marks
Brennan Spencer
Clyde Tucker
Colin Blanton
Tyler Audie DNS

SENIOR HONDA ("B" MAIN)

Joey Azzata
Garrett Jones
Tyler Audie
Clyde Tucker
Colin Blanton

SENIOR HONDA ("C" MAIN)

Colin Blanton
Preston Pardus
Danny Ruggiero
Michael Atwell

SENIOR HONDA ("D" MAIN)

Michael Atwell
Preston Pardus
Blake Matheny

SENIOR HONDA ("E" MAIN)

Michael Atwell

LIGHT MOD("A" MAIN)

Calvin Carroll

HEAVY HONDA ("A" MAIN)

Zack Donatti
Matt Hughes
Noah Gallandt
Austin Osborne
Zak Gorski
Rich Speeney
Luke Tucker
Matt Lewis
Mikey Drotos
Brianna Clay

HEAVY HONDA ("B" MAIN)

Matt Lewis
Noah Gallandt
Mikey Drotos
Brianna Clay
Michael Lira

JUNIOR STOCK("A" MAIN)

Christian Pitman
Stetson Lail
Carson Hocevar
Joshua Parsons
Bradyn Mander

HEAVY MOD("A" MAIN)

Matt Hughes
Rich Speeney
Tyler Galatro

LT GX-160 ("A" MAIN)

Caleb McGillivray
Garrett Jones
Michael Torres
Carter Stokes
John Ruggiero
Joey Azzata
Jordan Black
Tyler Shullick
Michael Atwell DNF
Christian McGillivray

LT GX-160 ("B" MAIN)

Joey Azzata
Carter Stokes
Tyler Shullick
Caleb McGillivray
Frankie Nervo

LT GX-160 ("C" MAIN)

Tyler Shullick
Frankie Nervo
Nicholas Snyder

LT GX-160 ("D" MAIN)

Rachel Marks
Wil Raber
Tyler Blake

HEAVY GX-160 ("A" MAIN)

Zack Donatti
Jared Marks
Rich Speeney
Matt Hughes
Clyde Tucker
Michael Fanelli
Tyler Alsup
Katlyn Stanley
Noah Gallandt
Michael Morris

HEAVY GX-160 ("B" MAIN)

Rich Speeney
Clyde Tucker
Noah Gallandt
Michael Morris
Jacob Cochran

WORLD FORMULA ("A" MAIN)

Frankie Nervo
Tyler Shullick
John Ruggiero
Zack Donatti
Austin Osborne
Austin Jackson
Micheal Fanelli
Tyler Alsup
Wil Raber
Katlyn Stanley DNF

WORLD FORMULA ("B" MAIN)

Michael Fanelli
Austin Jackson
Tyler Alsup
Wil Raber
Matthew Green

HALF ("A" MAIN)

Austin Osborne
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USAC'S GENERATION NEXT

USAC "GENERATION NEXT" .25 Midget 2K10 Championship Tour

March 27-28	March Midget Madness - Salisbury, NC
April 10-11	"Eastern District Championship" - Atlanta, GA
May 8-9	"Western District Championship" - San Bernadino, CA
June 5-6	"Midwest District Championship" - Kokomo, IN
June 16-19	The Mickyard - WALT DISNEY WORLD
July 7-10	*The Battle at the Brickyard - Indianapolis Motor Speedway
July 30-31	The Little Hoosier 100 - Newton Park - Lakeville, IN
August 6-8	Ambassador Racing School, Wimauma, FL
Sept 18-19	Jegs Crown Midget Nationals - Columbus, OH
Sept 25-26	4 Crown Dirt Nationals - Eldora Speedway - Rossburg, OH



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Best 5 out of 10 races for Championship Honors

How Important are Bearings?

Bearing Maintenance
by Derek Fitzgerald

Bearing Maintenance is a huge part of racing a Quarter Midget Race Car. You have 4 bearings located in your rear birdcages, two on each side, and also 4 in your front hubs, two on each side. If your bearings are binding, your rolling resistance is decreased and your race car is slowed down by friction. Quarter Midgets use a RC-20 rear axle (bird cages) bearing and a 99502H sealed front bearing (front hubs). There are many types of bearings, mostly made in China. The standard bearing is a piece that is sealed on both sides with steel balls in between.

Some racers like to upgrade to either ceramic bearings or a USA manufactured bearing brand.

Zero Error Racing stocks 2 types of ceramic bearings. One is an economy version with ceramic balls and a steel retainer inside. The other bearing is equipped with ceramic balls with a plastic retainer. In the past, we have also cryogenically treated (stress relieving processing) steel bearings to align the molecules in the steel to reduce friction. In addition, we put a micro blue treatment (www.microblueracing.com to read more about this process) to it. This is a very advanced set-up for ultimate bearing performance.

How often should you change your bearings?

If you hold the outer race or outer ring which is stationary and turn the inner race with your other hand and it

sounds rough or does not feel smooth....

change the bearings.

Each side of the bearings are covered with a seal that helps prevent dirt and other debris from entering the bearing, but these seals DO NOT keep all the debris from entering the internal components of the bearing. Maintenance is required even with sealed bearings.

Removing the seals allowed us to flush everything with brake cleaner then add a thin viscosity oil to lubricate the internal components and run a dry system with less drag from the grease packed inside. Removing the chain allows you to spin the rear axle assembly by hand to monitor the progress made by applying these maintenance steps so you can witness how freely the rear axle spins. This works very well.

I like to remove the seals and flush the grease whether its steel or ceramic bearings. As many of you know Zero Error holds the World Record in the Soap Box Derby for the fastest time ever in the sport. This was achieved by intense bearing and rubber research. In closing, bearing maintenance is a huge factor in going fast so **DO NOT OVER-LOOK THIS!!**

I'm always here to help my customers so if you feel you need more in-depth information, please call Derek @ 724-346-5898. To all my customers over the last 13 years, I thank you very much for your business. If you have a technical question email me at derek@zero-error.com

TECH TALK

BEARING MAINTENANCE



Here are some bearing prices for a reference

99502H Standard bearing.....	\$6.60
99502H Ceramic with steel retainer.....	\$25.00
99502H Ceramic with plastic retainer.....	\$35.00
RC-20 Standard Bearing.....	\$15.95
RC-20 Ceramic with plastic retainer.....	\$75.00



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