

# ASCF Inc. TEK TORQUE

ASCF INC TEK TORQUE:

Volume 1, Issue 10

Newsletter Date OCTOBER 2002



AUSTRALIAN SALOON CAR  
FEDERATION Inc

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## ASCF INC JOINS NASR.

Listed below are the six points which have been signed off on by NASR, as the conditions of the ASCF Inc. joining.

- NASR Board be restructured to four members of Promoters group elected by Promoters group, four Competitor members elected by competitor groups (1 Competitor member being the ASCF), and one Independent member. These nine Board members appointing an individual non-voting Chairperson.
- ASCF Inc. to retain control of their own body, members, rules and regulations, specifications and licences (licences would be jointly issued, i.e. NASR/ASCF). Funding from same would need to be agreed upon between NASR and ASCF so as States can retain their income.
- All NASR/ASCF Drivers will only compete with NASR/ASCF licenced Drivers and ASCF registered cars, competing under ASCF rules and regulations, wherever they are competing.
- That it is possible to change the name of NASR by a majority vote of shareholders.
- Competitors, if required, can remove competitor Board members from the Board.
- Only ASCF registered Officials will officiate stewarding, scrutineering, etc over ASCF registered cars and NASR/ASCF licenced Drivers.
- National and State Titles will still function under the ASCF banner and be recognized as such.

## SUPER SEDAN ROOF

There are roofs currently manufactured and fitted in Australia that do not comply to the current specification manual.

Page 16 Section 1 reads

“Turret/roof to be a replica of the original panel or the original short track body style.”

Roofs that don't comply to the above specification must be replaced with the correct fitted approved roof immediately.

### Special points of interest:

- *PROPOSED Price Limit on Tyres for Production, Street Stock & Junior Divisions*
- *PROPOSED Street Stock Injection*
- *Junior Specifications for Draft Manual.*
- *Modified Production Bumper Bars*
- *Report from Council Meeting on September 02*

### 2002/2003 NATIONAL

### SUPER SEDAN TITLE

**Parramatta City Raceway**  
**20th, 21st & 22nd February,**  
**2003**

**Nomination Fee \$90.00**

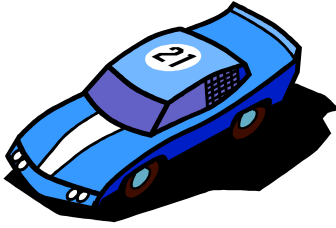
**Late Nomination Fee \$200.00**

**Passes for Driver & two crew**

**Prize Money \$18915.00**

**Tow Money \$9200.00**

**Track Contact: Steven Green**  
**on 02 9637 0411**



## JUNIOR DRAFT SPECIFICATIONS:

**ROLLING SHELL:** That all Junior cars be common across the board. i.e. bumper bars/internal barwork. Refer Modified Production, Section 28, Bumpers & Optional External Barwork.

**Page 25, Section 30**

First Paragraph: Add after "All arms, rods, struts," the words "spring hangers and sway bars" continue "must remain standard etc."

**Page 25, Section 29**

For the Draft: That removable steering wheels be added to the book, as an option.

**Page 20, Section 21**

For the Draft: Carburettor: That the choke butterfly be removed from the carburettor.

**Page 32, Section: Steering, Rule No 27**

Modifications to Steering: No quick steer or reduction units allowed. O.E.M. only.

**Page 26, Section 35**

**For the Draft: TYRES:** The maximum tyre size that can be run on Junior Stock Sedan Cars are 185 Radials. Tyres must be in good condition and tyre markings to be legible. Recap wording – same as Street Stock. Ignore recap wording – Size 215

**Page 22, Section 22**

**For the Draft: FUEL TANK:** Change tank capacity to max 25 Litres. This will allow the use of plastic marine tanks instead of jerry cans. The marine tanks has been suggested for use, as these are a safe option to the jerry can.

