

# TEK TORQUE

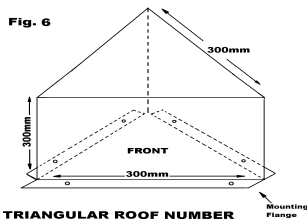
VOLUME 1 ISSUE 11

NEWSLETTER DATE JUNE, 2003

## SPECIFICATION CHANGES—ALL CLASSES

### TRIANGULAR ROOF NO.

That triangular 3 sided roof numbers be optional for all classes—plate to be 300mm x 300mm x 300mm. Black background with white number.



### ENGINE SEALING:

Engine sealing is compulsory.

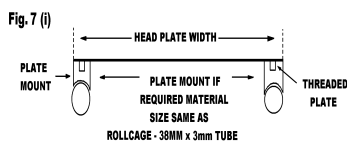
### HEAD PLATE: SAFETY

In New Spec Books - Section 10 Seat: Delete 'head plate' & 's' from 'bars'. Specification to read:- Minimum 50mm clearance, helmet to roll cage roof hoop/bar.

Change under 'Installation of Drivers Restraint, Page 10. Remove 'head plate' wording and replace with 'roll cage roof hoop/bar'.

### HEAD PLATE:

Existing Cars: Safety Helmet clearance between head plate/roll cage hoop bars for existing vehicles may raise head plate as per drawing attached to obtain 50mm clearance. Mounting procedure for raising of head plate (existing cars) - 10 stubs 38mm x 3mm tube—stub length is determined by height required to gain 50mm clearance. Stubs to be end capped and threaded for mounting purposes.



poses.

### ROLL CAGE: SAFETY

A quarter window bar, if required because of excessive rake or a long roll cage, be fitted to both sides using a minimum of 25mm OD.

### ROLL CAGE: SAFETY

Foot protection plate/bar: Minimum requirement for foot protection be a minimum of roll cage material. Plate may also be required.

### CLARIFICATION:

That the use of upper cylinder lubricant via carburettor or vacuum system is illegal. Any vehicle found with these type of systems will be deemed illegal.

**N.B. ANY SPECIFICATION CHANGE MADE FOR REASON OF SAFETY IS IMPLEMENTED IMMEDIATELY IN ALL CLASSES.**

### SPECIAL POINTS OF INTEREST:

- *Proposed changes to Street Stock Specification Manual.*
- *Changes to Final Draft of Junior Specification Manual.*
- *Clarifications to Super Sedan Specifications*
- *Clarifications to Modified Production Specification Changes*
- *Report from Council Meeting*
- *Engine Sealing Specifications*

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## ASCF Inc. LICENCES 2003/2004 SEASON

The ASCF Inc. Licence for the coming Season will consist of the following:-

- A plastic NASR/ASCF Inc. Licence Card.
- A white ASCF Inc. Infringement Card.

An ASCF Inc. Licence will not be valid unless you have the plastic NASR Licence Card which has ASCF Inc. stamped on it and the white ASCF Inc. Infringement Card.

Please contact your Club or State Office for the procedure to obtain this Licence.

# STREET STOCK SPECIFICATION MANUAL

**The changes below are to be implemented into the 2004 Street Stock Specification Manual.**

**ENGINE:**

Delete "Warning — illegal engine 12 months disqualification!! Engine must be sealed prior to registration" Add "Engine sealing is compulsory."

**BODY—BALLAST:**

Add words 'of any description' so now reads—"Ballast of any description is not to be carried. E.g. 'water in tyres etc.'

**BRAKES:**

Delete wording in Section and replace with "foot operated OEM hydraulic brake system to operate correctly on all 4 wheels and to be effective at race speed. No brake isolation switch/s allowed. The use of brake bias adjustment not permitted.

**SUSPENSION/STEERING**

Add to Section—"steering from lock to lock to remain OEM for make and model.

**TYRES:**

Alter paragraph 3, Line 1 to read "tyres—radials only—215 side wall marking max... etc."

