



SSA INC. NATIONAL TITLES

JUNIOR TITLE

2012 – Arunga Park, Alice Springs, NT – 20th Practice, 21st and 22nd January Heats and Final

SUPER SEDAN TITLE

2012 - Brisbane International Speedway, QLD – 3rd Practice, 5th and 6th May Heats and Final

STREET STOCK TITLE

2012 – Northline Speedway, Darwin, NT – 24th Practice, 25th and 26th May Heats and Final

PRODUCTION TITLE

2012 – T.B.A

MODIFIED PRODUCTION TITLE

2012 – Mildura Speedway, VIC – 5th Practice, 6th and 8th April Heats and Final

Information and nomination forms for the above events will be posted on our website under the divisions heading and relevant class approximately 2 months prior to the event. www.speedwaysedans.com

GENERAL INFORMATION

Please can you ensure that your contact details, email and mobile numbers are kept up to date as we will be utilising all forms of communication as and when required.

ARE YOU INTERESTED IN OFFICIATING AT A NATIONAL SPEEDWAY SEDANS AUSTRALIA TITLE?

We are looking for officials who have the following:

- Experience at Club/State level
- Current SSA Officials accreditation completed
- Working with Childrens Card
- Good knowledge of the Speedway Racing Rules and Regulations and Specifications
- Excellent communication skills
- Eye for detail
- Be able to work in a team
- Ability to step into any role required ensuring a successful Title
- Must be available for the entire title from the start of scrutineering to the end of post race checks

Positions on the team include:

Title Manager, Title Secretary, Chief Steward, Assistant Steward, Technical Advisor, Assistant Technical Advisor, Transponder Personnel

If you think this could be you, please complete the form on the website or email Michele Harris harcom66@bigpond.com

STEWARDS INFORMATION

THAT FOR ALL ASCF CLASSES ON ALL DUMMY GRID LINE UPS, CARS WILL CROSS OVER TO FACILITATE MISSING CARS.
TO BE PLACED IN ASRRR ANNEXURE E PART C REFERENCE TO BE MADE IN RULE 4.3.1

SSA Chief Steward contact details - Allan Jennings – 0427 737174



CLARIFICATIONS FOR JUNIOR SEDANS CONT....

- Toyota Corolla - Primary 21mm
- Secondary 25mm
- Suzuki Swift - Primary 18mm
- Secondary 25mm

4. Section 17 – Bumper bars front and rear to be a maximum 38mm OD x 3mm WT.
REASON – Misprint.

5. That there will be continued research into the introduction of OEM fuel injection with a limit of 1600cc engine with a SSA supplied intake restrictor plate. Engines will be as listed for vehicle.
List of vehicles to be used-

Toyota Corolla FWD, Toyota Corolla RWD, Nissan Pulsar FWD, Nissan Stanza RWD, Ford Laser FWD, Ford Escort RWD, Mitsubishi Lancer FWD, Mitsubishi Gallant FWD, Holden Gemini RWD, Honda Civic FWD, Hyundai Excel FWD, VW Superbug

REASON – Current specification engine ruling restricts the use of all newer cars. Newer cars are of a larger engine capacity and of an EFI configuration. Older cars are unavailable in any great number. The use of a restrictor plate allows later engines to be restricted to comparative power of the current engines and allows for ease of checking by SSA machinery examiners.

A LIST OF APPROVED MODEL AND YEAR AND ENGINE TYPE WILL FOLLOW AFTER FURTHER RESEARCH HAS BEEN CARRIED OUT BY THE SSA TECHNICAL COMMITTEE.

CLARIFICATIONS FOR STREET STOCKS

1. Section 14 (T) – Add to the end of the paragraph-
“.. Front spreader bar between bumper mount/chassis rail permitted.”
REASON – No wording is in the book to support the drawing.

2. Intake manifold/plenium chamber to remain OEM standard. There is to be No MACHINING, NO WELDING, NO EXTRA VACUUM PORTS OR REDRILLING FOR SENSORS.
REASON – As per Specification Book.