**Page 25, Section 29**

Bumpers and bumper supports and barwork to be a max of 38mm x 3.0mm W.T. tubing and behind original plastic bumper. Redo drawing Page 25 (Draft). Meaning that vehicles with plastic bumpers must have the barwork behind the bumper.

**Page 26, Section 34.**

Delete wording WHEELS and replace with

"All wheels must be steel or alloy construction. Alloy or Mag wheels may be used, but must be of one-piece construction. Correct matching nuts must be used.

Rim diameter to suit year, make, and model and body type.

Max rim width 155mm (6"). Custom made wheels not permitted.

No bead locks.

Add drawing page 29 Street Stock Manual, but omit tread size Fig 9.

**Page 24, Section 27**

Gearbox and diff ratios to remain standard as per manufacture for the year, make and model (i.e. car, ute or wagon). Deleted words "and body type"

**IMPLEMENTATION DATE FOR ABOVE SPECIFICATION CHANGES—1ST JULY, 2003**

### Modified Production Specifications

**Modified Production - Front Bumper Bar:** To be covered with a plastic road car bumper.

Change is requested under ASCF Policy Section 16 Paragraph 6 under the guise of "A specification proves to be unworkable or not in the interests of the division.

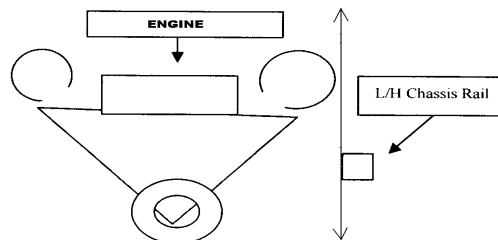
**That the Motion re front bumper bars on modified sedans be implemented immediately**

### CONTROL TYRE

The National Technical Committee, after reviewing the information submitted by Drivers and Clubs, have decided not to implement a control tyre in any ASCF Inc. Class at this time.

## SUPER SEDANS—ENGINE POSITION

Super Sedan Engine Position (Front View)



**PROPOSED PRICE LIMIT ON PRODUCTION, JUNIOR AND STREET STOCK TYRES**

The ASCF Inc. Technical Committee require the input from the above divisions in regard to a Price Limit of \$180.00 for Production, Junior and Street Stock Tyres. Listed below are the proposed tyres that will fit into this category. Please contact your State Technical Officer for further information.

**Your decision as to whether you are for or against this proposal, can be forwarded to the State Office, through your Club.**

**The following is a list of tyres that come under the PROPOSED \$180 limit for Production Sedans. It is recommended to choose a tyre listed amongst these.**

GOODYEAR	Grand Rally – Eagle N.C.T 3 - Eagle G.A. – Regatta – Eagle G.A. Plus – Eagle G. T+4.
DUNLOP	Monza 200 – Monza 200R – Monza D.8 – Formula F.M..901 – Formula W-10 – LeMans A4.
SIMEX	SM 703 – SM 801 – SM 803 – SM 800
YOKOHAMA	A509 – A539 – S306 – A500 – S760.
NANKANG	EX601 – SX601 – EX606 – SX606 – SA603 – EA603 – N826 – N816.
KUMHO	758 – 727 – KR11 – 777A – 769 – 772 – 795 – 787.
HANKOOK	Optimo K402 – 866 – 884 – K701 – W400.
B.F. GOODRICH	Radial T/A
FALKEN	FK07U – SN816 – DN614 – ZE502 – ZE326 – ST115.
FIRESTONE	Firehawk T.Z100 – S.Z50.
BRIDGESTONE	S340 – G-Grid Grid 11 – E.R30 – RE88 – RE92 – GR50 – B70.

Size of tyre will be identified by sidewall markings.

**SPECIFICATIONS: ALL CLASSES**

That the wording re Battery Triangle be deleted from all Specification manuals.

**Implementation date, 1st July, 2003.**

**CLARIFICATION**

**All Classes. Page 3 Section 6. All Specification Books**

“A car being re-registered must have the log book from the immediate previous season, otherwise that car will be subject to new car specifications.”