**ENGINE:**

That we insert a mass weight for flywheel and clutch assembly into the new specification book.

Pro., etc.. Mounting ends to remain original.

Add:

- Flywheel standard weights
- Clutch Pressure plate weights.
- Clutch Plate weights.

**SUSPENSION/STEERING**

Power Steering optional—power steering racks and boxes to be OEM and in original position. Hoses and mounting position of pump is optional. Power steering pulleys and coolers optional. Mechanical belt driven pumps only.

**ROLL CAGE:**

Bolt on anti spear deflector plate, refer page 19 paragraph (g) "One piece anti spear external door plate to use a minimum of 6 50mm x 50mm x 3mm MS tags and bolted to either 8mm or 5/16th high tensile bolts with no protrusions.

**BODY:**

Delete paragraph "Towing attachment: a chain is to be attached to each bumper attaching bracket, four per car—two front and two rear minimum (suggested here. Alloy chain)."

**SUSPENSION/STEERING**

Shock Absorbers/Strut inserts: Standard sealed replacement units only. No external or internal adjustment/adjusters. No competition aftermarket derivatives. E.g. AFCO, Bilstein, Koni,

**STREET STOCK DERIVATION:**

Add: 'Original Equipment manufacturer—means for make and model unless otherwise stated.

**SUSPENSION/STEERING**

Insert in start of Section—"A Street Stock race car must use a complete metal body with suspension mounting points in original position and being used. Suspension mounting points are defined as mounting points of suspension arm either end, shock absorber either end, strut either end and springs either end.

**SUSPENSION/STEERING**

The use of adjustable suspension arms, pannard rod/watts linkage's etc. are not to be used.

**TRANSMISSION:**

Differential pinion angle to remain O.E.M. standard for make and model

**TABLE 5 Standard Dimensions:**

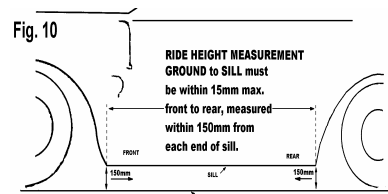
Change wheel track to +15mm and include this in measurement in book. Delete the line—"(plus or minimum 15mm max tolerance). Add—"These are maximum measurements including 15mm absolute

**STREET STOCK DERIVATION:**

Age limit on Street Stock Eligibility—3 years. For 2003—competitor can only build up to 2000 model car.

**TABLE 6:RIDE HEIGHTS**

Change sill measurement to be within 15mm of front measurement. Delete: Ride heights chart from Table 6 and replace with "Ride height measured 15mm maximum variation front to rear. Sill measurement, measured within 150mm from each end of sill. Refer Drawing.



**SUSPENSION/STEERING:**

Replace word in book "column with shaft". Steering shaft/column to remain in original position in car." "Steering column and pedals remain as per OEM for make and model, measured at waist line.

**ENGINE:**

Engine Block: The maximum allowable cylinder sleeves to be fitted to an engine block be two in total.

**STREET STOCK CLARIFICATION—EXHAUST MANIFOLD:**

There has been a growing practice of modifying the exhaust manifold, e.g. machining/removing the exhaust flange ring surface. This practice is not acceptable and must desist forthwith. Specification book cites "Exhaust Manifold—to be "base model" "standard". This means the exhaust manifold must remain O.E.M. in all aspects.

## JUNIOR SPECIFICATION MANUAL

The changes below are to be implemented into the 2003 Junior Specification Manual.

**BODY:**

Add—"The centre line of seat, steering column and pedals remain as per O.E.M. for make and model measured at waist line.

**BODY:**

Add—"Ballast of any description is not to be carried. E.g. water in tyres etc.

**BRAKES:**

Add word 'O.E.M.' after word 'foot operated'. No 's' on brakes. Add word 'system' after brakes. To read "foot operated O.E.M. hydraulic brake system..." Add "No brake isolation switch/s allowed."

**STEERING:**

Add—"Steering, from lock to lock to remain O.E.M. for make and model."

