



TEK TORQUE

Newsletter Date June 2005

Volume 2 Issue 2

ASCF/SSA INC. BOARD MEETING REPORT

The Management Board and Technical Committee of Speedway Sedans Australia met last weekend (21st & 22nd May) in Adelaide for the first time since restructuring from the previous ASCF committee format last year.

The new format encouraged open debate from all State delegates, the outcome being a raft of positive and exciting news for all classes of speedway sedan based racing in Australia.

One of the highlights of the weekend, was the announcement that the ASCF in conjunction with NASR to finally bring into reality a National Super Sedan Series. A well known speedway identity is to be approached to formulate a business plan for the series

NASR is to provide additional support to all ASCF classes by assisting in the production of promotional material such as posters, advertising and the upgrading of the ASCF website.

Tim McAvaney updated the Board on the happenings at NASR over the last season. His report covered driver insurance and licensing as well as public liability issues for the 05/06 season. NASR is continuing to lift the profile of Australian Speedway in government departments by continuing to conduct safety seminars throughout Australia as well as issuing the Track Operator's Manual as a guide to promoters of NASR tracks to assist them in complying with the stringent state and national legislation that comes along with running a safe and successful venue in this current day and age.

Among the guest speakers invited to the meeting was Don Beckett, President of the Restricted Sedan Association (RSA). The dialogue from the session suggested that both organisations are keen to see the specifications of similar classes be adjusted to allow both RSA and ASCF registered cars to compete together competitively. This can only be a positive for drivers, promoters and the fans on the hill.

Representing ASPA was Doug Thorn who together with ASCF / SSA Board member Moss Buchanan, discussed issues that can sometimes lead to a prickly relationship between competitor groups and promoters. Both parties agreed that dialogue at a management level could resolve most of these issues and look forward to working together in the future to prevent these situations arising.

All specification clarifications and changes will be published in the upcoming issue of Tech Talk.

If the plans and policies from the meeting come into fruition, Speedway season 2005 / 2006 promises to be a bumper year for Sedan racing in Australia.

Neil Sayer,
Chief Executive Officer
ASCF Speedway Sedans Australia

SPECIAL POINTS OF INTEREST:

- > **Street Stock Injection**
- > **Head & Neck Restraints Report**
- > **National Title Dates**
- > **Clarification re Pillar Bar.**
- > **Modified Production Early Model Engines in Late Model Bodies**
- > **6cyl Super Sedans**
- > **Production Tyres**
- > **Street Stock Specifications.**

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All Divisions—CLARIFICATION

If a pillar bar does not follow 'A' Pillar line and is 45°, additional sub-frame cross brace from front of foot protection to LHS may be required.

**NEW
NATIONAL
TITLE
FORMAT**

**1st Night—
Three
Rounds of
Heats**

**2nd Night—
One Heat,
'C' Main, 'B'
Main and 'A'
Main**

**MODIFIED
PRODUCTION:**

**That we allow
early model
engines in late
model Bodies.
U.L.P. must be
used.
Implementation
Date 1/7/05**

SUPER SEDANS

**Page 36 Section
24 (d) to be added -**

**That 4 or 6cyl or
Rotary (max. ca-
pacity 3.3 litre) en-
gines fitted to su-
per sedans using
ECU be allowed to
use methanol fuel.**

**Implementation
Date 21/5/05**

ASCF/SSA INC. 2006 NATIONAL TITLES

Street Stocks

21-22 Jan 06 Timmis Speedway, Mildura Vic

Junior Sedans

27-28 Jan 06 Arunga Park Speedway, Alice Springs NT

Super Sedans

10-11 Feb 06 Charlton Speedway, Toowoomba Qld.

Production Sedans

4-5 Mar 06 Atwell Park Speedway, Albany WA

Modified Productions

15-16 Apr 06 Murray Bridge Speedway, Murray Bridge SA

HEAD & NECK RESTRAINTS REPORT

BACKGROUND

At the last National Conference held in Darwin NASR officials advised that the Insurance Company who supplies our drivers Insurance had made Head and Neck devices compulsory as of 1st July 2005 for Super Sedan drivers.

This decision was made without any discussion with our Technical Committee or any members of it. I also believe that at no time was this body involved in any discussions on this at all.

Further investigation found that this decision was not in fact made by the Insurers **but by NASR.**

This was brought about because NASR has developed a comprehensive Risk Management policy in which they are trying to have NIL accident Claims with in 3 years.

For this they should be commended but this should be done in partnership with all the stake holders after discussions with the technical personnel from all major competitor groups.

To achieve this a full disclosure of all injuries and the length of time each competitor is on payments / benefits, then and only then will we have the full picture on which decisions can be made.

At the Darwin conference NASR advised of their upcoming Safety Training Seminars. These days they would have the suppliers of the Head and Neck devices present to explain their products.

I attended the seminar held at Charlton raceway in Toowoomba in November. I believe that these seminars should be made compulsory for all race track officials and NASR should be encouraged to offer these training seminars as often as financially possible.

From the information received from NASR re injury breakdowns— the uneducated would be alarmed at the percentages, but when you really take a serious look at the results it then shows a different result

The graph shows that neck injuries are at 19% of all injuries and this is correct but what it doesn't show is the following -

Continued on Page 4.....

STREET STOCK FUEL INJECTION

Further update on Fuel Injection to be introduced on 1st July, 2005.

