



Special points of interest:

- Draft Production Manual changes
- Modified Production News
- Super Sedan Weight Rule
- 2005 Production Title date and venue
- Items from September 2004 Board Meeting.
- Proposed National Title Format.
- ASCF/SSA Inc. Mission and Vision Statement.

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ASCF SPEEDWAY SEDANS AUSTRALIA Inc.

TEK TORQUE

CHANGE OF DIRECTION AND NAME FOR ASCF Inc.

A historic moment has arrived in the history of the Australian Saloon Car Federation. The greatly mooted restructure has eventuated. Although the restructure was not entirely taken up by the state delegates at the meeting it still gives the organisation the ability to become more proactive towards speedway sedans.

The new structure consists of a 7 member board with an appointed Chief Executive Officer and Secretary. Each board member has been given a portfolio to assist with taking the organisation forward into the future. The current reaction time for competitor concerns between meetings should fade into insignificance once the new board find its feet. The technical and the stewards committee chair person now reports to the board in an advisory capacity only and will submit recommendations for change if required on a regular ongoing basis along with the relevant research data to substantiate the recommendation / changes.

The board consists of;

CEO - Neil Sayer

Julie Green – appointed Secretary

Board Members;

Kevin Theyer – WA, Alan Edwards – NSW, Paul Gannon - QLD, Moss Buchanan – SA, Guy Thompson – Tas, Rod Meakins - Vic and Tony Woolfe - NT.

Technical Advisor: Errol Baldwin

Stewards Advisor: Peter Griffith

Another exciting issue from the restructure was the adoption and incorporation of the title Speedway Sedans Australia. The new title will be used in conjunction with the ASCF. acronym. The ASCF new name will now be known as ASCF Speedway Sedans Australia Inc. As we utilise more of the name Speedway Sedans Australia this will bring to the fore, more focus onto the core of this organisation and that is to foster and administer all sedan racing within Australia.

A new national title format was presented and accepted by the new board. The new format is an "A, B & C" formula which has been successfully tried in other speedway sections. This should revitalise national titles as we know it today. The current points system remains the same but a new prize purse arrangement was adopted which should appease most competitors concerns. The new format will not come into vogue until the 2005 – 2006 national titles.

The ASCF/ SSA Inc will make a representation and make some important announcements at the upcoming Grenville Anderson memorial Super Sedan race meeting to be held at Lismore on the 5th of March 2005. As you are all aware Grenville was probably the most revered and respected competitor up to this moment in time and the ASCF / SSA Inc. will make this meeting a special occasion in his honour.

Stay tuned for more on this announcement and we trust many of you will attend this prestigious event.

The first draft of the Production Sedan specification book was presented and cleared for competitor input. So all you Production Sedan aspirants, your State Technical Director has a copy of the draft. Get in touch with him for an update on its content.

The board is looking at one standardised fee across Australia for registration and licensing which will be a vast improvement on the current system.

Promotion of the classes is a task the new board is taking up on a more serious role and with a dedicated board member to undertake this role in conjunction with NASR.

Tim McAvaney and Tony Parkinson were invited to the conference to give a presentation on where NASR is today. The presentation was seen by all of the board members as very beneficial to the long term relationship of the two organisations.

Standardised racing rules across Australia became more of a reality when the board appointed Peter Griffiths to be a member on the NASR racing rules committee. NASR presented a working document which is primarily the new version of the ASCF racing rules with some adjustments to suit other sections.

To find out more detailed information from the Darwin meeting and or on the subjects covered in this release please contact either your state office, your club, and or www.salooncar.com.au

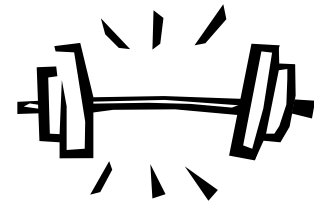
Neil Sayer,
ASCF / SSA Inc. CEO
Monday, 20 September 2004

SUPER SEDAN NEWS

SUPER SEDAN WEIGHT LIMIT:

That the new minimum weight for Super Sedans be –

V8 Super Sedans be	1100 kg	=	2420 lb
6cyl Super Sedans be	1000 kg	=	2200 lb
4cyl Super Sedan be	900 kg	=	1980 lb



scaled at the completion of an event.