**SUSPENSION:**

Shock Absorbers/Strut inserts: Standard sealed replacement units only. No external or internal adjustment/adjusters. No competition aftermarket derivatives. E.g. AFCO, Bilstein, Koni, Pro., etc.. Mounting ends to remain original.

**JUNIOR SEDAN DERIVATION:**

Add: 'Original Equipment manufacturer—means for make and model unless otherwise stated.

**SUSPENSION:**

Insert in start of Section—"A Junior Sedan race car must

use a complete metal body with suspension mounting points in original position and being used.

Suspension mounting points are defined as mounting points of suspension arm either end, shock absorber either end, strut either end and springs either end.

**SUSPENSION/STEERING**

The use of adjustable suspension arms, pannard rod/watts linkage's etc. are not to be used.

**TRANSMISSION:**

Differential pinion angle to remain O.E.M. standard for make and model

**ENGINE:**

Engine Block: The maximum allowable cylinder sleeves to be fitted to an engine block be two in total.

DIRECTION OF PRODUCTION CLASS

All States have been asked to consult their Clubs and Production Drivers and Car Owners, regarding the direction to be taken with this class. This class has stagnated in some States. Does there need to be a bigger gap between the Modified and Production Classes?

One option was to combine the 3 litre and Production classes. The other option was to bring Modified Productions back, to take away 9" and just have standard differential, no methanol, standard trailing arms.

If you are a Production Driver and have any ideas on the direction of this Class, please discuss this matter with your Club and have them forward these ideas to your State Branch.

## SUPER SEDAN CLARIFICATIONS

**LEAD WEIGHT/BALLAST:**

All lead weight/ballast as per spec book, to be mounted under interior sheeting.

**ENGINE:**

Engine: Means complete engine, including rocker covers, excluding exhaust.

**BODY:**

Maximum body width 1955 including rub rails. Overall width 2110mm ABSOLUTE. No barwork to be wider than 1955 mm max. waist line measurement.

**REGISTRATION:**

In answer to Clarification requested by Technical Committee, regarding a Super Sedan licensed with a certain body e.g. Falcon, and then the body is changed to another body, e.g. Monaro, what is

the procedure. Council advised: the following - "The Super Sedan registration is the chassis. The owner would keep his/her old log book, with an endorsement. No further daylight scrutineering, no fee payable."

**BUMPER BARS:**

Reminder: That the new ruling on Bumper Bars from the 2002 Super Sedan Manual - Section 31, Bumper Bars and Optional External Barwork, Item No's - a. & b. will be implemented on 1<sup>st</sup> July 2003.

**PRODUCTION SPECIFICATIONS**

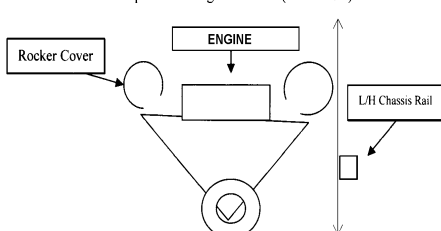
**CLARIFICATION:**

The use of Torsion Bars, unless original equipment, is illegal.

**BUMPER BARS:**

*For implementation in next Production Specification Manual* Section 28 (c) "Front Bumper: To be covered with plastic road car bumper.

Super Sedan Engine Position (Front View)



**ENGINE SEALING**

**ENGINE SEALS:**

That we implement coloured Engine Seals:-

Super Sedan	-	Yellow	Modified Production-	Blue
Production -		Green	Street Stock -	Red
Junior -		Orange		



Seals are to be stamped ASCF and numbered. Seals are placed on the engine in the following positions:

- Super Sedan—1 x Sump and Timing Cover
- Production/Modified Production—1 x Sump and Timing Cover
- Junior—1 x Sump and Cylinder Head
- Street Stock—1 x Sump and Cylinder Head
- V6 Engines—Intake Manifold, Sump and Timing Cover.

**SEALING AN ENGINE:**

a) **General:**

Seal Wires to be kept as short as possible. Seals to be easily seen when engine is in the car. It may be a good idea to seal the timing cover as well in cast the sump needs to be removed for any reason. Then it can be resealed again easily.

b) **Street Stock and Junior Sedans:**

Engine to be checked with the head and sump removed.

