

2006 QSAC Rule Change Highlights

Page 6, under GENERAL REQUIREMENTS (11.12.05)

10) Before the start of the race, all cars will be required to do a brake check at the end of pit road before they enter the racing surface. Cars without brakes will not be allowed to race. (11.12.05)

13) Radios or modules that use 2.4 ghz frequencies will be permitted. Telemetry modules will not be permitted. (11.12.05)

14) A frequency control board will be in use at all events with a removable clip for each available frequency. It is strongly recommended that the driver using the frequency, replace the frequency clip with one that has their name on it. (11.12.05)

18) Personal transponder mounting location. Transponder should be mounted as low as possible in the car. The transponder must be mounted behind the centerline of the front wheels and in front of the engine. The preferred location is just behind the centerline of the front wheels, but because all cars are not configured the same, there is a tolerance built in the rule. (11.12.05)

Page 7, under TRACK SANCTIONING AND CONSTRUCTION REQUIREMENTS (11.12.05)

12) The track sanctioning fee per year is \$80.00. For single day events the track sanctioning fee is \$50.00. Note: the single day event fee does not apply towards District, National, or N.C.S. events. (11.12.05)

Page 8, under 6) Pill Draw or Single Car Qualifying (11.12.05)

Local tracks and clubs may decide to use either qualifying method and may determine how the heat races will start, either straight-up or inverted.

Pill Draw - The track owner/promoter must provide a Pill-Draw capability consisting of a set of "pills" numbering at least 1-50. Draw per class must include only the number of pills to equal the number of cars entered in the class. (i.e.: 20 GN's = pills 1-20 for draw) . In addition, at weekly races, track officials may choose to use the "Computer-Scramble" option available in some computer-scoring systems.

Single Car Qualifying - Each car will be given 1 warm-up lap and 4 timed laps. The fastest lap of the four will be its qualifying time for the day and will be used to position it for the heat races. Each car will qualify in the order posted by the officials. If a car misses its qualifying order either by choice or other wise, it will fall to the rear of the line in its class and will be given only 2 qualifying laps. A driver may "wave off" a qualifying attempt provided his car does not cross the start/finish line on its first timed lap. Only 2 laps will then be allowed on the second attempt after the others in the class have qualified. If a "racing accident" occurs prior to completing one timed lap and the car cannot continue - 2 laps will be allowed. If the accident occurs after the second lap, the qualification is considered completed. At least one warm up lap must be allowed before a car goes on the clock. The qualifier must race the car he/she qualified with. **Note:** For all of the QSAC Showdown N.C.S. Races it will be mandatory to run single car qualifying and to invert the heats, unless a rainout situation occurs.

Page 9, under Main Event (11.12.05), the 5th paragraph

It is the promoter's option at local and regional races to run one to three rounds of qualifying heat races. Showdown N.C.S. District Races will run 2 rounds of heats. "The Final Showdown" N.C.S. Race will run 4 rounds of heats. If only one round of heat races is used because of weather, the cars transfer into the mains according to their finish from that heat race.

Page 10, under Flagman and Race Starts (11.12.05)

2nd paragraph: The flagman and assistant will pre-align the cars for each race in their starting positions on pit road and are responsible that no frequency problems exist. All cars must perform a brake check at the end of pit road before being allowed to enter the track.

5th paragraph: There will be no inside passing after the green flag is displayed on starts until the cars have crossed the start/finish line. Violation will result in the immediate display of the yellow flag, and the violator will be placed at the back of the field. Tracks opting for double file starts must allow position leeway between the two car lanes at the green flag. It is the flagman's discretion if it was a clean start or not.

Page 10, under Yellow Flag (11.12.05)

1st paragraph: The flagman will fly the yellow flag and use the audio signal for any car stopped on the track infield or outside perimeter of the track after allowing sufficient time for the car to resume under its own power. He should refrain from yellows if the car can continue. If a car is pointed in the wrong direction on the track, the flagman should automatically yellow flag the race.

13th paragraph: In the case of a caution, all cars involved will drop to the rear of the field with the car causing the incident following the other cars involved. Drivers not obeying the flagman or race director can be penalized 1 lap. You will receive one (1) warning to move to the rear of the field.

Page 10, under Pit Stops - Refueling - Red Flag Stops (11.12.05)

2nd paragraph: Refueling shall be accomplished at 50 or 75 lap intervals (depending on track size) under a combination red/yellow-flag condition in all classes. On the 49th or 74th lap, a red/yellow flag shall be displayed indicating the refueling-stop. All cars will assemble behind the leader and enter the pits in this order. After a 20 second pause during which all cars are refueled, the cars will exit pit-lane and when all cars are clear, the green flag will be thrown when the leader is exiting turn four.

Note: Any car requiring repairs during a pit stop, must be removed from the pit lane. In the case of Red Flag pit/fuel stops, the car requiring repairs will be pulled from the order in which it entered the pit lane and returned at the back of the field.

3rd paragraph: QSAC Showdown N.C.S. Races will have mandatory red flag stops.

4th paragraph: Local tracks and clubs may decide to run green flag stops.

Pages 12 to 19

QSAC Showdown N.C.S.

Sponsored by GaphicResults.com

Awards:

GraphicResults.com Winners Award

Lightning Quarter-Scales Hard Chargers Award (Top 3)

WCM Pole Award

BRP Showdown Dash Award

GraphicResults.com National Champions Award

GraphicResults.com QSAC Showdown N.C.S. Trophies (Top 3)

*Please see the 2006 QSAC Rulebook or 2006 QSAC Host Track Package for more information.