The conversion rate from kilo's to lb used – is 2.2

Implementation Date 1/7/04

Car to be weighed in the condition in which it finished the event with driver in car

Event means any race – Heat / Feature / Time trial / Pole shuffle

BONNET/AIR CLEANER:

That the following recommendation be accepted for the Super Sedan division

- Air Cleaner may protrude through a flat bonnet a maximum 100mm and/or
- A bonnet with scoop will also be measured from flat section of bonnet.
- Maximum clearance around filter – 20mm.

Implementation date 12/9/04.

MONARO WING:

VX/VY WING and attachment, to be added to the next draft of the Super Sedan Specification Manual.

MODIFIED PRODUCTION NEWS

LATE MODEL BODIES, EARLY MODEL ENGINES:

Future specifications—proposed change. Technical Committee felt that injected engines could only go into injection bodies. A methanol engine could not go into a later model car. Subject to be discussed by the ASCF Inc. Board at a later date.

6½" RIMS:

Proposal to allow the use of 6½" rims in Modified Production to be added to draft book. Drivers input to be sought by the Technical Committee.

NAME CHANGE:

Name change to Modified Sedans to be forwarded to ASCF Inc. Board for further discussion.

MODIFIED PRODUCTION BODY PANEL UPDATES:

BA model panels on AU model. Technical Committee advised that this cannot be done as it is a different series.

MODIFIED PRODUCTION/PRODUCTION REAR SUSPENSION

That the independent rear suspension assembly must use the original O.E.M. rear cradle/rear cross member, making sure that all mounting points are in the original position and being used.

2005 PRODUCTION TITLE TO TIMMIS SPEEDWAY,

Due to Leeton Speedway being unable to fulfill their obligations to run this event, Mildura Speedway Drivers Club Inc. have successfully submitted to hold the 2005 Production Title at the September 2004 ASCF/SSA Inc. Board Meeting.

The Title will now be run on the 2nd & 3rd April, 2005 at Timmis Speedway, Deakin Avenue, South Mildura.

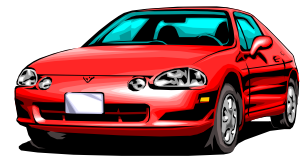
Club contact person for this event is Malcolm Crick—Phone No 03 5024 6318.

Mildura Speedway Drivers Club ran the inaugural Production Title in 2003 and those who attended know that it was a very well organized and professionally run Title.

The Track is 420 meters in length, 16 metres on the corners and 15 metres wide on the straights, banked on the corners and the track is composed of a clay and sand mix.

Nomination forms for this event will be out in early November, 2004.





DRAFT PRODUCTION SPECIFICATION MANUAL

Following are **some** the proposed changes to the Production Specification Manual -

Section 7 Measuring Cars:

Delete – “Impounded cars will be stored at the owner's risk. Although every reasonable precaution will be taken, no responsibility for fire, theft or damage will be assumed by the ASCF Inc and/or affiliated clubs.”

Section 9 Driver Safety—Helmet:

Add words “Scrutineers log book entry to be completed along with drivers log book and helmet cannot be used again for any speedway event.” and delete words “approval stickers shall be removed before return.”

Section 9 Driver Safety Horse Collar

Add words “Other type head and neck protection devices must be applied for and approved by ASCF/SSA Inc. National Technical Committee before use.”

Class Specification – 1st Paragraph

- Add words “all wheel” after four wheel/.
- Add words “Passengers optional as per state ruling.”

Section 11 Body

- Add words “Engine to be mounted with rear face of engine block in the original position”
- delete words – “Numbers are to be a minimum 460mm high x 75mm wide and in a contrasting colour. (For lap scorer).” and “150mm high and”

Section 13 (h) Rollcage:

- Add words “(If using a passenger must be fitted on each end of passenger side)”
- add words “Minimum requirement for foot protection be a minimum of roll cage material. A plate may also be required. Fig. 6(iv)”

New Section—Ballast (d):

Add words “Maximum ballast allowed 40kg. Each single piece maximum 10kg”

Section 16 (b) Suspension:

Add words “except VN-VR Commodore must use VB – VK cross member when using early model engine”

Section 19 Wheels:

Change to “177mm (7”)” and add to end of sentence – “NOT permitted.”

Technical Committee advised that they had done a great deal of research into the availability of 6” rims. Are available in steel rims but not in Mags. Drivers will be advised that they can have either 7” rims OR beadlocks, but not both.

