

## 2004 OSAC Rules Addendum

\*Page 5 under TRACK SANCTIONING AND CONSTRUCTION REQUIREMENTS #7 should read:  
“Track must submit photos of safety measures to be reviewed by the Competition Committee Chairman when applying for sanctioning.”

\*Page 5 under CASH PURSE PAYOUT SCHEDULE (suggested) should read:  
If a promoter elects to have a cash purse at any QSAC sanctioned event, the cash payout should follow the QSAC payout schedule as defined below.

At District and National Events, the fees collected from the entries will be allocated with the Host Track receiving 50%, the Race Purse receiving 35%, and QSAC receiving 15%. All fuel fees will be allocated directly to the host track unless a fuel sponsor is found, in which case the fuel fees will be rolled over into the total fees (entry fee) collected and will be allocated in the same 50% - 35% - 15% manner.

\*Page 6 under #6 PILL DRAW OR SINGLE CAR QUALIFYING the following will be added: “At the time of sign in and registration each entrant will vote for two items.

- 1) Pill Draw –OR- Single Car Qualifying
- 2) Invert The Heats –OR- Run The Heats Straight Up

The entrants of each class will determine what the class will do. For example: Grand National may vote to Single Car Qualify and Invert The Heats, while Sprint Cars may vote to Pill Draw and Invert The Heats.

\*Page 7 under #9 MAIN EVENT the fifth paragraph should read: “It is the promoter’s option at local and regional races to run one to three rounds of qualifying heat races. District Races will run 2 rounds of heats. The National Championship 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 7 under #9 MAIN EVENT the sixth paragraph should read: “If only one round of heats are run, the number of heat race transfers to each main event is dependent on the number of heat races run. For example, if 14 cars are entered, two heat races of 7 cars each would be run. The top 3 cars from each of the 2 heats would transfer into the “A” Main. The remaining 8 cars would run in the “B” Main with the top 4 finishers “bumping” into the “A” Main.”

\*Page 7 under #9 MAIN EVENT the chart heading should read:  
“MAIN EVENT DURATION (LOCAL & REGIONAL RACES)”

\*Page 7 under #9 MAIN EVENT add a second chart titled:  
“MAIN EVENT DURATION (DISTRICT & NATIONAL RACES)”. The chart should read:

Sprint Car:.....	A-Main	75 Laps
	B-Main & Lower	50 Laps
Sportsman Stock Car:.....	A-Main	150 Laps
	B-Main & Lower	100 Laps
	C-Main & Lower	75 Laps

Grand National Stock Car:.....	A-Main	300 Laps
	B-Main & Lower	150 Laps
	C-Main & Lower	75 Laps
Super-Truck:.....	A-Main	200 Laps
	B-Main & Lower	100 Laps
	C-Main & Lower	75 Laps

Note: "Support Classes" (those not eligible for awards) shall have the opportunity to race, if there are at least five (5) cars in the class with QSAC approval. Heat races shall be limited to 50 laps, and A-Mains 100 Laps, (75 laps for Novice Stock Car).

\*Page 7 under #10 POST RACE TECH INSPECTION the first paragraph should read: "At all Region Point Series races, Region Championship races, District and National events, the top four A-Main finishing cars must be impounded and the top three must complete the post race tech inspection before the race results can be made final. The fourth place car will be an alternate should one of the others be disqualified. In the event that all four impounded cars are disqualified the fifth place car will be declared the winner."

\*Page 7 under #10 POST RACE TECH INSPECTION the fourth paragraph should read: "In addition, each engine will be checked using the properly calibrated and certified instruments. Each engine must be checked also for: visible signs of modification, carburetor bore size and carburetor-mounting block bore size. During a District or National Championship Race, a post race technical inspection of a car and engine from each class shall be mandatory. Such inspection shall include measuring port heights, the cylinders will be removed and inspected, the crankcases split and inspected internally, and all other stipulations of the particular class. Upon completion of each A-Main, the top four finishing cars in each class will be immediately impounded by the National Tech Director or QSAC Tech Inspection Supervisor. The Tech Director or Supervisor will administer a random draw of one of the top three cars to determine who will under go inspection. The driver or his designate must perform all disassembly work. The track must provide an adequate setting for the post race technical inspection. In the event that post race inspection finds a participant to be outside the rules, another of the top four cars will be chosen for inspection."

