

Technical Bulletin

Issue 1



Welcome to this the first edition of the AMCA Nationals Technical Bulletin. It has been suggested by a few different people to maybe send out a regular update to all the drivers in regards to regular technical issues that we are asked about and to give a more explained answer to a question or to remind people of a common item that is found to be wrong on cars.

We also would like to remind everyone that just because you want to do something to your car and it is not covered in the rule book does not mean you can do it. Please contact your State Rep, Steve Potts or Chris Overall for clarification. It can save a bigger headache later.

Nose Cones

This has been a on going issue with some people. A final reminder to People that you are NOT allowed to use any type of MD3 or similar style nose cone on a AMCA National regardless of what sort of material it is made of.

We have also found recently that some people are making steel support frames for their nose cones. No bar work other than the front bumper is to protrude past the front of the chasse clip. It has also been decided that the measurement for the front bumper to the centre of the stub axle will now also incorporate the length of the front nose cone. So what this means is that no part of the body or front bumper can exceed the measurement of 775mm.

Adjustable Shockers

Another item that is being asked about quite often is what defines a adjustable shocker.

Any shocker that can be adjusted by either removing or adding gas, any form of an adjusting screw in the body of the shocker or if the shocker is compressed and turned to alter it's setting is not allowed.

You may use rebuildable shockers just not adjustable.

Kill Switches

There is still a few cars who have not got their kill switches in the right location. They must be mounted on the top of the decking within reach of the fire safety crew and clearly marked.

Tyres

Please be aware that you are only allowed to inflate your tyres with compressed air. The use NOS is not allowed.

State prefix

Regardless whether you run interstate or not all cars are to run their State prefix along side their numbers. Also the min size for this is 100 x 100 mm.

Drivers Roof Plate

As the season will soon be over for most of us and maintenance will be the focus of most drivers please take a small bit of time and check the bolts on your roof plate (if applicable). They may of not been checked in a few years and the threads could be full of dirt which in the unlikely chance that you may be needed to be removed from your car this way it will make the job of the safety crew a lot easier.

Roll Cage Padding

We have been recently made aware that this requirement was not in the recent Specie book. It has now been added back into the rule book and is mandatory for all cars to comply as of now. Ruling is that any bar work forward of the drivers seat that is within 300mm of the drivers head is to be securely fitted with roll cage padding.

Race Numbers

A reminder that Race Numbers on the side of the car must be 450 x 400mm and be a contrasting colour to the cars paint scheme.

Driving Standards

There has been some talk lately on what is expected of drivers in regards to passing and being lapped.

1. Passing Cars.

If you are making a pass on another car for position you must be at least 2/3 of the way pass the car to be deemed to have the racing line. In this case if you are passing on the inside the driver on the outside must give you racing room while still trying to defend their position or if you are trying to make the pass on the outside the inside car is not to take the other car up to the fence. It does not mean that the car you are trying to pass must back off and let you have that position for free.

2. Lapped Cars.

If you receive the lapping flag this means that you hold the line that you are on. This is if you are high stay high, if you are low stay low. It does not mean that you continue using the same racing line that you have been using around the track. Hold your line and not try and race the car that is lapping you, as this can sometimes cause a accident.

3. Dangerous Driving.

For those that have not attended a State or National Title this season, AMCA Nationals has bought in a new rule in regards to dangerous driving and there is a zero policy on this. If any driver decides to make a desperate move on the inside of another car while racing and clearly there is not enough

Room for the pass and bounces the car out of the way or if a car goes high towards the fence and decides to cut back down to the pole line dangerously will be disqualified from the remainder of that race meeting and will receive a min 1 months suspension. If you offend again a second time you will receive a 2 month suspension, if it happens a third time your affiliation with AMCA Nationals will be cancelled and not renewed.



WA Title place getters

As all titles have now been run and won for the 2013/14 Season AMCA Nationals would like to congratulate all drivers who attended these events and the place getters who were lucky enough to finish on the podium.

Australian Title - Carrick Speedway Tasmania

**1st SA 36 Ryan Alexander
2nd VIC 34 Jamie Collins
3rd TAS 22 Daniel Brooks
4th TAS 16 Corey Smith
5th TAS 8 Craig Bagorski**

Northern Territory Title - Darwin

**1st VIC 79 Tim Reidy
2nd QLD 00 Chris Irwin
3rd QLD 18 Russ Hardy**

New South Wales Title - Nowra

**1st VIC 79 Tim Reidy
2nd SA 36 Ryan Alexander
3rd QLD 32 Steve Potts**

Tasmanian Title - Hobart Speedway

Washed Out

Queensland Title - Kingaroy

**1st VIC 79 Tim Reidy
2nd QLD 32 Steve Potts
3rd QLD 98 Nathan Durstan**

South Australian Title - Murray Bridge

**1st VIC 34 Jamie Collins
2nd SA 36 Ryan Alexander
3rd SA 18 Danny Prade**

Victorian Title - Rosedale Speedway

**1st SA 36 Ryan Alexander
2nd VIC 79 Tim Reidy
3rd SA 18 Danny Prade**

West Australian Title - Collie Speedway

**1st WA 6 Aaron Hancock
2nd WA 10 Steve Hancock
3rd WA 91 David Boyes**