Block: Bottom: Check Crankshaft and Conrods are correct type for the block being used and block is correct for the model of car.

No polishing, lightening or deburring, no extra counter weights on crank. Check sump is visibly standard externally.

Seal sump on. One seal on each side, through sump to block flange.

Top: Measure Bore and Stroke. Check size list in back of book.

Check pistons do not protrude above block

Check pistons are the correct type, dished or not as per OEM.

Head: Measure diameter of valve head, check list in book.

Check valve seats, throats and ports are not enlarged or polished.

Visual check on valve springs (single or double).

Seal head on.

c) **Modified and Production Class:**

Engine to be checked with head only removed.

Check stroke, must be standard for engine block series.

Check head is the correct one for the engine block series.

Seal sump on. One seal each side through sump to block flange.

V6 Seal through two top timing cover bolts.

d) **Super Sedans:**

V8 Engines: Check with one head removed.

Measure Bore and Stroke, calculate capacity, 367 ci MAX

Seal Sump and/or Timing cover on.

6 Cyl. And Rotary engines, seal for eligibility only.

**CONVERSION FORMULAE FOR CUBIC ENGINE CAPACITY:**

Bore x Bore x .7857 x Stroke x No. of cylinders.

For example - a Holden 202/3.3. Bore 3.625 x Bore 3.625 - 13.140625 x .7857 = 10.320646 x Stroke 3.250 - 33.542102 x No. of Cylinders (6) = 201.252614 CU Inches.

**CAPACITY OF FUEL TANKS:**

Round Tanks: Diameter x Diameter x .7857 x Length.

Square Tanks: Height x Depth x Length.

To convert CU Inches to Litres - Multiply by 0.016387."

**MODIFIED PRODUCTION CLARIFICATIONS**

1. The use of Torsion Bars, unless original equipment, is illegal. This means: That must be sway bar not spring.
2. Coil Spring mounts on Falcon differential must be in original position and being used.
3. Specification Manual, Page 26, Throttle Body: polishing not allowed.
4. Rear Radiator, when mounting into rear of car, parcel shelf must be left complete

**MODIFIED PRODUCTION TRACK MEASUREMENTS**

**VT COMMODORE**

FRONT

1620MM

REAR

1640MM

AS PER

SPECIFICATION

MANUAL

**VX COMMODORE**

FRONT

1620MM

REAR

1640MM

SAME AS VT

COMMODORE

**ENGINE UPDATE FOR MODIFIED AND PRODUCTION ENGINES—BORE AND STROKE**

Make	Model	Standard Bore	Stroke	"Engine"
Holden	VP-VR-VS	3.81 (97mm)	3.38 (86mm)	3800 V6
Holden	VT-VX-VY	3.81 (97mm)	3.38 (86mm)	3800 V6
Ford	EF-EB-ED-EL	3.63 (92.25mm)	3.90 (99.31mm)	4.0L OHC 6
Ford	AU-BA	3.63 (92.25mm)	3.90 (99.31mm)	4.0L OHC 6

**ASCF Inc. NATIONAL TITLE S  
DATES AND VENUES  
2003/2004 SEASON**

**SUPER SEDAN TITLE:**  
Riverview Speedway, Murray  
Bridge, S.A. on 26<sup>th</sup> 27<sup>th</sup> & 28<sup>th</sup>  
February, 2004

**MODIFIED PRODUCTION  
TITLE:**  
Attwell Park Speedway, Al-  
bany, WA on 9<sup>th</sup> 10<sup>th</sup> & 11<sup>th</sup>  
April, 2004

**PRODUCTION TITLE:**  
Collie Speedway, Collie, W.A.  
on 27<sup>th</sup> 28<sup>th</sup> & 29<sup>th</sup> February,  
2004

**STREET STOCK TITLE:**  
Latrobe Speedway, Latrobe,  
Tasmania on 19<sup>th</sup> 20<sup>th</sup> & 21<sup>st</sup>  
February, 2004

