

ASCF Inc. TEK TORQUE

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Newsletter Date MAY 2002

Special points of interest:

- Super Sedan, Modified Production, Production and Street Stock Specification Changes and Clarifications.
- National Title Dates and Venues for 2002/2003 Season
- Proposed Chassis Constructors Compliance Plate
- Production Retread Tyres
- Super Sedan Mounting of Ballast.
- Control Tyre
- Production Fuel

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ASCF Inc. Technical Directors Report - April 2002 Meeting

A two-day technical conference is to the least a very hectic time and unfortunately due to time restraints we are unable to spend appropriate time on the Junior specification Manual. The Juniors are a vital and important section within the ASCF and as such their specification manual will be the first item on the agenda for the September conference.

The good news is though we have completed the Super Sedan and the Modified Production manuals.

In regards to the Modified Production questionnaire results, unfortunately there was too much inconsistency and vagueness in the results and it was felt that status quo should remain and

very few changes implemented. We apologise and at the same time thank those competitors who sent back a response.

In the future the ASCF inc. will change its methodology of assembling the questionnaire for more clarity.

The rear fuel tank protector bar it would seem is becoming an issue with some states on whether it should be mounted forward / to the rear. This is a situation of either one or the other and it is up to constructor's choice on which way it is mounted.

Neil Sayer
ASCF Inc. Technical Director

LEADED FUEL

We have had advice from the Department of the Environment & Heritage, that as of 2005, leaded fuel will not be available in Australia. Until that date, anyone wanting to purchase AV-GAS or similar fuel, will be required to have a **leaded racing fuel passbook**. The ASCF Inc. have been recognized as an exempt organization, and passbooks will be available for issue from your State Body at the start of the 2002/2003 Season. These passbooks allow the holder to purchase up to a maximum of 200 litres for each purchase. This fuel must be for use in your race car only and not resold to anyone who does not have a fuel passbook.

PRODUCTION SEDANS LEADED FUEL

FUEL:

Fuel in Production Sedans to be limited to P.U.L.P. only, with a maximum S.G. of 0.78. Implementation date 1/7/2003. No Avgas/Racing fuels or exotic fuels such as ELF/VP etc.

Reason: due to the impending phase out of AVGAS by the government, the ASCF Inc. have been forced to implement this change

2002/2003 NATIONAL PRODUCTION TITLE

Rosedale Speedway, Vic.

7th, 8th, & 9th March, 2003

Nomination Fee \$90.

Late Nomination Fee \$200.

Passes for Driver & two Crew.

Prize Money \$7,100

Tow Money \$5800

Contact: Sharan Stewart - 03 5199 2425

MODIFIED PRODUCTION TITLE

Riverview Speedway,
Murray Bridge, SA

18th, 19th & 20th April,
2003.

Nomination Fee \$90
Late Nom. Fee \$200.

Prize Money \$10,495
Tow Money \$7200

Contact Moss Buchanan
on 08 8532 1150



NATIONAL STREET STOCK TITLE

Borderline Speedway

Mt Gambier, SA

19th, 20th & 21st

February, 2003

Nomination Fee \$90

Late Nom Fee \$200

Prize Money \$4560

Tow Money \$6200

Contact Cary Jennings on

08 8725 8457 or

0417 890 663

MODIFIED PRODUCTION SPECIFICATIONS

TYRES: Page 22.

Tyre size to be maximum 8" as per Manufacturers markings. E.G. 84x8x15.

SUSPENSION P. 21

Where reads: "Mounting points of suspension arm, either end; shock absorber, either end; strut, either end. Add: "Either end a tolerance of + or - 25mm for mounting purpose."

FUEL:

The use of exotic fuels not permitted. E.G. ELF or VP. Phase out by 1st January, 2003.

BODY:

Modifications to rear firewall, front firewall, rear parcel shelf, floor and engine tunnel not permitted unless otherwise specified within this manual.

ROLLCAGE: 12d.

Delete 50mm in second paragraph. To read: "Top windscreen bar to be as near as practical to windscreen at front rollcage leg on side elevation."

20 YEAR RULE

Delete "No new registration permitted on models older than 20 years of age when previously registered for street use."

SUPER SEDAN SPECIFICATIONS

TWO DOOR BODIES.

ASCF Inc. will allow the use of two door VX Monaro and AU Falcon Bodies. Dimensions and mounting as per current specifications

MAXIMUM WIDTH

Super Sedans have a maximum width no wider than 1955 absolute. (Measurement to include rub rails.)

MINIMUM FLOOR AREA

Minimum floor area to be 900mm x 1445mm to fall in line with change in body width.

CABIN CHASSIS AREA:

Is the base of the chassis that the roll cage legs mount to, and is called the minimum floor area which is 900mm x 1445mm.

