

ASCF Inc. TEK TORQUE

GENERAL SPECIFICATION CHANGES—ALL SECTIONS

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MILD STEEL RUBBING STRIP

between wheel arches be 25 x25x3mm MS RHS or alternately, nylon (urethane, nolathane) 50mm x 12mm thick. Be securely mounted against body at a minimum of four points. Bolts must be minimum of 8mm coach-head (cuphead) or recessed bots and be bolted horizontally to barwork.

Bolts at each end must be no more than 50mm from the end of rub rail. Inner mounting bar to be returned to chassis or roll cage at each end. Rubbing rail ends to be closed and taper to 45 degrees as not to become a "spear".

Reason : SAFETY

COMPOSITE WHEELS:

Wheels made of the same materials. e.g. 3 piece alloy wheels are not classed as a composite wheel.

Reason: Clarification

HELMETS:

Driver must wear an approved and correctly fitting helmet which meets or exceeds AS 1698—1988 standard or **Snell Foundation, which meets or exceeds SA85 standard.**

Reason: To recognize Snell Foundation standards for those drivers using these helmets.

ROOF PLATE NUMBERS

That Roof Plate numbers on all cars be compulsory and numbers on side of car optional.

Reason: To allow more room for sponsor endorsement.

REGISTRATION OF A RACE VEHICLE

Section 6 page 7 of the General Section of all Specification Manuals has been changed to read:-

"An ASCF Inc. **new** registration can only be issued for a race car provided that the car confirms t the **current** ASCF Inc. Specification Book for the class in which the car is to be registered.

The car must pass an annual registration examination and a registration decal will be issued and must be attached to a prominent location on the car.

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."

N.B. the words '**or previous owner**' have been removed from last paragraph.

Reason: Clarification.

MODIFIED PRODUCTION AND JUNIOR SURVEY'S

At the September Technical Meeting, changes to the Modified Production and Junior Specification Manuals were recommended. These changes were tabled for approval at an ASCF Inc. Presidents Meeting held in October, and it was the Presidents decision that all changes to these two books, be referred back to the car owners and drivers to vote for or against

each change.

A survey for each Division has been drawn up and sent out to each State Body. The State Body will send the survey to each licenced Modified and Junior Driver and Car Owner for their vote. The States will then compile all responses, and the ASCF Inc. will be guided by the results of these surveys.

THOSE WHO RETURN THIS FORM WILL HAVE A SAY IN WHAT SPECIFICATIONS CHANGES WILL BE MADE TO THEIR DIVISION.

Please contact your State Office, if you are a licenced driver or registered car owner in the above divisions, and have not received a survey form.

STREET STOCK SPECIFICATIONS



CLARIFICATION: page 24 of Specification Manual

If an earlier model engine is being used, it must be positioned in the engine bay with the rear face of the block in the same position as the original engine for the Model.

CLARIFICATION: pages 24 & 25 of Specification Manual

"Engine to be of standard stroke, conrods & crank. To remain OEM parts for the engine etc:" MEANS

e.g. 4.1cui Falcon must use 4.1 conrods & crankshaft.

Holden blue/black engine must use counter balance crankshaft, not red engine crankshaft.

"Flywheels: standard flywheels (not lightened). Standard flywheel" MEANS

e.g. Holden 3.3 blue/black engine must use that fly wheel, not 3.3. red engine flywheel.

CLARIFICATION:

MEASURING OF COIL SPRINGS: Spring coil outer diameter to be same as original spring and wire diameter, measured 3 coils up from bottom, to be within +/- 1mm of original.

CLARIFICATION: page 27 of Specification Manual.

Cooling System—Remove the letter 's' from the word 'radiator'.

TO ALL SCRUTINEERS: The National Technical Committee have asked that ride heights on Street Stocks be policed.

Matters raised by drivers for discussion when reviewing Street Stock

STREET STOCK DRIVERS DISCUSSION LIST

Matters raised by drivers, for discussion, when reviewing the Street Stock manual.

- Common barwork for all mono constructed cars?
- Control Tyre, yes or no
- Ride Heights, yes or no
- Remove butterfly choke from Carburettor?

MODIFIED PRODUCTION SPECIFICATIONS

'WIDE FIVE" WHEELS & HUBS

Page 22, Section 19 WHEELS

Delete line which reads "Competition type "Wide Five" wheels and hubs NOT permitted."

And replace with "Wide Five style wheels, hubs and adaptors NOT permitted."

This Rule was accepted by ASCF Inc. Council for immediate implementation

Reason: Safety.

Modified Survey:

Below is a brief outline of what is to be included in the survey -

- Early model engines in late model cars
- 7" Rims
- No Elf or VP fuel permitted
- Pipe Bumpers covered
- Delete 20 year rule.

Please contact your State Office if you have not received this survey

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SUPER SEDAN SPECIFICATIONS:

RESULTS OF THE SUPER SEDAN SURVEY.

The voting on all questions came back in the affirmative with the exception of the chassis question (No 9) and the Super Sedan weight limit (No 5). Most states voted for it to remain the same. All States responded to the Questionnaire, except NTSCI and SSA of NSW.

DART CHEV BLOCKS

That Dart Chev blocks meet allowed current Super Sedan specifications.

Reason: Clarification

QUESTION 14 SUPER SEDAN SURVEY:

That question 14 from the Super Sedan questionnaire be disregarded and not be included in the specification manual on the grounds of safety.

Reason: This was the question which recommended the removal of the 'anti spear' plate and the inserting of steel bars. Technical Committee felt that they could not guarantee that removal of this plate, would give the same protection to a driver.