\*Page 7 under #10 POST RACE TECH INSPECTION the fifth paragraph should read: "Any car found to be illegal would be disqualified from the event relinquishing any prize and/or award."

\*Page 7 under #10 POST RACE TECH INSPECTION the seventh paragraph where it says "sand or bead-lasted" should read "sand or bead-blasted"

\*Page 8 under #1 STANDARDIZED ENTRY FEES the chart should read:

Following entry fees will apply to QSAC sanctioned races:

\$10.00-\$25.00	Local-Weekly Races
\$40.00 or less	Region Point Series Races
\$40.00 or less	Regional Championship
\$50.00 or less	Special National Events

Entry and fuel fees for District and National Championship Races (non-fuel sponsored event)

<u>Class</u>	<u>Entry</u>	<u>Fuel</u>
Grand National	\$50	\$10
Super-Truck	\$45	\$10
Sportsman	\$45	\$10
Sprint Car	\$40	\$5
Provisional Class	\$40	\$10

Entry fee for District and National Championship Races (fuel sponsored event)

<u>Class</u>	<u>Entry</u>
Grand National	\$60
Super-Truck	\$55
Sportsman	\$55
Sprint Car	\$45
Provisional Class	\$50

NOTE: There will be no discount given for a second car at District or National Championship Races.

\*Page 9 the second paragraph, the third and fourth sentences should read: "If the ruling is unfavorable, the fee will be forfeited to the host club."

\*Page 10 under QSAC CHAMPIONSHIP SERIES the first paragraph should have all references to the year 2003 deleted.

\*Page 10 under QSAC CHAMPIONSHIP SERIES the fee chart should be changed as follows:

Entry and Fuel Fees (non-fuel sponsored event)

<u>Class</u>	<u>Entry</u>	<u>Fuel</u>
Grand National	\$50	\$10
Super-Truck	\$45	\$10
Sportsman	\$45	\$10
Sprint Car	\$40	\$5
Provisional Class	\$40	\$10

Entry fee (fuel sponsored event)

<u>Class</u>	<u>Entry</u>
Grand National	\$60
Super-Truck	\$55
Sportsman	\$55
Sprint Car	\$45
Provisional Class	\$50

NOTE: There will be no discount given for a second car.

\*Page 10 the third paragraph, last sentence should read: “All fuel fees will be allocated directly to the host track unless a fuel sponsor is found. If a fuel sponsor is found, the fuel fee will be added to the entry fee and allocated in the same 50% - 35% - 15% manner described above.”

\*Page 10 under FOLLOWING LAP COUNT MINIMUM FORMAT REQUIRED AT EACH EVENT the first sentence of the note should read: “ “Support Classes” (those not eligible for NTS Points or Awards) shall have the opportunity to race, if there are at least five (5) cars in the class with QSAC approval.”

\*Page 11 under TRACK FUEL the second paragraph should read: “The fuel specified is VP (brand) C-16, mixed with 2 ounces of Amsoil Series 2000 Synthetic 2-Cycle Racing Oil per gallon.”

\*Page 11 under TRACK FUEL the third paragraph should read: “A fuel fee, paid at time of sign up will be \$10.00 for all classes except sprint cars which will be \$5.00. If a fuel sponsor is found for the Series the fuel fees will be added to the entry fee.”

\*Page 12 under ENGINE #7 should read: “Modifications **\*\*NONE\*\*** no removal or addition of parts or material from engine or from any part of component of engine whether or not performance is enhanced. Media blasting of any portion of the cylinder or internal engine components is not allowed for any purpose. The only exceptions are listed on page 9. The exhaust, carburetor, and clutch are not considered part of the engine and will have their own set of rules.”

\*Page 12 under ENGINE #8 should read: “All pre-manufactured gaskets made specifically for the Zenoah engine will be legal. Scratch built gaskets will NOT be legal. Exceptions are noted in item #9

\*Page 12 under ENGINE #10 will be moved to the heading of CARBURETOR and the number will change to #5. The wording will remain the same.

\*Page 12 under CARBURETOR #3 should read: “Carburetor jets may be changed, popet valve (needle/seat) may be adjusted, popet valve (spring) may be modified and adjusted, but no other modifications are permitted.”

\*Page 12 under CLUTCH the third sentence should read: “Clutch arbor, clutch bolts, clutch spring, and clutch housing may be modified or lightened.”