BUMPER BARS:

A. Front & Rear bumper to be securely mounted in original position but must be inside of original plastic bumper panel (if fitted) or moulded replica panels. Replica panel, may be attached with maximum one piece 40mm x 5mm alloy and rolled head bolts. Bumper mountings to be of maximum 38mm x 2.5mm CHS, 40x40x3mm RHS or 50x25x3mm RHS only, gussets are not to be

used.

B. Cars may have pipe bumpers of maximum 38mm x 2.5mm CHS

C. REAR only: Returns of rear bumper may be extended as a skid rail against inside of body between bumper and wheel arch, and then extend inward to the chassis rails.

WHEELBASE

Any increase or decrease in wheelbase is to be split, moving front and rear axle equal distances, e.g. decrease wheelbase 100mm, front axle moves backward 50mm and rear axle moves forward 50mm *tolerance on front or rear overhang is + or - 50mm.*

ROLLCAGE: Add to C.

Rear main hoop must be mounted left to right hand chassis outrigger.

SUSPENSION

Front mountings of Forward facing rear trailing arms and leaf springs are to be boxed in on top/front to protect Driver. Drivers side only.

ROLLCAGE F. to read -

Rearward brace bars from the top rear of main hoop down onto rear chassis (approx 45

degrees). May be crucifix. Must attach to the rearward side of the hoop within 100mm of the centre of the top radius. To be of 34mm CHS.

Tyres Draft

Delete line regarding durometer reading and replace with "After ongoing research, controlled tyre will be introduced during the timeframe of this Specification Manual."

CHASSIS CARS - BODY

Body is to be a complete outer shell and is a REPRESENTATIVE replica of the MODEL being used.

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

Original metal panels may be replaced with panels as per short track body specifications

Original Metal Panels: This refers to all body measurements as per specifications in Section 32.

ENGINE OFFSET:

Engine Offset measurement to be removed from current draft and replaced with:-

"Engine including cylinder heads be totally mounted inside the front chassis rails".

SPECIFICATIONS—GENERAL—ALL CLASSES

WINDOW MESH

Mesh screen to cover entire area from "A" pillar to centre bar and from dash to roof bar. Windscreen mesh to be welded or clamped with metal clamps to the roll cage "A" pillar, and centre windscreen bar. Minimum of four clamps. Mono cars may be welded to body.

BOOT LID

11.(r) Where reads "Four pegs for removable lid". Now to read "That the removable boot lid be securely mounted in 4 points.

PENALTIES

Section in current book to be deleted and replaced

with— "This book must be read in conjunction with the ASCF Inc. Racing Rules and Regulations and/or notices issued by the ASCF Inc. from time to time. Ignorance of these regulations and specifications and notices shall be deemed as no defense in regard to breaches and or appeals of same.

HELMET

Delete wording "Inspection and approval to be obtained before painting"

DRIVING SUIT

Drivers must wear a fire retardant suit, manufactured of either wool, Nomex or other material as recognized by

the ASCF Inc. Only suits manufactured by recognized manufacturers will be accepted.

DECLARATION OF COMPLIANCE:

Add - The Driver must have an ASCF inc. licence.

INTERPRETATION:

Add ASCF Inc cars must only race with ASCF Inc. Registered Cars, with ASCF Inc. licensed drivers with ASCF Inc. approved Insurance.

NATIONAL TITLES:

Scrutineering: National Title host venue to supply a workshop for engine checks.

2001/2002 NATIONAL TITLE HOLDERS

SUPER SEDAN
Michael Nicola, Vic

MODIFIED PRODUCTION
Gary Brown, Qld

PRODUCTION
Stephen Laidlaw, Vic

STREET STOCK
Matthew Neilson, SA

PROPOSED SUPER SEDAN COMPLIANCE PLATE

The ASCF Inc. is currently looking at setting up a compliance plate system for Chassis and Roll Cages

Following is the proposed structure for this System

1. Compliance plate to be issued to ASCF Inc. registered Chassis Constructors.
2. The Plate to include the following information- a) Make of Chassis
b) Constructors Name & number
c) Date constructed
d) Compliance Plate I.D. number.
3. Plate to be welded to main roll cage hoop.
4. The plate to be issued to constructor by the ASCF Inc., upon receipt of an written application for completed individual chassis
5. Written application to include chassis plan and car owners name.
6. Fee for each plate to be advised.

Procedure for application of Compliance Plate to Construct a new Race Car -

1. Constructor to present form to ASCF as Per ASCF Application For. (form to include sketch

drawing of chassis and roll cage) Constructor to include complete measurements and any other variations to sketch plan.