**JUNIOR TITLE:**  
Simpson Car Club Inc. Bun-  
gador Victoria on 5<sup>TH</sup> 6<sup>th</sup> & 7<sup>th</sup>  
February, 2004

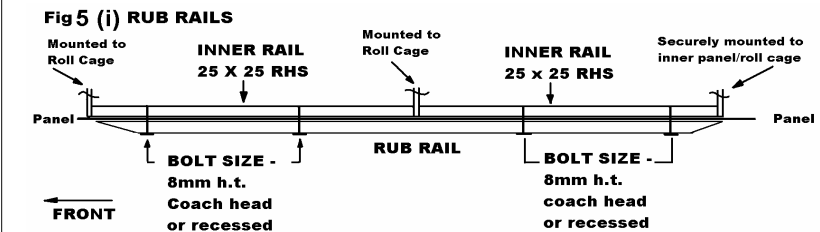
**NATIONAL TITLES  
SUBSTITUTE CARS - RULE 13.15**

Following the National Super Sedan Title, some drivers questioned the fact that a competitor competed in the final in a car other than the one he nominated and drove in the heats. Please find below, the rule regarding the use of substitute cars.

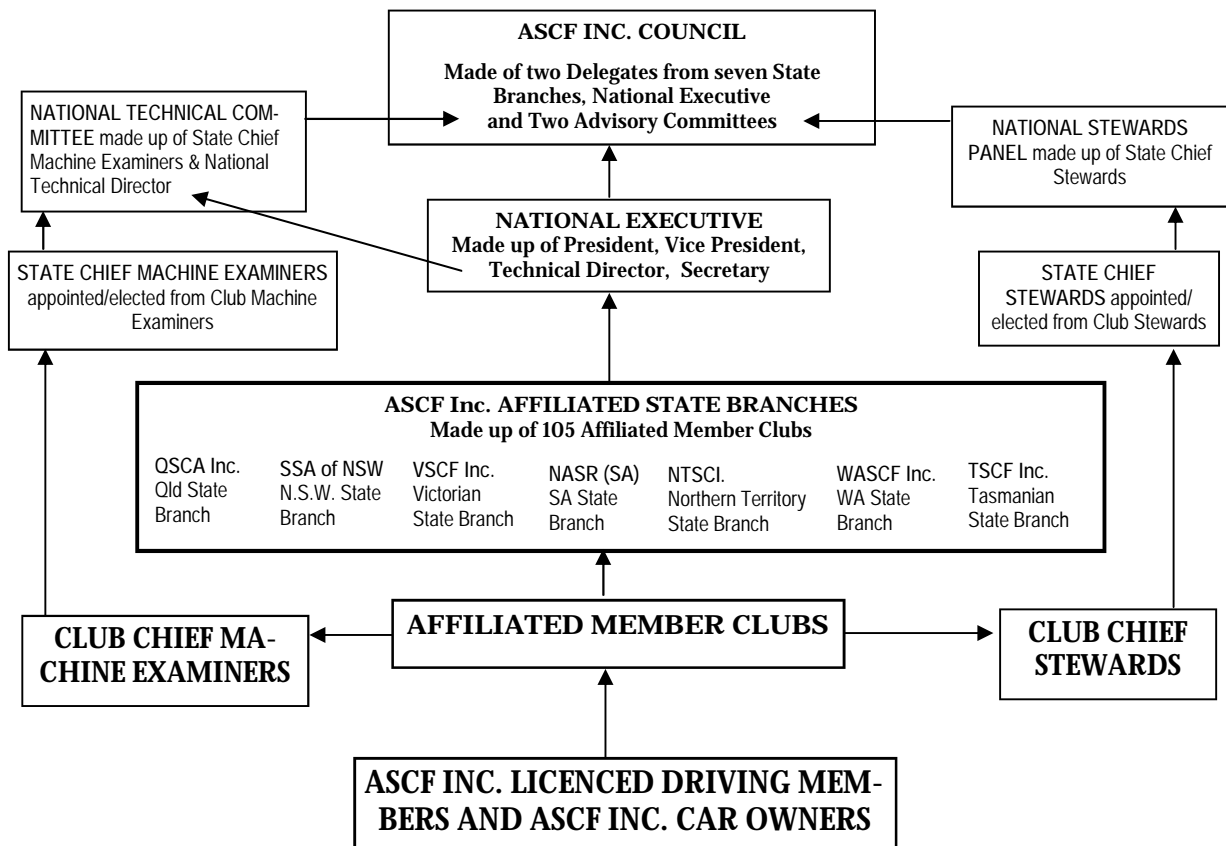
Rule 13.15 "A substitute car may be used by a nominated driver providing that:

