

TEK TORQUE

ADJUSTABLE SHOCK ABSORBERS

The following three Clarifications/Recommendations were discussed at length by the ASCF Inc. Technical Committee, and passed by the National Council.

- 1. All Classes: That no externally adjustable shock absorbers be permitted.**
- 2. All Classes: That no external Reservoir canister type adjustable shock absorbers be permitted in any division.**
- 3. All Classes: That no externally gas pressure adjustment e.g. increase/decrease gas pressure shock absorbers, be permitted in any division.**

As the Modified Production, Production, Street Stock and Junior Specification Manuals do not allow for the use of adjustable shock absorbers; for those classes, the above Clarifications are implemented immediately.

For Super Sedans, because this is a Rule Change, the implementation date is 1st July, 2004.

JUNIOR SEDANS

DIRECTION OF RACING:

The following Motion was passed unanimously at the recent ASCF Inc. Council Meeting—"That ASCF Junior Sedans race only in an anti-clockwise direction."

Please alter Page 15 of your ASCF Inc. Junior Specification Manual—under Section 12 —Direction of Racing—to read -

DIRECTION OF RACING

The direction of racing will only be in an anti-clockwise direction.

JUNIOR SPECIFICATION CLARIFICATION

OIL COOLERS—Engine Section

That oil coolers if used, are not to be mounted in the cabin area. Safety item, immediate implementation.

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STREET STOCK SPECIFICATION CLARIFICATION:

OIL COOLERS—Engine Section

That oil coolers if used, are not to be mounted in the cabin area. **Safety item, immediate implementation.**

Seat Belts –

All Sections to use belts with over centre lever lock buckle only. To be effective as of this meeting.
Reason: **Safety**



**SEALING OF
STREET STOCK
ENGINES**

Correction to last Tek
Torque

2nd last line—should
have read -

**“STREET
STOCK to have 2
seals per Sump
and Cylinder
Head.”**

FORWARD PLANNING—E.F.I. IN STREET STOCKS

Following are the conditions under which E.F.I. in the Street Stock Class will be trialled.

Street Stock Injected Engine Proposal (EFI)

1. In the initial stages, until such time commonality is known, all competitors who may wish to apply to be involved in the testing of an EFI engine will require ASCF Inc. Technical Committee approval.
2. Restricted to Holden Commodore, Ford Falcon, Mitsubishi Magna & Toyota Camry.
3. Standard Engine.
 - a. Exhaust manifold with no machining or modifications.
 - b. Standard engine pipe size from engine to behind drivers seat.
 - c. Standard camshaft/s. To be supplied by nominated ASCF-provider. Provider will mark with unique ASCF markings.
 - d. Standard OEM injectors for make and model must be used.
4. Standard Computer to be sealed by an ASCF selected provider.
5. Air box, throttle body and air cleaner to remain standard.

The ASCF reserve the right to change these specifications at any time.

Following is the proposed time frame for the introduction of E.F.I. Street Stocks.

That EFI may be introduced into Street Stock from July 2005, after trials, as per flow chart:

- 2003 – 2004 Trial camshaft computer Kits in EFI cars in WA.
March 2004 Report – Review – Change if needed
2005 – 2006 Possible introduction into Class.

ROLL CAGE

ALL SECTIONS, ALL CARS:

A quarter window bar be installed from the top NASCAR bar to top half of pillar bar using minimum 25x3mm CHS (38mm x 3mm CHS Recommended).
Reason: Safety

Junior Forward Planning

A proposal to increase the engine size in juniors to 1.6 Litre, to be either carburettor or fuel injected.

- SOHC (single overhead cam) only
- All engine componentry including computer to remain standard.
- Camshaft and computer to be ASCF controlled (supplied and sealed)
- Standard exhaust system.

Investigation and research re implementation with a full report to be presented at next Meeting.

Fuel injection included, but totally standard and sealed.

Drivers to be surveyed regarding the above proposed changes.

Modified Production/Production Class

Modified Production Specification Manual, Page 24 Section 16.

That Section 16, Suspension (d) – Remove the words “Use of struts and inserts, Homologated for use in Group “A” permitted.

Reason: No longer suits current Specifications. **Implementation date July, 2005.**

Modified Production Rear Suspension: Clarification

1. All mountings must be in the original position and being used on body/chassis and differential, in horizontally and vertical plane.

