

Hello Rules Ratification Committee (RRC) members,

We present to you a group of changes to the QSAC Rules Package and to the QSAC Dirt Track Addendum.

**RULES CHANGE PROPOSAL OVERVIEW:**

There are seven (7) rule changes being proposed.

Proposal #1 is a clarification regarding the use of a Kill Switch.

Proposal #2 is a change of definition for the angle of the spoiler for the Limited Sportsman class.

Proposal #3 is a clarification of the track width for Sprint cars.

The first four proposals are to each be treated as standalone, and shall be voted on as such.

Proposal #4 is the creation of a new sprint car class that uses the same engine package as both Sportsman classes (red plate/manifold).

Proposal #5 is the re-naming of the Sprint Car class.

Proposal #6 is the updating of names and naming conventions for the Sprint Car classes in the standard Rules Package.

Proposal #7 is the updating of names and naming conventions for the Sprint Car classes in the Dirt Track Rules Addendum.

Proposals #4 through #7 are to be treated as a collective, and shall be voted on as such. This is to mean when you vote, you are either voting "FOR" all four of the proposals, or you are voting "AGAINST" all four proposals. Proposals #4 through #7 will not be split up.

**PROPOSAL #1:**

**ADD:** *8.13.5.1. Kill switches are allowed to be controlled with a switch, button or command function on the radio through an alternate channel on the receiver.*

**REASON #1:** To specifically allow the use of the kill switch through functionality on the radio.

**SUBSTANTIATION #1:** The use of Kill Switches is in place already; this step change allows a more realistic control of the kill switch, should it be needed, by the racer at the exact moment of need.

**PROPOSAL #2:**

Changing the angle requirement for the spoiler in Limited Sportsman as follows:

**FROM:** "11.3.2. Spoiler to be at an angle of 90 degrees to 95 degrees, leaning toward the rear of the car, measured relative to the deck lid."

**TO:** "11.3.2. Spoiler to be at an angle of 60 degrees minimum, measured relative to the ground."

**REASON #2:** To provide a more lenient angle rule that is easier to inspect.

**SUBSTANTIATION #2:** While the previous spoiler angle definition was tight and controlled, inspecting the angle was inconsistent and challenging on certain manufacturer's bodies. This change allows the spoiler additional angle variation, and should make inspection easier and more straight-forward.

**PROPOSAL #3:**

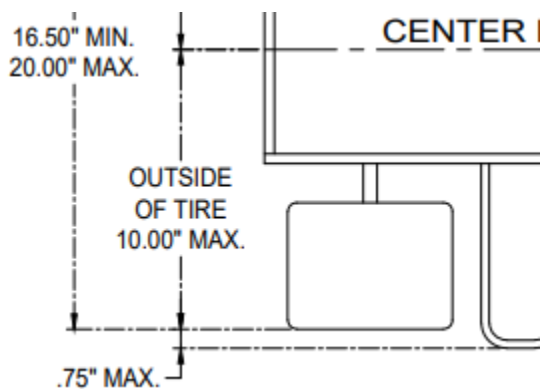
Change the wording for the overall track width of a sprint car on the graphic image shown on page 22 of the 2023 QSAC Rules Package as follows:

**FROM:** "OUTSIDE OF TREAD 10.00" MAX"

**TO:** "OUTSIDE OF TIRE 10.00" MAX"

NOTE: this line item is located in four separate locations; all four locations will be updated to match one another.

See below: one of the four (4X) locations with updated wording.



**REASON #3:** To be consistent with wording and nomenclature that is used for each of the other classes.

**SUNSTANTIATION #3:** In the past, the previous wording of "TREAD" instead of "TIRE" caused some issues with competitors as the inconsistency in wording caused misunderstanding. This clarification allows consistency for all classes regarding track width measurements, and to what surface they are measured. This should have no impact on parts that have been manufactured, nor should it drive a change in manufacturing for sprint car manufacturers.

**PROPOSAL #4:**

Define and outline technical specifications for a red plate (360) sprint car class that is similar to Limited Sportsman as follows:

**15. 360 SPRINT CAR**

**15.1. TECHNICAL SPECIFICATIONS**

15.1.1. Unless otherwise listed below, all other specifications from 410 Sprint Car and General Specifications apply.

**15.2. ENGINE, FILTER, VELOCITY STACK**

15.2.1. G-23RC/G230RC (A, B & C), and G240RC engines with the QSAC approved air filter adapter (replaces the velocity stack) allowed - or- the stock OEM Zenoah air filter and housing.

**15.3. CARBURETOR PLATE/MANIFOLD**

15.3.1. ~~Must use an 8.5 QSAC Plate or QSAC Manifold, two gaskets, and no sealant.~~ See sections 8.3.7, 8.3.11, 8.3.12, and 8.3.13 in ALLOWABLE ENGINE CHANGES. The QSAC Plate or QSAC Manifold is mandatory.