**THIS ADDRESSES THE CHASSIS AREA AND ROLL CAGE ONLY.**

**Street Stock Shock Absorbers, Flywheels & Valve Lifters.**

Shock Absorbers: Competitors in this class please be aware that front shock absorbers are to be checked for specification, e.g. visually standard.

Street Stock flywheel – minimum allowable thickness – Falcon 20.5mm. Holden 32mm, Valiant 22mm, Sigma GH 34mm Sigma GN 22mm. **Must use original cast flywheel with original markings.**

Valve Lifters – random leak down tests will be performed during scrutineering/race meetings.

**PROPOSED STREET STOCK INJECTION**

**TRIAL AND EXPERIMENTATION FOR INJECTION.**

That we allow for a trial period of 12 months, (from 6/9/2002) the construction of 2 E.F.I. Street Stocks, one Ford, one Holden. Trial to be overseen by the WASCFC Inc. Technical Committee. Two vehicles only (Owners John Purser and Trevor Lapworth).

N.B. Trial is in the interest of future development for the Class.

Reason: Cost of building a car with early model engines, late model bodies.

**NOTE: This is only a trial, does not automatically mean that injection will be introduced into this Class. Fuel Injection will only be introduced if the majority of Street Stock Drivers vote to implement the change**

**For further information regarding this proposal please contact your State Office or State Technical Officer.**

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FEDERATION INC.

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## COMPILATION OF SPECIFICATION MANUALS

- Input
1. Drivers Meeting by Class
  2. Ideas are collated by State (Technical)
  3. Reviewed by State Body Meeting
  4. Forwarded to ASCF Inc.
- Output
1. National Technical Director collates information received, be sent to Technical Committees.
  2. Each State conduct a State Drivers Meeting.
  3. Results of recommendations forwarded via State Offices to ASCF Inc.
  4. National Technical Meeting discuss and make recommendations for next, final draft.
  5. Council to rubber stamp recommendations.

**The Production and Street Stock Manuals are up for review at the March 2003 Technical Meeting. A drivers meeting should be held in each State that runs these Classes. Please contact your State Office for further information.**

# SEPTEMBER 2002 COUNCIL MEETING REPORT

## ASCF/NASR LICENCES:

The ASCF Inc. is still in negotiations with NASR with regard to the cost and procedure regarding these licences.

## TOW MONEY:

Further discussion was held regarding Tow Money for National Titles. Council accepted a proposal for tow money to be allocated on a km rate per distance traveled, not based on the State the driver resided in. To be implemented in the 2003/2004 Season.

Secretary to do a comparison at each of this years Titles, comparing this years tow money against the new system.

**N.B. The article regarding Tow Money in the previous issue of Tek Torque, as with the above article, only refers to NATIONAL TITLE TOW MONEY.**

## POLE SHUFFLE:

As of the 2003/2004 Season, there will no longer be pole shuffles at National Titles.

## VICE PRESIDENT:

Mr. Geoff Green from Western Australia is the new Vice President. Geoff has been State President of the WASC Inc. for eight years and has considerable experience in speedway administration.

## DUAL REGISTRATION:

Clarification: If an owner wishes to dual register his car, must register the car in both Divisions. E.g. A car registered as Production, wishes to race in Modified Division, must have also registered as a Modified. And paid two registration Fees.

## FEES:

That the fees for Super Sedan Compliance Plate be as follows

Home Builder: (1 car per season) \$ 1 1 0 . 0 0 per plate

Constructor: \$1,100 Annual Approval Fee plus \$110.00 per plate.

## COMPLIANCE PLATE:

The implementation date for an ASCF Inc. Compliance Plate will be from 1<sup>st</sup> July, 2003.

## WEB SITE:

This site is available to all Members. We would appreciate any information regarding race calendars, nomination forms for blue ribbon events, photos and profiles from Drivers

Web Site Address is:

<http://www.salooncar.com.au/>