\*Page 12 under FUEL #1 and #2 should read: “1. Only straight pump gasoline is allowed. Fuel additives are strictly prohibited. Racing gasoline may be used if it is available on a national level. (Example: CAM-2, Klotz, VP, Torco, ect.). 2. The use of methyl alcohol / methonal is not allowed.”

\*Page 13 under IMPACT PARTS in the third sentence the word “Impart” should be “Impact”.

Manufacturers & Suppliers

Danny's ¼ Scale Race Cars  
Glendale, AZ  
(623) 878-8130  
<http://www.dannyqscale.com/>

Gram Cracker Race Cars  
Lake Worth, FL  
(561) 586-1555

Lightning Quarter-Scales  
Highland, CA  
(909) 862-1001  
<http://www.lightningrc.com/>

Love's Precision Race Cars  
Nuevo, CA  
(909) 928-1518 or  
(909) 928-2268

Pro 1 Racing  
Houston, TX  
(281) 893-8602  
<http://www.pro1z.com/>

WCM Corporation  
Buffalo, TX  
(903) 322-4869  
<http://www.wcm-corp.com/>

Quarterscale Motorsports  
Rancho Cucamonga, CA  
(800) 266-7745  
<http://www.quarterscalemotorsports.com/>

After Market Parts & Suppliers

Tires, Hosts, and Bands

Bishop Racing Products  
Springdale, AR  
(479) 751-6232  
<http://www.bishopracingproducts.com/>

WCM Corporation  
Buffalo, TX  
(903) 322-4869  
<http://www.wcm-corp.com/>

Gears, Parts and Suppliers

"A Cut Above" by Bob Elliot  
Bettendorf, IA  
(563) 355-5787

"Hada": Shock Absorbers  
Machesney Park, IL  
(815) 282-1311

GLC Fabrication  
Brooklyn Park, MN  
(763) 566-6273

Ace Rossi Motorsports  
Lakeland, FL  
(863) 853-8532 eves or (863) 559-9067  
<http://www.acerossimotorsports.com/>

Hood's Hobbies  
Phoenix, AZ  
(602) 509-1414  
[hoodshobbies@yahoo.com](mailto:hoodshobbies@yahoo.com)  
<http://www.HoodsHobbies.com/>

Quarter-Tech  
"Different By Design"  
Dawsonville, Ga.  
(678) 697-7685  
<http://www.quarter-tech.com/>

\*Page 15 under BODIES #12 should read: “Foam bumpers (front or rear) must maintain a minimum of .50 inch ground clearance during full compression of the suspension.”

\*Page 15 under ENGINE #1 should read “Engine Zenoah G2D-70 (both two-ring and single-ring versions) and the Zenoah G-23RC / G230RC (versions A and B) are allowed.”

\*Page 15 under ENGINE #2 add the following sentence: “The G-23RC / G230RC (versions A and B) have interchangeable parts. Each version will have its own set of specifications and will be teched accordingly. Example: Version A engine with a version B cylinder will be teched as a version B engine. If your engine has version B parts it will be teched as a version B engine. If you have any questions please contact the National Tech Director (Randy Brown @ 517-641-4452).”

\*Page 15 under CARBURETOR should read: “ The Walbro WY-1 Series (-1, -16, ect) or the Walbro WYK-32 and WYK-51 carburetors are allowed.”

\*Page 15 under SPORTSMAN STOCK CARS / ENGINE, CARBURETOR, FILTER, VELOCITY STACK the first paragraph mentions G-23RC and G230RC engines. This includes both versions A and B.

\*Page 16 Delete the technical specifications for Honda 4-stroke Super-Truck.

\*Page 16 under SPRINT CAR #12 should read: “Engine must conform to the stock car and general specifications.”

\*Page 16 under SPRINT CAR #13 will read: “Zenoah G2D-70 (2HP), G-23RC / G230RC (versions A and B) must use the standard muffler.”

\*Page 16 under SPRINT CAR #14 should read: “The Walbro WY-1 Series, (-1, -16, ect) or the Walbro WYK-32 and WYK-51 carburetors are allowed.”

\*Page 16 under SPRINT CAR #15 should read:

Tire widths as follows:

LF & RF: 2”min. / 2 ½” max.

LR: 2 1/2” min. / 3” max.

RR: 3” min. / 4” max.

\*Page 17 under SUPER MODIFIED #15 should read: “Engine must conform to the stock car and general specifications.”