Section 21 Engine

- Add words “Engine to be mounted with rear face of engine block in the original position”
- 21 (a) add words “Maximum 6 cyl. Reciprocating engine to 4500cc absolute” and delete words “OR twin rotor rotary engine. Non OEM fuel injection NOT permitted. Forced induction NOT permitted.”
- Section 21 (i) delete words “exception, ASCF approved manifold.”

Section 23 Transmission

- Section 23 (b) Delete words “Subject to correct track measurements, an example would be the use of 9” ford rear axle assembly in a Centura or Torana.

Where it is not possible to transfer the suspension mounting points correctly onto the new diff, e.g., Cortina, the upper mounting points may be widened (around the bell of the housing) to make the height of the mounting point from the centreline of the axle housing the same as original for the model.”

- Section 23 (f) add word “MANDATORY” and delete words “Front engine cars not using competition type enclosed clutch or competition bell housing must fit a 3mm minimum steel Scattershield to cover upper 180 degrees of bell housing and be securely mounted. Scattershield must protect the drivers’ feet and legs (east-West cars included).”
- Section 23 (g) delete words “Cars fitted with auto transmission and a torque converter must fit a Scattershield.”
- Section 23 add “(j) Tail Shaft Loops - Steel strap minimum. 40mm x 5mm or 6mm chain or 6mm wire rope to be SECURELY fitted around the front and the rear of the tail-shaft within 150mm of universal joints to prevent the tail-shaft and or shafts from dropping in an event of breakage.”

Section 25 New Section—Fuel:

- Add word “ULP ONLY”
- Section 25 add words “No additives, maximum specific gravity 0.780, Max 98 octane Fuel may be tested by any means available. Must be supplied by a commercial outlet, through a multi-volume network via bowser pump.” and delete words “130 octane maximum or methanol may be used, max s/g fuel density Petrol 0.780. Methanol 0.802. The use of exotic fuels not permitted. E.g. ELF and VP”
- Delete words “Phase out by 1st January, 2003.”
- Add words at end “Ignition not restricted.”

Section 26 Fuel Tank & Fuel System

- Section 26 (a) delete words “or 120 litres for Methanol.”
- Section 26 (b) add words to plastic fuel tank “highly recommended.”
- Section 26 (d) add word “AND” and delete “, if using PETROL,” and add words “by an engine monitoring relay.” and delete the words “for Methanol.”

Section 30 Bumper Bars:

Section 29 (c) add words “Rear Bumper”

A copy of the draft is held by your State Technical Officer, who will presented the Manual to Production drivers for their acceptance or otherwise. States to be back to the National Technical Advisor, through the National Office, with any changes before 31st December, 2004.

ASCF/SSA INC. SEPTEMBER BOARD MEETING

- **Public Liability:** The ASCF/SSA Inc. policy on affiliated Tracks public liability cover was changed to read -“That all Tracks have sufficient Public Risk Insurance to cover any situation that may arise. Public Liability and Personal Accident Insurance/Assurance must have APPRA and/or Insurance Council of Australia and/or recognised State or National Government regulatory body approval.
- **Junior Training Programme:** ASCF/SSA Inc. to look at adopting the NASR Junior Training Programme. The ASCF Inc. not having a Training Programme was the stumbling block to having ASCF Inc. Juniors running at Parramatta. NASR Juniors in NSW have agreed to adopt the ASCF Inc. front and rear bar work in their cars, however the engine size is still different, being 1.6 litre.
- **Driver Personal Accident Insurance**—NASR had been advised that they were not in contravention of the new Insurance act as they were only passing on a piece of paper as a conduit. They were only providing forms, not advice. ASCF/SSA Inc will seek a legal opinion on Personal Accident Policy regarding distribution of Insurance application forms and P.D.S. and will be bound by this opinion.
- **Drug Testing:** NASR is preparing a proposal on Drug Testing which includes –
 - ◆ If testing—use an independent company
 - ◆ Person testing must have proper identification
 - ◆ Person testing must be accredited.
 - ◆ Instruments must be calibrated.
 - ◆ Must have a form where person being tested declares any medication.
- **Juniors:** Meeting clarified that a Junior, in accordance with ASCF Inc. policy, must be sixteen years of age to be issued with a licence. However, if that junior turns 17 after the licence is issued, can continue to compete for the remainder of that Season.
- **ASCF Inc. Drivers Award:** Discussion held regarding reinstating a Drivers Award. SSA of NSW to draft up criteria for the Award.
- **Seals:** Discussion held on seals. Technical Advisor stated that the coloured seals were mainly for identification for the Division of the engine sealed. Metal/brass seals could be used on other areas. For example – plastic seal on the sump and the brass seal on the head. ASCF Inc Board are to discuss this matter further.
- **NASR Racing Rule Book.** NASR advised that they are setting up a working committee made up of competitor groups, to unify the Racing Rules for all divisions. This is part of the ongoing process towards a national accredited training scheme. The ASCF/SSA Inc. Stewards Advisor, Peter Griffiths was appointed to the NASR Advisory Committee on the racing rule book.



