

Gentlemen

we are presenting to the Rules Ratification Committee (RRC) the following three (3) rules change proposals. Each of them will stand on their own, mutually exclusive to the others. In addition, at the bottom, we have included two other changes to the rules regarding engines; these are clerical in nature and are outlined as such.

Proposal #1: on page 15, line item #3, under "ENGINE", we would like to remove the line that reads "(All engines must have factory numbers)."

To date, this line/rule has been implied as the "serial number sticker". We believe this implied line/rule is not needed. Our rationale is that that sticker can (and will?) wear off over time. Historically, we have seen quite a few engines that are ten plus years old where the sticker has worn away or is completely missing. Our rationale is that if the engine meets the other technical requirements that this should not be a determining factor in the legality of an engine.

Additionally, in the "ALLOWABLE ENGINE CHANGES" section on page 15, line item #21 reads "Stickers, Stock and Engine Builders". When you compare/contrast the two rules referenced here (line #3 from "ENGINE" and line #21 from "ALLOWABLE ENGINE CHANGES), we believe there is a contradiction to one another. Allowing this change will eliminate any contradiction between the two rules.

PREFACE TO PROPOSAL #2: this change would NOT be implemented until the 2020 QSAC Rules Package is released.

Proposal #2: on page 15, line item #8, under "ENGINE", we would like to like to re-word this rule to revert to something similar to the rule that was in place in the 2003 rule book. The original line/rule from 2003 read "All engines shall use only factory specified gaskets. Exceptions are noted in item #9."

We are proposing the following new text: "All engines shall use only Zenoah factory supplied gaskets. This applies to the all engine gaskets. The Zenoah factory supplied part numbers are 848-ER0-9720 (Cylinder/Case Halves gasket) and 5500-21141 (Case Halves), 1140-13141 (Muffler/Cylinder Head), T2075-13150 (Insulator Block/Cylinder Head), and T2075-14120 (Insulator Block/Carburetor). Scratch built gaskets are NOT legal."

On page 15, line item #6, under "ALLOWABLE ENGINE CHANGES", we would like to re-word this rule to provide continuity with the change to #8 listed above. The current rule reads "Gaskets must be pre-manufactured specifically for the Zenoah engines. No scratch made gaskets."

We are proposing the following new text: "Only Zenoah factory supplied gaskets are allowed. See #8 in the "ENGINE" section for a list of approved gaskets, and #13 below for allowable alternative gaskets for use with the QSAC manifolds."

In digging into this topic, we were under the impression that gasket use was opened up to allow the use of non OEM gaskets (gaskets of varying thickness and alternative materials such as copper) due to lack

of available OEM gaskets from Zenoah due to the tsunami that hit Japan. However, that tsunami hit Japan in March of 2011, and this change was first seen or implemented in the 2005 rule book. NOTE: our archives provide for a 2003 rule book and a 2005 rule book; however, there is no 2004 rule book that we could find. 2003 was the last year we could find where the rule was centered on a theme of “factory supplied only”.

Given what was shared and experienced last year with the RRC regarding “staying in the box” with other non OEM changes (example: pull starters, alternatively colored plastic pieces, and thumb screws for the starter retention), we would like to attempt to “put the toothpaste back in the tube” and go back to an OEM (factory supplied on engine) only gasket usage for the case halves and cylinder/case halves. I’m certain someone is saying to themselves “wait; we use non OEM gaskets for the carb/manifold; why is that acceptable?” We discussed this exact point of possible contention prior to submitting this change request. We believe that due to the fact those gaskets are controlled by QSAC, that the concern really is a moot point. At this point and time, all racers choosing to use the QSAC manifold have to run either the Teflon gaskets (white) or the blue/green option through QS Components; there are no other options available that will work for our application.

Proposal #3: on page 15, line item #3, under “ALLOWABLE ENGINE CHANGES”, we would like to add the following verbiage to the end of the existing note; “NOTE: the inadvertent or unintentional removal of material on the underside of the crankcase shall NOT be considered a violation (example: scrape marks on the crankcase due to the engine scraping the ground).”

This has been a “hot topic” for some individuals out West. QSAC has received repeated requests for engines exhibiting these traits to be found illegal. When we evaluate and consider the “spirit and intent” of this rule, we do not believe finding these characteristics or traits to be of the nature to require disqualification or be found illegal. We believe the added text will allow engines exhibiting these traits to be run without a second thought of disqualification, while still maintaining the spirit of line item #3 that reads “No removal or addition of parts or material from engine or from any part of component of engine whether or not performance is enhanced.”

The following two changes are merely clerical in nature. We are sharing them with the RRC as a courtesy.

4. on page 15, line item #7, under “ENGINE”, we are removing “on page 11” and replacing it with “in the “ALLOWABLE ENGINE CHANGES” section on page 15”. This is purely clerical in nature.

5. On page 16, in the specifications box, lower left hand side in the box titled “Maximum Timing”, we are removing the “*”.

In the 2003 rule book, the * was tied to a statement that read “Above Timing specifications are intended for GN and Super Truck Only. Sportsman must have a stock key in place. The timing must be no greater than .350 with stock key in place. There are no timing restrictions for Sprint Cars.” Also of note, there

were actual values in the rule book for the engines listed at the time (G2D-44, .370; G2D70 [2-ring], .370; G2D70 (single-ring), .370; G-23RC/G230RC, .205 (Stock key in place).

In the 2005 rule book, the * was tied to a statement that read “There are no timing restrictions for any engine. The stock fly wheel key WITHOUT MODIFICATION must be installed.” Also of note, for each engine listed in the chart, the timing was listed as “Open” for each engine.

In the 2006, 2007, 2008, 2009, 2010, 2011, and 2012, rule book, the * was tied to a simplified statement that read “The stock fly wheel key WITHOUT MODIFICATION must be installed.” Also of note, for each engine listed in the chart, the timing was listed as “Open” for each engine.

Starting with the 2013 rule book, the wording tied to the * was no longer in the rule book. However, the * remained. Given the other wording that is used in the rule book regarding the key being in place (see line item #24 in the “ALLOWABLE ENGINE CHANGES” section, in conjunction with “open” timing, we are removing the * from the rule book.