

1. Page 18, under allowable engine changes. Cylinder Bolts (no washers allowed).

The reason the washers are not allowed on these bolts: I have found cylinder bolts that have been modified, cylinder mounting holes that have been drilled out in an effort to allow the cylinder to be rotated and advance the ignition timing. If there are washers on these bolts, it makes it impossible for me to detect these modifications, without removing the bolts. I think it is fair to say, "I have rebuilt many of these engines over the years. Sometimes the same engine more than a dozen times—and have never seen a need for washers in this area". Zenoah has built thousands of these engines without washers!

2. Fan Housing Fins—Broken/damaged fan housing fins are acceptable.

The reason behind this being acceptable is: These fins can be broken out accidentally when the engine flywheel picks up a small rock or bolts that happen to be laying on the racing surface and forces it out breaking one or more fan housing fins. This event probably occurs more often at tracks on the west coast because these tracks often have dirt infields or quarter midget tracks with paved infields which can have a lot of nuts and bolts lying around; so this is a matter of economics. "Why force a racer to spend \$50 plus labor on a new case?".

3. The use of the AV541 Aluminum Manifold in conjunction with QSAC restrictor plates.

A little background. When it was brought to QSAC's attention that some OEM phenolic blocks that come on the G230RC engine, some racers were experiencing intake leaking. I was asked by the co-chairs to look into this, so I ordered a number of after market manifolds, one of which was an AV541. During testing, I determined that since this manifold was not designed with the Walbro 194 use in mind, in conjunction with our restrictor plate, it would quite possibly leak around both pulse holes because there is so little margin of gasket material. The manifold restrictor plate combination is also slightly taller with much different flow characteristics than the current, legal manifolds. It was my suggestion, to not approve the use of that manifold because the possibility of curing one problem and creating another one. Although the possibility that they all leak is probably small, both of the manifolds I tested leaked both vacuum and pressure. The possible performance advantage is very small—if any. The fact remains, now, there are much better options available.

QSAC always aims to promote a level playing field for it's members !

As a QSAC sanctioned track each track or club is free to adopt any rules that may better reflect their needs or situation, as long as these rules do not violate QSAC safety guide- lines.

If you have a questions please E-mail metals@hotmail.com or call 760-333-6712
Thanks, Bill Scott