2. All arms must be fitted using the correct bolt/bush or Heim joint combination (No

large holes with a small bolt fitted. E.g. ½ bolt in 1” hole)

3. No bushes or mounting holes to be slotted or elongated.

4. Bushes/Heim joints must be fitted and in good condition.

5. Coil springs must be mounted to differential/control arm using the original mountings.

6. Shock Absorbers must be mounted to differential/control arm using the original separate mountings.

TYRES:

Add “All details are to be visible in OEM markings on tyre sidewall.”

Modified Production re Stub Axle

That Section 16, Suspension (d) – Change “Manufacturers original stub axle and shock absorber tube must be retained and used” – to “Manufacturers original stub axle and shock absorber **size** tube must be retained and used. (**size** to be included). Reason: Some late model cars replacement front shocks are not insert replacement systems.

Modified Production, Production Rub Rail Mounts

Reference to rub rail mounts/inner bar – 25x25x3mm minimum. Effective this Meeting.

FORWARD PLANNING—ALL CLASSES

Forward planning—5 years from now—where do we want to be heading?

- Areas of concern—
 - Cost to driver, Value to spectator
 - Bringing new equipment into sport
 - Attracting new drivers to sport
 - Smaller stepping stones to go up divisions
 - Juniors—can't use car in next division.

Sheet to be sent to drivers for each class, saying we want to lower cost/encourage more people. Invite people out of the class to comment as they are the ones we want to get to come up into the higher divisions. To be worded in a way to invite them to comment on how to improve their class, not their cars. They must have their perspective taken away from being a driver, and moved towards thinking about how to improve the sport.



FORWARD PLANNING—SUPER SEDANS

- **Engines** -
 - Crate engine, Limit to 360-372
 - Compression ration limitations, Unleaded fuel
 - Carby/injected?
 - 18` heads only (control head/manifold?)
- **Suspension (leaf spring only)**
- **Chassis** - 2 x 2 front and rear clips
- **Body**
- **Tyres (Controlled?)**
- **Weighing after racing**

All Classes.

That cabin mounted water pumps must be lagged or covered by suitable guard.

**Safety Item,
immediate
implementation**

ASCF Inc.

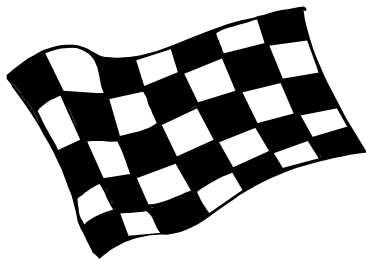
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FUEL TESTING

Unleaded Fuel Testing

When fuel testing is done, it will be done using known sample from the Town/Area where racing is being conducted. For State and National Titles, a list of Fuel Suppliers for that area will be supplied by the Host Venue and be part of the Nomination Form and included in the information kit.

Fuel Testing for all Classes.

That fuel testing will be carried out by using any means available. E.g. Hydrometer, Digatron or chemical analysis etc.

Super Sedan Clarifications

Super Sedan Bodies

Resolved that Fabricated Aluminium/Metal body panels are to have a minimum 20mm radius edge on the top of quarter panels, doors and front guards. Effective this Conference.

Super Sedan, Rub Rail Mounts

Reference to rub rail mounts/inner bar – 25x25x3mm minimum. Effective this Meeting.

ASCF INC. SEPTEMBER 2003 CONFERENCE

- ⇒ Neil Sayer, former Technical Director, was elected as the new President.
- ⇒ Errol Baldwin, QSCA Technical Officer, was elected National Technical Director.
- ⇒ Council working towards changing the Structure of the ASCF Inc. towards a Board type structure.
- ⇒ Stewards Panel met and the new Racing Rules and Regulations Book will be available in July, 2004.
- ⇒ Finance Committee was formed to look at the financial structure of the ASCF Inc.
- ⇒ Investigating proper procedures for drug testing at race meetings.
- ⇒ VSCF, WASCF, QSCA and SSA of NSW to look into the restructure of the Production Class.
- ⇒ ASCF Inc. Classes should not race together.

FORWARD PLANNING - MODIFIED PRODUCTION:

Rims - late model cars – should be able to run the rims the car comes with?

Engines – Control computer

Drive-train - 9" diffs, Use original gear box and diff

Suspension - Manufacturing of control arms, Independent rear ends?

Drivers want more drawings and clarifications.

Drivers to be surveyed regarding above proposed changes

FORWARD PLANNING STREET STOCK

◆ Injection

◆ Bar work

◆ 6 year limit on late model cars

Drivers to be surveyed regarding above proposed changes.