3. Section 24 (k) – Change to read-
“Hoses and mounting position of pump is optional. Pulleys optional. Power steering reservoir may be fabricated to be a maximum of 800ml and coolers recommended. Mechanical belt driven pumps only. All power steering components to remain under the bonnet eg – hoses, reservoirs and coolers.”
FURTHER RESEARCH TO BE CONDUCTED INTO HARMONIC BALANCERS.

4. Section 18 2 (c) EFI– Add
“Fuel pumps to be mounted in the boot area.” (SAFETY ITEM.)

5. Section 18 2 (g) – Add to end of sentence
“Must be one piece.” (SAFETY ITEM.)

6. DRAFT SPECIFICATION BOOK IS AVAILABLE FOR DRIVER COMMENT/MEETINGS.

CLARIFICATIONS FOR PRODUCTION SEDANS

1. Ballast weights may be used. To be added to specification book Section 13 (J).
If ballast is dislodged from a race car during an event a penalty of 12 months could apply.



CLARIFICATIONS FOR PRODUCTION SEDANS CONT....

Ballast should be no greater than 610mm long x 100mm wide x 50mm high.

Each piece of ballast to be painted white with registered car number for identification.

Ballast must be attached to either roll cage or chassis and mounted below door height.

- a. If attached to chassis, must be attached directly to chassis by utilizing high tensile bolts and Nylok nuts. Bolts to go through chassis rail using proper engineering practice. (sleeves)
- b. If attached to the roll cage tubing, correct mounting brackets to be used, e.g. AFCO.

Maximum bolt on ballast allowed 40kg.

Each single piece maximum 10kg.

Ballast up to 305mm requires minimum one mounting bolt.

Ballast up to 610mm requires minimum two mounting bolts.

Bolts must pass through ballast.

Ballast should be mounted no higher than top nascar bar.

2. Section 25 (A). – Change to “175mm (7”) maximum width.

Section 15 - Change to “Original plus 75mm maximum.”

3. To allow EFI engines with open computers, using street stock EFI engines. Engines to be limited to VY Commodore ecotec and AU Falcon. No variable cam timing.

Implementation date 01/07/11.

REASON – Nationally drivers are asking for EFI engines. To permit other classes to join the production class. (Qld. street sedans) To allow street stock to move up into the production class. To allow other divisions to join the production class (Rationalisation.)

Add new section to Production Specification Book section 18.

18.1.

a. Open computers and ignition systems allowed.

b. Engines to be limited to VY Commodore ecotec and AU Falcon. No variable cam timing. Inlet manifold to be OEM for model of engine. No high output or Tickford heads allowed. Original casting number on front of head must remain. EL Falcon not to use AU engine.

c. All standard sensors must be fitted and be operating including fuel pressure regulator except oxygen sensor and coolant sensor.

d. All air intake and air filters are not restricted.

e. Header tanks for fuel pumps are not allowed.

f. No adjustable fuel regulation.

g. Harmonic balancer is not restricted.

h. Flywheel and clutch assembly are not restricted.

i. Cam shaft and cam shaft timing parts are not restricted. Cam shaft lifter to be solid or hydraulic. The use of performance parts in the valve train is prohibited eg- roller rockers, cam followers etc.

j. A standard engine is allowed no more than 0.60” over bore and 0.60” for head facing.

k. Refer Australian Standards “AS4182 – 1994 Code of Practice for Engine Reconditioning Standards”.

Engine Balancing: The balancing of any engine componentry or removal of any balance shaft is strictly prohibited. The only tolerance allowed are the drill holes in the crank shaft as done by the manufacturer (OEM). The conrods cannot have any metal removed or polished. The pistons cannot be machined or lightened.

18.2

a. Standard size injectors are to be used. Inside diameter not to be increased or decreased.



CLARIFICATIONS FOR PRODUCTION SEDANS CONT....