**15.4.** Competitors in the 360 Sprint Car class may not participate in East Coast Modified (ECM), Grand National, Sportsman, 410 Sprint Car, or Super-Truck while remaining a 360 Sprint Car. Further, once leaving the 360 Sprint Car Class to progress to a "Pro class", he / she may not return to 360 Sprint Car class unless approved by the QSAC Area, Region, or District Director, and his "home track" or club.

**REASON #4:** to provide an option for this class to be defined and be used as a possible class for QSAC competition.

**SUBSTANTIATION #4:** This class has been campaigned at the QSAC Dirt Nationals with great success the past handful of years. By formalizing the class and its technical definitions, this allows other tracks the opportunity to use these rules and have a consistent platform should a racer choose to race in this class at other QSAC sanctioned tracks that are using the class.

**PROPOSAL #5:**

Rename the blue plate Sprint car class as follows:

**FROM:** "14. SPRINT CAR – CLASS SPECIFICATIONS"

**TO:** "14. 410 SPRINT CAR – CLASS SPECIFICATIONS"

**REASON #5:** To provide distinction between the two sprint car classes.

**SUBSTANTIATION #5:** Full scale sprint cars are generally categorized as either "360" or "410" sprint cars due to the displacement of their engines. While these two classes will run the same engine, from a performance standpoint, this is the equivalent of running two different engines due to the manifold size differences. This name change will help to provide a clear distinction between the two sprint car classes.

**PROPOSAL #6:**

Additional changes to create consistency with the addition of the 360 Sprint Car class.

6.10.3. – UPDATED “HEAT DURATION” CHART:

**FROM:** “SPRINT CAR”

**TO:** “360 and 410 SPRINT CAR”

6.12.6. – UPDATED “MAIN DURATIONS (LOCAL & REGIONAL RACES)” CHART:

**FROM:** “SPRINT CAR”

**TO:** “360 and 410 SPRINT CAR”

**FROM:** “8.3.14. Velocity Stacks are allowed to be used in East Coast Modified (ECM), Grand National, Sprint, and Super-Truck classes.”

**TO:** “8.3.14. Velocity Stacks are allowed to be used in East Coast Modified (ECM), Grand National, 410 Sprint, and Super-Truck classes.”

**FROM:** “8.3.15. Sportsman Cups are required in Limited Sportsman and Sportsman classes”.

**TO:** “8.3.15. Sportsman Cups are required in Limited Sportsman, Sportsman, and 360 Sprint classes.”

**FROM:** “8.8.3. The clutch housing may be lightened or modified for cooling, servo mounting, clutch disassembly, etc. Grand National, Super Truck, Super Late Model, & Sprint Classes may use steel or aluminum clutch shoes and shoes may be lightened. “

**TO:** “8.8.3. The clutch housing may be lightened or modified for cooling, servo mounting, clutch disassembly, etc. East Coast Modified (ECM), Grand National, Super-Truck, and 410 Sprint Car classes may use steel or aluminum clutch shoes, and the clutch shoes may be lightened.”

**FROM:** “8.8.5. Clutches for all Sportsman Classes **MUST** remain entirely stock; including spring and shoes.”

**TO:** “8.8.5. Clutches for all Limited Sportsman, Sportsman, and 360 Sprint Car classes **MUST** remain entirely stock; this includes both the clutch spring and clutch shoes.”

**REASON #6:** To fully capture and document the places where the 360 Sprint Class needs to be referenced.

**SUBSTANTIATION #6:** By implementing these changes, the rules package reads complete and there are no open ended situations with the addition of the 360 Sprint class.

**PROPOSAL #7:**

Update the QSAC Dirt Track Rules Addendum to reflect the addition of the 360 Sprint car class, and the renaming of the Sprint car class to 410 Sprint.

**FROM:** *"2.2. Sprint Car"*

**TO:** *"2.2. 360 Sprint Car"*

**FROM::** *"2.3. Super-Truck"*

**TO:** *"2.3. 410 Sprint Car"*

**ADD:** *"2.4. Super-Truck"*

**FROM:** *"4.2.3. SPRINT CAR: The following chart defines the allowable sizes for wheel, host, and tread for the Sprint Car class."*

**TO:** *"4.2.3. 360 AND 410 SPRINT CAR: The following chart defines the allowable sizes for wheel, host, and tread for both the Sprint Car classes."*

**FROM:** *"5.1. SPRINT CAR:"*

**TO:** *"5.1. 360 AND 410 SPRINT CAR:"*

**REASON #7:** To update the QSAC Dirt Track Rules Addendum to reflect the addition of the 360 Sprint Car class and the renaming of Sprint Car to 410 Sprint Car.

**SUBSTANTIATION #7:** This creates full clarity regarding the differences between the two sprint car classes.