- (a) the substitute car has been nominated for the meeting.
- (b) if the substitution occurs before the meeting has begun, the car starts from its drawn position in the heats.
- (c) if the substitution occurs once the meeting has begun, the substitute car starts rear of the field in its remaining heats.
- (d) If the substitution occurs after all heats have been run, the substitute car starts rear of the field in the final. However, it must have competed in the heats.
- (e) The Chief steward has given permission for the substitution.
- (f) In Series events, (a) to (e) will apply. However, points in Series events will be allocated to the driver. "

Below is a Drawing showing how rub rails are to be attached in all Classes.



**ASCF INC ORGANIZATION FLOW CHART**





AUSTRALIAN SALOON  
CAR FEDERATION INC.

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WEBSITE ADDRESS

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The following tow money criteria was implemented at the Council Meeting. Tow Money is based on a cents per kilometre travelled.

### TOW MONEY CRITERIA

1. The National Title tow money is to be paid in cash at the race meeting unless directed otherwise.
2. All Competitors travelling from Tasmania will automatically have \$100 bonus taken out of the Tow Money Pool and set aside. e.g. Tow Money for Modified Title \$7200. One Tasmanian Competitor - \$7200 - \$100 = \$7100.
3. Total number of kilometres travelled by Competitors travelling over 100 kilometres from their home address to be added together. E.g. 75935 kilometres
4. Total number of kilometres will be divided into total money in tow money pool, after Tasmanian bonus has been taken out. This will give a cents per kilometre figure. e.g.  $\$7100 \div 75935 = .09.35$  cents per kilometres.
5. Round off amounts to the nearest dollar. E.g.  $\$50.48 = \$50$ .  $\$50.60 = \$51.00$
6. All distances to be taken of the 'Travel Mate' web site.
7. All distances calculated from the Competitors home Town/City to the nearest Town/City to the Track.

## REPORT FROM COUNCIL MEETING

### NATIONAL TITLES:

- A. Vehicles will be checked each night for a safety check and log books will be signed by the Driver and the Scrutineer.
- B. All Finals for Junior National Titles be a maximum of 25 laps.
- C. That the prize money in a Consolation at the National Title be the same as a Heat.

### JUNIORS:

- A. We get Juniors to run both ways on the race track. As in Street Stock Book "Direction of Racing."
- B. Council have set down a policy for running Titles which include
  - ASCF to supply caps to all Competitors at Scrutineering

- Practice to be held day prior to race meeting.
- No Calcutta (gambling).
- Each nights racing to be concluded by 10.30 p.m.
- Grand parade on both nights of racing.
- Heats 8 laps maximum 12 cars.
- Final 25 laps maximum 20 cars.
- Photo of winner and car to be presented to the winning Competitor.

### TRANSPONDERS:

We investigate the use of electronic device (transponders) and position in car, for lap scoring. Until such time the investigation is complete, no car shall use the electronic device whilst racing.

### RACING RULES:

***Next Season the ASCF Inc. will implement the following Rule using a cone for re-starts:***

"On all single file restarts, the cone is to be used. To be placed at the Stewards discretion, in the main straight. If a driver passes a car before the cone, hits the cone or passes it on the inside, the race will be put under a yellow light and the race will be re-started with the offending driver placed rear of field."