Street Stock - Fuel Injection: Page 27, Section 18, No 1.

Engines to be limited up to VY Commodore ecotec and up to AU Falcon, no variable cam timing (VCT).

Computers to be supplied from Petroject and sealed in standard form

Restrictor plate may be required throughout the life the Specification Book

FUEL INJECTION SUBJECT TO REVIEW AT ANY TIME.

(Coolant & oxygen sensors may be removed - Page 27 (k))

Implementation date 1/7/05

- Cost of the standard sealed computer from Petroject - \$110.00, on presentation of competitors log book. Seal number will be recorded by Petroject, in that log book.
- Computer can be removed, repaired and resealed for at cost of \$55.00 to competitor. Log book must be produced. Will take from 3 to five days.
- If computer removed by ASCF/SSA Inc. for inspection after Title, will cost ASCF/SSA Inc. \$55.00.
- Petroject have an 1800 number they can be contacted on.

STREET STOCK SPECIFICATIONS

CLARIFICATION - Street Stock.

In Street Stock – Gearbox should be Holden to Holden, Ford to Ford.

CLARIFICATION - Street Stock

In Street Stock – Page 33 Section (e) – Maximum coil spring wire diameter – 18mm.

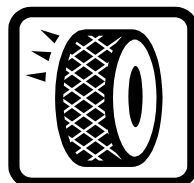
STREET STOCK Page 25, Section 17 (e)

Slow rotor caps fitted to exhaust valve on 6 cylinder Commodore may be replaced with spring and cap from inlet valve.

Reason: Part No 6263794 for Slow Rotor Caps, is no longer available.

PRODUCTION SPECIFICATIONS

- **TYRES: Section 26**
Include in Tyre Section –
No performance tyres permitted – e.g. Hoosier, American Racer, McCreary etc. Tyres will be reviewed annually.
Implementation date 1/7/05



- **Production Manual**
The new Production Manual will be available from 1st July 2005, from your State Office.



Juniors/Street Stock - Steering

Delete “Steering shaft and column to remain in original position” and replace with “Pedal position must remain in original position.”

Implementation date 21/5/05

Reason - safety, after measuring cars at National Street Stock Title.

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**HORSE COLLARS FOR
HEAD AND NECK
RESTRAINTS**

Horse Collars made specifically for Head and Neck Braces are available.

Horse Collars must be worn with Head and Neck devices at all times – **UNLESS** the manufacturer advises in **writing**, that a horse collar is not required.

SPECIFICATION MANUALS

The Technical Committee, after investigation, have reverted back to a three year implementation date for Specification Manuals

- 2006 Super Sedan Manual
- 2007 Modified Production, Junior & Production (if necessary)
- 2008 Street Stock

Reprint of Manuals every three years only if needed.
Each book review completed in September Meeting – implemented for next season.

Head & Neck Restraints Report

Continued.....

We have had 51 claims on insurance of which neck injuries are 19% which is only 10, of which 1 of the injuries is from a bomber section and not the ASCF class cars.

Now when you look at the real picture a different result appears:-

These injuries were over 5 racing seasons for which there is approx 1000 race meetings a season and from these race meetings there are a minimum of 25 events which then means that there were a minimum of 125,000 races.

From these 125,000 races we only had 10 neck injuries which relate to 1 in 12,500 races.

From these results I don't see how NASR can make the decision that we should make Head and Neck devices mandatory.

Firstly most Super Sedans Drivers will have to redesign the interior of their race cars so that they can exit their race car while still wearing the proposed Head and Neck devices.

This itself gives a majority of drivers a problem as to cost of re-sheeting their interior and then the purchase of a Head and Neck device and in most cases the purchase of a new helmet as well.

It is my belief that most of the injuries are caused by seats not being mounted to suit the driver and correctly mounting of seat belts in accordance with the manufacturer to give the driver the best chance of minimising the injury risk in the event of an accident.

I further believe that we as a controlling body look at improved ways to mount seat and seat belt to assist in minimising injuries. I therefore make the following recommendations.

- **We investigate further ways of improving seat and seat belt mountings.**
- **The life of seat belts have a life of five years from date of manufacture.**
- **That we recommend the fitment of Race seats that incorporate helmet restraints**
- **Constantly monitor the helmet to head plate clearances.**
- **That we only recommend the use of Head and Neck devices (Race cars will have to be checked to insure that the driver can exit the race car safely when wearing these devices).**
- **That we inform NASR THAT WE CONTROL OUR SPECIFICATIONS but we are always prepared to discuss with them any safety issues and with consultation we will insure that our driver's safety is a major priority.**

I have also looked at like sections in the USA and found that they don't require this type of safety equipment.

We as a controlling body can only make decisions on changes based on facts not just on ways being used with insurance companies to lower cost

If NASR is serious about it's claim rate then maybe they should be more responsible as to who they are insuring as we all know as long as you pay they will cover you, This is fine to some extent but at least they should insist on a minimum safety specifications.

Things like:-

- Full Roll cages not just bolted to tops of doors
- Minimum quality race suits
- Gloves
- Proper race seat
- Correct type seat belts not home made
- Neck braces

I feel like most others that if these areas were attended to it would reduce the injury rate to close to the desired outcome, but in saying this we must still be very conscious of our own responsibilities in the area of safety.

Errol Baldwin
A.S.C.F Technical Advisor