ECU UNITS

That running a Super Sedan with ECU does not comply with the current specification manual.

An ignition system must be fitted and used whilst the vehicle is in competition, independent of any board electronic logging data receiving equipment. e.g. Tacko. The car must be run by the independent ignition system at all times. Reason: Clarification.

SUPER SEDAN CHASSIS:

Because the question included in the survey was not clear and the answers not collated properly, the National Technical Committee were asked to draw up a specification regarding Super Sedan chassis. Following is the resulting changes:-

SUPER SEDAN SPECIFICATIONS:

GENERAL-DEFINITIONS:

Chassis: The rectangular, usually steel frame, supported on springs and attached to the axles, that hold the body and motor of an automotive vehicle and runs from 380mm in front of the front axle centre line to 610mm past the rear axle centre line.

Measuring Centre Line of a Chassis:

Is found by measuring from the outside of both outriggers in the cabin chassis area, divide this measurement by two to achieve the centre line measurement

of the chassis.

Cabin Chassis Area:

Is the base of the chassis that the rollcage legs mount to, and is called the minimum floor area which is 900mm x 1400mm.

Roll Cage is to be symmetrical, excluding NASCAR door bars.

Measuring Engine Offset:

To be measured at stub axle height from right hand front wheel. Outside of tyre to centre of engine to be MAXIMUM of 1105mm.

CHASSIS Fig 6 (i) - (iii) Page 23

CHASSIS CABIN WIDTH: Material: mild steel 75x50x3mm RHS minimum. (Sonic test at not less than 2.7mm w.t. ABSOLUTE). The chassis shall be full width of the cabin area and be symmetrical along the cabin area centre line. Measurement from centre waist-line bar into chassis/outrigger to be maximum of 230mm.

FRONT CHASSIS: Material: mild steel 75mmx50mmx3mm RHS minimum. (Sonic test at not less than 2.7mm w.t. ABSOLUTE). Front: chassis rails must extend forward of the front axle center line maximum 380mm and is symmetrical to the cabin chassis area.

REAR CHASSIS: Material: mild steel 75mm x 50mm x 3mm RHS minimum. (Sonic test at not less than 2.7mm w.t. ABSOLUTE)

Rear chassis rails must extend from the centre line of the rear axle REARWARD a minimum of 610mm and have the fuel tank mounted in this area. Maximum Rear Chassis Rail offset 75mm of symmetrical.

Wheels must be mounted outside of front./ rear chassis rails.

SUPER SEDAN LEAD BALLAST:

Following an alarming incident where a piece of lead ballast came off a race car during competition, and penetrated the wire mesh on the windscreen of the car behind it, the Technical Committee ask that all Scrutineers make sure that any car carrying weight, is checked to see that the ballast is securely attached.

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THOUGHTS FROM NATIONAL TECHNICAL DIRECTOR

Currently, the Executive of the ASCF Inc., in conjunction with the State Presidents, are attempting to put the organization back on track for the betterment of sedans within Australia.

Immediate problems we are faced with are breaches of the specification book, which, if not reversed very smartly, could jeopardize our integrity as a reputable organization.

SUPER SEDANS: These are in comparison, the equivalent to the concept of the NASCAR, a formula that has been tried and tested over decades and still continues to grow in the USA with little major changes to the specifications. Whereas Super Sedans are at a pinnacle and can go on to surpass all before it, but for a few prima donnas, who threaten the existence of this class.

MODIFIED PRODUCTION: Are in essence fast becoming the speedway equivalent to V8 Super Cars. This class needs special nurturing to increase growth and maintain its popularity. Production sedans can or will be a threat to this class if the rise in cost is not kept in check.

PRODUCTIONS: An offshoot of Modified Production and are to all intentions a filler class between Street Stocks and Modified Production. If the class is not carefully controlled, could threaten the existence of Modifieds. A wider gap between the two classes is required for the two classes to remain

STREET STOCKS: Originally intended as a starter class, has become the total opposite. Majority of competitors elect to stay in the class and not move up into the other classes.

JUNIORS: Are intended to encourage our young people to get a taste and feel for our great sport, but instead we have some parents wishing to cry litigation against the organization, because their child may not be winning. This is not a true way to teach a child to be a fair and just sports person.

If the sport is to prosper and grow, as it should, we need your positive thoughts and constructive criticism without hidden agendas. All constructive comments will be treated as confidential.

Neil Sayer, ASCF Inc. Technical Director.

JUNIOR SEDANS

JUNIOR SEDAN SURVEY:

Listed below is a brief outline of what is included in the survey

- Spring hangers to remain standard
- Maximum rim width 6"
- Barwork same as Modified Production
- Adopt the transmission section of Street Stock Manual.
- Rear Wheel drive engines be increased to 1300cc
- Allow removable Steering Wheels
- Choke Butterfly can be removed.
- Maximum tyre size are 185's
- Change fuel tank size to 25 litres

IF YOU ARE A LICENCED JUNIOR DRIVER, AND HAVE NOT YET RECEIVED THE ABOVE SURVEY, PLEASE CONTACT YOUR STATE OFFICE.

NATIONAL JUNIOR TITLE

The ASCF Inc has called for submissions from all States, for a National Junior Title to be held in the 2002/2003 Season.

The successful Track will be announced in April, 2002.



PRODUCTION SEDANS

Videos of the inaugural ASCF Inc. National Title are available from Mildura Speedway at a cost of \$20 plus \$5 for postage. These can be purchased by ringing the Treasurer, Kay Anwyl, on:-
03 5022 2955