



SSA INC. NATIONAL TITLES

SUPER SEDAN TITLE

2010 – Speedway City, Virginia, SA on 3rd, 4th, 5th and 6th March

MODIFIED PRODUCTION TITLE

2010 – Latrobe Speedway, Latrobe, TAS on 11th, 12th and 13th March

STREET STOCK TITLE

2010 – Ellenbrook Speedway, WA on 23rd, 24th and 25th April

PRODUCTION TITLE

2010 – Narrogin Speedway, WA on 26th, 27th and 28th February

JUNIOR TITLE

2010 – Latrobe Speedway, Latrobe, TAS on 14th, 15th and 16th January

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

ALL DIVISIONS

1. Fuel Tank protection bars must have radius formed corners as per dia in specification books. No straight side pipes for jacking to extend.
2. SSA use triplicate copy engine sealing books that are numbered. One copy to car/engine owner, 2nd copy for engine sealer, original to State Office. Car owner/driver to have copy of engine sealing form with log book at all time.
3. All engines must have a number stamped on the block. E.g. 3 x engines 3 different engine numbers. Could even have letters or car number.
4. Window net minimum rod thickness ¼" (6mm)
5. Panels to be attached using rivets or bolts. No cable ties or race tape unless race night repairs.
6. Safety Equipment - ISO6940 this specification ends in 2010.
7. **22.01 Fuel Testing:**
 1. The Digatron DT15 or DT47 series fuel testing kit will be the official **preliminary** fuel testing method to be used by the ASCF/SSA*
 2. **Method**

Fresh **Premium Unleaded Petrol*** to be used without additives as the zero standard. (NB. Consider the use of Cyclohexane as an absolute zero standard - see explanatory notes)

- a) Rinse Digatron in fresh Premium Unleaded Petrol * (known as the Zero Standard)
 - b) Set Digatron Meter to .000 in a sample of fresh Zero Standard *. Note the temperature of the Zero Standard
 - c) Conduct the test on competitor's fuel on a sample removed from the fuel tank
 - d) Should the first test fail, a second test should then be conducted. Before the second test is conducted the temperature difference between the Zero Standard and the Competitor's fuel sample must be adjusted to less than three (3) degrees Celsius
 - e) If the result of the second test from the Digatron DT15 or DT47 Series Meter is less than zero or greater than +40 units then it will require a sample to be taken for laboratory analysis.
3. The ASCF/SSA* retains the right to use any other fuel testing method at its own discretion



ALL DIVISIONS CONTINUED

4. In the event of an Appeal against the above Fuel Testing **procedure**, fuel samples may be tested by an independent laboratory, with the total cost to the Appellant.

22.02 Random Samples

Randomly selected competitor(s) may have a sample of their fuel or lubricant* taken and sealed for later laboratory analysis at an approved laboratory. If a fuel is found not to comply with Rule 22.03, a complaint shall be lodged by the Fuel Tester under Australian Racing Rule 7.8 with the ASCF/SSA* and the competitor(s) shall be charged with an offence under Australian Racing Rule 7.8.3. The cost of such testing will be born by the promoting Club or otherwise agreed

All samples will be taken in accordance with a detailed procedure for fuel testers that is issued and updated from time to time by the National Fuel Coordinator./ National Technical Committee

22.03 Fuel: For All Classes

1. Safety:

- All participants in motor sport are reminded that fuel, oils, lubricants, and coolants are highly specialized materials.
- Participants must be aware that these materials may contain substances that are extremely dangerous to one's health if misused, inhaled or allowed to contact human skin.
- Some of the contents of these fuels, oils, and lubricants are suspected of having the potential to cause cancer in rare instances.
- The use of petrol as a general cleaning and washing agent is a common misuse of a potentially dangerous substance.

2. Permitted Fuels:

- a. The only petrol/fuels permitted are:
 - i. Premium Unleaded Petrol (PULP) having properties and characteristics as required by Federal and/or State regulations for PULP and recognised by the ASCF/SSA* as being on general and genuine sale to the public in Australia.
 - ii. Fuel that has been approved by the ASCF/SSA*
- b. An Approved fuel (a, ii above) must comply with the specifications. Before the ASCF/SSA* will approve a fuel, a sample shall be submitted for analysis for compliance with ASCF/SSA* requirements and Federal/State Regulations. Approval will not be granted if the fuel does not comply with Federal/State Regulations unless a valid exemption certificate is supplied.
- c. Any petrol that appears to have been formulated in order to subvert the purpose of this regulation will be deemed to be outside it.
- d. The ASCF/SSA* reserves the right to charge all costs associated with the approval procedure to the applicant
- e. The decision of the ASCF/SSA* on whether a fuel meets ASCF/SSA* approval is final, and no appeal may be entered.

CLARIFICATIONS FOR JUNIOR SEDANS

1. Page 25 Section 17 A
4th line change 3mm to 2mm and 30mm x 30mm x 2mm rhs remove 50mm x 25mm x 3.2mm rhs only.
Remove Section Q on page 18
Page 18 Replace Q with the following
All other barwork 300mm from the rear face of the front bumper. And back to the front subframes must be a max of 34mm x 1.6mm W.T CHS Fig 7 (i, ii, iii)
2. Page 35 Section 30A
Remove A and replace with the following
Foot operated OEM brake system to remain standard and to operate correctly on all 4 wheels and be effective at race speed.



CLARIFICATIONS FOR JUNIOR SEDANS CONTINUED

3. Add to Page 34 Section 28F
That all wheel covers – steel disc that cover the rim not be allowed.
4. Page 35 Section 30 Rule 30C
No drilled/lightened disc rotor permitted.
5. Page 33 Section 25 Rule F
Add after etc – no lowering blocks permitted.
6. Sway bars on Junior Sedans
Suspension Pg 33, 25a:
All arms, rods, struts, spring hangers and sway bars must remain standard, and functioning as manufacture as per manufacturer, for year, make, model and body type. All cars may use aftermarket camber caster adjustment. After must remain standard add “and functioning as manufacture”

CLARIFICATIONS FOR PRODUCTION SEDANS

1. Page 14 Section Body Rolling Shell Rule 11
Early model engine 202 inline six cylinder fitment to VT, VX, VY, VZ Commodores and Monaros. 26 ½” or 675mm from rear face of engine block to front K-frame bolt on chassis rail.
2. Seat belt life to be 5 years from date of manufacture as per other SSA sections.

CLARIFICATIONS FOR STREET STOCKS

1. Street Stock Page 31 Section 26 Rule A

Remove A and replace with the following
Foot operated OEM brake system to remain standard and to operate correctly on all 4 wheels and be effective at race speed.
2. Street Stock Page 31 Section 26 Rule D
No drilled/lightened disc rotor permitted.

CLARIFICATIONS SUPER SEDAN

1. No cockpit adjustments are allowed except for brake bias and brake shut off valve

No electronic or hydraulic adjustments allowed.

Suspension and brake adjustments are not allowed from the driving compartment with exception of brake bias and brake shut off valve.
Adjustable panhard bars are permitted provided that they are adjusted manually. Eg with spanners

Technical Members contact details:-

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