2. Include the appropriate Fee -
(i) Home Builder (one off per annum)
(ii) Constructor (more than one per year)

TO BECOME A REGISTERED CONSTRUCTOR:

1. Constructor has to apply to become an accredited constructor and pay an accreditation Fee.
2. Accredited constructor may, if they choose, bulk purchase compliance plates for forward orders/production demand.
3. Accreditation can be revoked at any time if a breach of specifications is proved.

N.B. THIS IS ONLY A PROPOSAL

STREET STOCK

CLARIFICATION

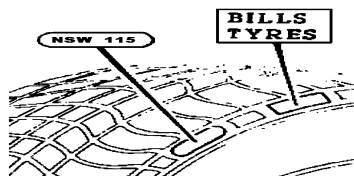
Rearward brace bars may have one spreader bar as long as it is of pipe material. Maximum 34mm x 3mm brace bar must not be welded to floor/subframe.

RETREAD TYRES

JUNIOR, STOCK & PRODUCTION

Current use of retread tyres in Street Stock, Production & Junior Sections must have the correct remoulders speed rating etc. and be legible as per AS 1973 - 1985.

RETREAD TO AS1973 - 1985



NAME AND REGISTERED TRADE MARK PLUS REGISTERED CODE NUMBER OF RETREADER

*** ALL OF THESE DETAILS MUST APPEAR**



**AUSTRALIAN
SALOON CAR
FEDERATION INC.**

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THORNIE, W.A. 6988

08 9452 1552
08 9452 8154
ascf@bigpond.com

We're on the Web
http://
www.salooncar.com.au/

**INAUGRIL
NATIONAL
JUNIOR TITLE**

Collie Speedway,
Collie, WA.

24th, 25th & 26th
January, 2003.

Nomination Fee \$50
Late Nom. Fee \$100

Prize Money N/A
Tow Money \$11,200

Contact: Tony Briggs
on 08 9734 5678


ASCF INC.

CONTROL TYRES:

The Technical Committee will research controlled tyres for all ASCF Inc. Divisions. Report to include:- Cost, Availability, Direction from Drivers, Size, Sale Outlets. Report to be ready for September 2002 Conference.

Following persons have been appointed to obtain the above information:

**Tony O'Neill, Super Sedans,
Errol Baldwin, Modified Productions,
Wayne Millman, Street Stocks, Production, Juniors.**

MOUNTING OF BALLAST: SUPER SEDANS

1. If ballast is dislodged from a race car during an event a penalty of 12 months could apply.
2. Ballast should be no greater than 610mm long x 100mm wide x 50mm high.
3. Each piece of ballast to be painted white with registered car number (for identification)
4. Ballast must be attached to either roll cage or chassis.
5.
 - a) If attached to chassis, must be attached directly to chassis by utilizing half inch high tensile bolts and Nylok nuts. Bolts to go through chassis rail using proper engineering practice (sleeves)
 - b) If attached to roll cage tubing, correct mounting brackets to be used, e.g. AFCO Ballast up to 305mm required minimum one mounting bolt. Ballast up to 610mm requires minimum two mounting bolts. Bolts must pass through ballast.
6. Ballast should be mounted no higher than top NASCAR bar.

ASCF INC. PRESIDENTS MEETING REPORT.

TOW MONEY:

Discussion was held on tow money and how it was distributed. Look at a method where drivers traveling within a radius of 500 km from the venue, would receive no tow money. Drivers in a radius of 1000 km of the venue would receive tow money. Drivers within a radius of 2000 km or more, of the venue would receive a larger amount of tow money. To be finalized at the September Conference.

NOMINATION FEES:

Nomination Fees will rise for the coming season. Nomination Fees will be \$90.00 and \$50.00 for Junior Competitors. Late Nomination Fees will rise to \$200 and \$100 for Junior Competitors.

NASR:

The ASCF Inc. Executive are yet to meet with NASR, regarding a working relationship.

2001/2002 MODIFIED TITLE

Two items of concern were raised from this Title. Firstly the length of time it took to run this event and the matter of one driver running

two cars in the Heats. The following decisions were made.

1. To be placed in the National Title Contract that no other major event to be run at a National Title Meeting and that the ASCF Inc. be notified regarding the support program.
2. That a Competitor can only drive one car per each round of Heats. Implementation date 1/7/02

SPECIFICATION MANUALS:

Competitors will be charged a small fee for reprints of Specification Manuals. They will no longer be free at each issue.

NEXT MEETING:

Next Meeting of the ASCF Inc. will be held at the 5th Avenue Motel, Burleigh Heads, Qld on 7th, 8th & 9th September, 2002

TECHNICAL AND STEWARDS MEETING:

There will be a Technical and Stewards Meeting held in conjunction with the ASCF Inc. Council Meeting. These Meetings will be held on 6th, 7th & 8th September, 2002.