\*Page 17 under SUPER MODIFIED #16 should read: “Zenoah G2D-70 (2HP), G-23RC / G230RC (versions A and B) must use the standard muffler.”

\*Page 17 under SUPER MODIFIED #17 should read: “The Walbro WY-1 Series, (-1, -16, ect) or the Walbro WYK-32 and WYK-51 carburetors are allowed.”

\*Page 17 under DRAG RACING #2 should read: “Contact Ken Jones at (909) 350-9952 or Mike Moore at (513) 742-0280 for information on specific classes and class rules.”

\*Page 17 bottom of page lists engine specifications

-Delete the “Maximum Timing\*” for all engines and the note below the chart.  
-Change the heading for G-23RC / G230RC to read “G-23RC / G230RC Version A”

The specifications will remain the same for Version A

-Add a new heading for “G-23RC / G230RC Version B”

The new specifications for the Version B engine are:

Intake-port, Full-open (IPFO)\*\*\*\*\*(.080 or more)

Intake-port, Start-open (IPSO)\*\*\*\*\*(.505 or less)

Maximum port- Window size\*\*\*\*\*(.420 or less)

Exhaust-port, Start-open (EPSO)\*\*\*\*\*(.665 or more)

Maximum Stroke\*\*\*\*\* (1.105 or less)

**2004 QSAC Membership Application**

(print) Name: \_\_\_\_\_  
 (print) Street: \_\_\_\_\_  
 (print) City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_  
 (print) Phone Number: \_\_\_\_\_ E-mail Address: \_\_\_\_\_

PLEASE PLACE AN "X" IN THE BOX NEXT TO YOUR SELECTION>>>>>>>	MAILED NEWSLETTER	DOWNLOADED NEWSLETTER
<b>Full Membership</b> (Includes full QSAC insurance)	\$50.00 ( )	\$40.00 ( )
<b>2<sup>nd</sup> Family Membership</b> (Includes full QSAC insurance and must be in the same household)	\$40.00 ( )	\$30.00 ( )
<b>Mechanics License</b> (See Note #1)	\$20.00 ( )	N/A
<b>One Day Drivers License</b> (See Note #2)	N/A	\$25.00 ( )

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PLEASE CHECK HERE IF YOU PAID FOR A "MAILED NEWSLETTER" WITH YOUR 2003 QSAC MEMBERSHIP ( )      Deduct \$5.00      N/A  
 (See Note #6)

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**Note #1:** A mechanics license **MUST** be obtained through a "Licensed To Race" QSAC member. This license will only permit the holder in the "Hot Pit" area, it will not insure him/her to drive a car. The currently licensed QSAC member sponsoring a Mechanic, **MUST** list their QSAC number below.

**QSAC Member number sponsoring this Mechanics License** \_\_\_\_\_

**Note #2:** The "One Day Driver's License" provides Driver's Insurance for one person for one day or one event and can only be used once per year. The \$25.00 fee can later be applied toward the purchase of a "Full Membership" for the same year. If a driver wishes to enter a second event after they have used the "One Day" license, he or she must then pay an additional \$25.00 or \$15.00 depending upon which newsletter choice is made. This will provide them with a full membership through the end of the year. It is the driver's responsibility to provide proof of the original "One Day" membership.

**Note #3:** The membership period runs from October 31<sup>st</sup> thru December 31<sup>st</sup> of the following year.

**Note #4:** New membership applications received after July 1<sup>st</sup> will be valid through December 31<sup>st</sup> of the same year. The membership fee will be reduced 50%. This policy only applies to new, not renewing members and to the Full Membership classification only.

**Note #5:** Membership fees may vary each year.

**Note #6:** 2003 QSAC members who paid for a "Mailed Newsletter" will receive a \$5.00 discount on the "Mailed Newsletter" 2004 membership fee. Anyone who paid for a "Downloaded Newsletter" will pay the full price for the 2004 membership.

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Amount Enclosed: \_\_\_\_\_ Date: \_\_\_\_\_  
 New Member ( )      Renewal Member ( )      Current QSAC # \_\_\_\_\_

Make Checks Payable To: QSAC  
 Mail To: QSAC, 15166 Center Road, East Lansing, MI. 48823

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**2004 QSAC Membership Receipt**

NAME: \_\_\_\_\_  
 Amount Paid: \_\_\_\_\_ Date: \_\_\_\_\_  
 Received By: \_\_\_\_\_

(If applied for at track)

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