STEWADING NEWS

- A letter has been sent out from the National Office stating that if a driver is caught using illegal fuel, he will automatically get 12 month suspension. This conflicts with Rule 14.1 (f) which reads – “To any person misrepresenting a race car or using illegal fuel, a maximum of 12 months suspension and/or a maximum of \$1000 fine may be imposed on them.”
Letter to be withdrawn and all States notified that the rule book must be adhered to.
- The stewards attending the training courses felt that if the drivers were told of a penalty by the infield officials or pit marshal and chose not to appeal the verbal penalty, a written infringement notice should not be required. Rule 13.7 states that “Any verbal notification of an offence or penalty must include the rule number under which the driver has been penalized and followed by the issuing of a chief stewards infringement notice within 30 minutes after the race has been completed.
Meeting felt that the Infringement Notice is the only written proof that an infringement has been issued. There was a danger, that if no written proof, the penalty cannot be enforced.
- The third problem the stewards have is the current appeal system where both the appellant and the respondent (Chief Steward) being in the disputes room at the same time. It appears that on some occasions, after the person has given evidence first, the second person in the room giving their evidence has had an opportunity to change their story to suit.
Meeting felt that the second person, being the Appellant, is required to write his reason for appealing on the appeal form, and therefore cannot change his story, because it is already recorded.
- *A Club who is not registered for GST, when using the ASCF/SSA Inc. Appeal Form, only charges a driver \$100.00. If a Club is registered for the GST, then they charge \$110.00 which includes the \$10 GST component.*

JUNIOR NEWS

Toyota Corolla KE55

The ASCF/SSA Inc. will allow the KE55 Corolla body to be used. All other specifications as per current Junior Book. Sway Bar at back must be removed. Implementation date 12/9/04.,

Air Cleaners

Recommendation from WA regarding clarifying Air Cleaner specifications as rule is too ambiguous. Junior Sedans. That any type air cleaner may be used. No ducting to air filter or carbi unless O.E.M. Implementation Date 12/9/04.

Track:

Increase wheel track to be within 50mm of standard measurement (absolute). Implementation date 12/9/04. Reason: Safety.

STREET STOCK EFI ENGINES

Long discussion on introduction of EFI in Street Stock. Following points were raised –

- Technical Committee felt that EFI can be better controlled by introducing a restrictor plate behind the throttle body.
- Recommendation from WA asking that the implementation date be put back a year. Technical Committee recommend that the implementation date remains as is.
- Discussion on reporting forms. Secretary advised that reporting forms went out to each State when approval is given to a competitor to trial a vehicle. These forms must be returned to the National Office on a yearly basis.
- Restrictor Plates will be sent out to States for trial. States to report back with Bi-Monthly reports on restrictor plate trials.

SPECIFICATIONS—GENERAL

Gear Box – EFI Vehicles

If have injection, the original parent manufacture gearbox for the engine being used must be fitted.

Katech Corporation re Whistler Machine

Technical Committee decided that this option was no longer required, due to the improved fuel testing procedure.

Seat Belts

Seat Belts – Used by Dates. Technical Committee to investigate safety apparel and used by date/lifespan.

Compression Ratio/Fuel Testing;

Technical Committee asked that when a fuel test is carried out, the results should go back to the Machine Examiner in charge of that race meeting.

Hans Device for Super Sedans:

NASR advised that the introduction of this device for the quicker divisions was an insurance ruling and that it will be mandatory for Super Sedans by July 2005. This matter was discussed at length by the Technical Committee and they felt that this device should only be **optional**. Technical Committee will make a decision on these devices after further investigation and testing.

Tests to be carried out by ASCF/SSA Inc. Technical Committee at the NASR safety day at Fiskville in Victoria, to establish whether the Super Sedan Drivers can enter and exit the race vehicle with safety, wearing these devices, and also how manageable the devices are within the confines of a race car, with regard to safety apparel.