- b. Petroleum, no additives, maximum specific gravity 0.780, maximum octane 98. Must be supplied by a commercial outlet, through a multi volume network via bowser pump by Shell, Caltex, Mobil or BP only. Fuel may be tested by any means available.
- c. Any passenger car fuel pumps only are permitted. Fuel pump must be fitted with engine monitoring relay to stop fuel pump running when engine stops.
- d. A flexible fuel line section must be fitted within 75mm of fuel tank and all fuel lines to be securely fixed in position.
- e. Barbed fitting of the correct size must be used in conjunction with screw type clamps when connecting flexible fuel line. (Genuine SAE R6 fittings and hose exempt.)
- f. Neoprene, reinforced plastic or "black fuel line" may be used. OEM type Bundy steel tubing may be used through the car or under the car.
- g. Flexible fuel line can pass through cabin area. Must be one piece.
- h. High pressure lines are to use high pressure hose and fittings.
- i. If a return line is used, it must be fitted with a one way valve, at the fuel tank.
- j. Computer Control Units are not restricted. If the OEM unit includes ignition, then the replacement CCU must also perform this function.
- k. Size of throttle body to be OEM type and size for model being used and to be standard in internal and external appearance. (No machining or alteration permitted.)
- l. Checks will be on fuel and OEM equipment. Any modification to throttle body or butterfly is not permitted.
- m. Radio telemetry to or from the car is not permitted.
- n. Non OEM fuel injection not permitted. Forced induction not permitted.
- o. Return springs must be fitted to each butterfly shaft. (Inbuilt springs accepted).
- p. Protective wire gauze or air cleaner to be fitted over air intake to prevent entry of foreign objects to throttle body and also to act as a flame trap. Air filter and air flow meter may be in cabin or moved under the bonnet. Air filter inlet to be shrouded from the driver. Must be under the bonnet if passenger in the car.
- q. ADDITIVES- The introduction into the combustion chamber/s of additives, either in solid, liquid or gaseous form (eg nitrous oxide) by any means is expressly forbidden.
- r. Engines will be inspected on the basis that all parts used in/on all engines must comply with the specifications/dimensions specified in the original (OEM) manual produced by the manufacturer for the standard engine: with the exception of the listed permitted modifications. The owner/driver is responsible to prove the above and produce information when necessary to validate the claim.

THE ABOVE ITEMS ARE SUBJECT TO REVIEW.

4. SECTION 29 (M) Changed to read –
 "The fuel line to the engine must be fitted with a quick action non-leak fuel tap or valve in working order.
 EXCEPT EFI CARS.

5. Add the following measurements to Table2.

HEADING – EFI ENGINES -	BORE	+ STROKE
4.0 lt Falcon	92.26	99.31
3.0lt RB30 Commodore	86.00	85.00
3.8lt V6 Commodore	96.52	86.36

VALVE SIZES	INTAKE	EXHAUST
3.9lt EA Falcon	47.00	39.00
4.0lt EB-EL Falcon	47.00	39.00
4.0lt AU Falcon	47.00	41.00
3.0lt RB30 Commodore	42.10	35.10



CLARIFICATIONS FOR PRODUCTION SEDANS CONT....

VALVE SIZES	INTAKE	EXHAUST
3.8lt V6 VN-VR Commodore	43.40	37.80
3.8lt Ecotec VS Commodore	45.50	38.50
3.8lt Ecotec VT-VY Commodore	46.63	38.74

TABLE 2.3 THROTTLE BODY	OUTER	INNER
EA-AU Falcon	64mm	64mm
VL Commodore	64mm	54mm
VN-VR Commodore	72mm	60mm
VS-VY Commodore	72mm	64mm

CLARIFICATIONS FOR MODIFIED PRODUCTION

1. OEM rear firewall must not be removed or relocated, except for any material removed to allow the fitment of the radiator. OEM rear parcel shelf to remain as per specification book.
REPLACEMENT OF THE OEM REAR FIREWALL WILL BE NECESSARY PRIOR TO REREGISTRATION.
2. To change the name of the class to MODIFIED SEDANS. Next Draft
REASON – remove the word “Production” to ease confusion with the Production Sedan Class.

NATIONAL 4 CYLINDER SEDANS

1. SPECIFICATION BOOK WILL BE AVAILABLE SOON.

Technical Members contact details:-

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