Page 20, under ENGINE (11.12.05)

6) Since the supply of OEM crankshaft bearings is questionable, equivalent type bearings will be allowed. The replacement must be a metallic ball bearing, non-shielded or non-sealed. Absolutely no ceramic bearings. We strongly recommend the use of OEM crankshaft bearings and OEM crankshaft seals with springs.

Page 20, under EXHAUST (11.12.05)

2) All Classes must use Zenoah Mufflers p/n's T2070-15110, 1751-15101, 1148-15112 unless otherwise noted in the individual class specifications.

5) Muffler outlet may not be added to or internally or externally cut.

6) The spark arrester screen mounting tab may be removed.

Page 20, under CARBURETOR (11.12.05)

2) Only the Walbro WY-1 Series, (-1, -16, etc), the WYK 32, 51, 61, 194 and the WYL 99, 78, 79, or 115 carburetors are allowed.

Page 20, CLUTCH (11.12.05)

Clutches must maintain a standard two-shoe, single-spring, centrifugal configuration, with no external adjustment capability. Clutch shoes may be aluminum or steel and may be lightened. Clutch spring and clutch housing may be modified or lightened. Clutch arbor and clutch bolts / washers may not be removed, modified or lightened. Stock clutches, including springs and shoes, MUST be used in the Sportsman class

Page 21, under FUEL SYSTEM (11.12.05)

2) All classes are limited to a maximum of 60 inch total fuel line length which includes a maximum of two .125 inch ID x .50 inch OD x 1.00" long fuel filters, fill, feed, return and vent lines. Tubing located inside the primary fuel tank is excluded.

Page 21, under TIRES AND WHEELS (11.12.05)

6) All classes shall use tire configurations as follows: A foam host mounted on an approved wheel and shall have a rubber outer band or cap. Spikes are allowed for dirt tracks only.

14) Approved compounds as submitted by the manufacturers with suggested corner locations are as follows:

Bishop Racing Products (BRP)

Left Front/Left Rear = L10, L20, L30

Right Rear = 410, 405, C-4. And C-5

Right Front = 66 or 96

WCM Diamondback

Left Front/Left Rear = RZ2, ZR, XZR

Right Rear = M3, M4, Signature

Right Front = A or B

The above are the ONLY allowable compounds permitted and are the manufacturer suggested corner locations. (Example: Approved Right Rear compounds for the Right Rear corner)

Page 21, under IMPACT PARTS (11.12.05)

Impact Parts are defined as parts or components that are uniquely critical to the competitive operation of a quarter scale race car. They are further defined as items where significant technical developments and/or enhancements might possibly render the previous version of the part or component obsolete or non-competitive or represents an excessive cost versus benefit to the racer. The current list of IMPACT PARTS includes but is not limited to, engines, carburetors, clutches, clutch bells and components, brakes and components, shock absorbers, tires, hosts and bands and bodies. Parts or components should be readily available to all QSAC members.

Manufacturers are urged to submit in writing, parts or components that fall into this category, to the Impact Parts Committee Chairman or Co-Chair for review and disposition as to the legality for competition under QSAC rules.

Page 23, under CHASSIS (11.12.05)

3) Lower control arms must be of equal length (plus or minus .125 inch) as measured from the centerline of the inner mounting point to the centerline of the ball-joint. There is a tolerance of .125 inch for each lower control arm, that is to mean that the overall difference between the left and right lower control arms is .250 inch.

Page 23, under CARBURETOR (11.12.05)

The Walbro WY-1 Series, (-1, -16, etc) or the Walbro WYK Series (32, 51,194) carburetors are allowed with one gasket only and no sealant.

Page 23, under TECHNICAL SPECIFICATIONS-SPORTSMAN STOCK CARS

ENGINE, FILTER, VELOCITY STACK (11.12.05)

G2D-44 / 57 cylinder on G2D-70 cases, or G2D-44/57 base, G2D-70, G-23RC/G230RC (A & B) engines with the QSAC approved air filter adapter (replaces the velocity stack) allowed **-or-** the stock OEM Zenoah air filter and housing.

CARBURETOR and CARBURETOR / PLATE OPTIONS (11.12.05)

The Walbro WYL 99, 78, 79, and 115 carburetors are allowed with one gasket, no sealant and without restrictor plates.

The Walbro WY-1 Series, (-1, -16, etc) or the Walbro WYK Series (32, 51,61,194) carburetors are allowed with an 8.5 mm restrictor plate stamped with "QSAC" and two gaskets mandatory and no sealant.

Note #1: Bob Elliott will manufacture all QSAC legal 8.5 mm plates with an identifiable "QSAC" stamped into the plate. The plates will cost \$2.00 each. Please contact Bob Elliott at 563-355-5787 to purchase.

Note #2: The QSAC approved air filter adapter is available from Fred Murry. The cost is \$15.00 plus shipping and handling. Cost may vary. Contact Fred at (937) 475-4016 cell or by E-mail: fmurry8995@aol.com

Page 25, at bottom of page

Please Note: We are currently working on a procedure to check the bore size of the cylinder heads for the G230RC "A" and "B" engines. The new procedure will be implemented for the QSAC Showdown N.C.S. races.