



SEDAN UPDATE

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July 2020

2019/2020 National Titles - rescheduled

Production Sedans – Ellenbrook Speedway,
Ellenbrook WA
Friday/Saturday/Sunday – 16/17/18 October 2020

Street Stocks – Latrobe Speedway, Latrobe TAS
Thursday/Friday/Saturday – 29/30/31 October 2020

Modified Sedans – Carrick Speedway, Carrick TAS
Thursday/Friday/Saturday – 12/13/14 November
2020

2020/2021 National Titles

Junior Sedans – ACT Speedway, Canberra ACT
Thursday/Friday/Saturday – 14/15/16 January 2021

Super Sedans – Latrobe Speedway, Latrobe TAS
Thursday/Friday/Saturday – 28/29/30 January 2021

Modified Sedans – Heartland Speedway, Moama
NSW
Friday/Saturday/Sunday – 5/6/7 March 2021

Production Sedans – Kingaroy Speedway, KINGAROY
QLD
Friday/Saturday/Sunday – 2/3/4 April 2021

Street Stocks – Bunbury Speedway, Bunbury WA
Friday/Saturday/Sunday – 23/24/25 April 2021

All technical items mentioned in this newsletter can
be found in the current updated Specification Books
and Class Technical Manual as uploaded to website.

[Click Here](#)

ROLL CAGE MATERIAL & DESIGN OPTION

MONO DIVISIONS [Click Here](#)

All A-leg and roof hoop options must be constructed
so as the driver can enter and exit the car through
the driver's side window aperture at all times. A-legs
and other roll cage bracing that protrude through the
driver's side window aperture that significantly
impede the driver's ability to enter or exit the car will
be deemed non-compliant.

Roof Hoop Bar: Bar #2

The windscreen part of the Roof Hoop Bar to be no
further rearward than 200mm from the front pinch
weld lip of the front windscreen opening at
narrowest point.

Option 1: To be formed from one continuous length
of tubing and be welded to the Main Hoop Bar (Bar
#1) on each side of the roll cage. This bar
incorporates the Top Windscreen Bar..... [Refer to
Roll Cage supplement for complete specification –
Click Here](#)

Option 2: To be formed using the top part of the
Front A Legs (option 2) and be welded to the Main
Hoop Bar (Bar #1) on each side of the roll cage. A
Windscreen bar is to be fitted and welded between
the two A Legs Bars..... [Refer to Roll Cage
supplement for complete specification – Click Here](#)

Front A Legs/A Pillar Bar: Bar #3

GENERAL

a) The A Pillar part of the front legs MUST BE
GREATER THAN 45° (See Fig 3(iii)).....

[Refer to Roll Cage supplement for complete
specification – Click Here](#)

Option 3 – Dash Hoop Bar and Roof Hoop Bar. This
requires the A Pillar/Front Leg to be formed in two
straight pieces. Lower A Pillar/Front Leg to be welded
to the Roll Cage Sub Frame bar (Bar #15) at Point C
and to the Dash Hoop Bar at Point A.....

If using 38x2.6mm tube as the Dash Hoop Bar, the A
Pillar/Front Legs will be notched to fit around this
tube and be fully welded on all sides. The two pieces
of the A Leg must intersect at the same point on the
Dash Hoop Bar bend.

The Dash Hoop Bar is the combination of Bars #8, #9,
#10 – in one continuous piece.

[Refer to Roll Cage supplement for complete
specification – Click Here](#)

Main Hoop Centre Spreader Bar: Bar #5

A one-piece straight bar/or two-piece if Diagonal bar
is one piece is to be fitted to the Main Hoop within
50mm of top NASCAR bar height at Point B. Refer to
Fig 3 (i).

[Refer to Roll Cage supplement for complete
specification – Click Here](#)



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ROLL CAGE MATERIAL & DESIGN OPTION

MONO DIVISIONS continued....

Rearward Brace Bars: Bar #12

Option 1 – two one-piece rearward brace bars free of bends.

Option 2 – a crucifix design with one bar being two pieces. The one-piece bar must be attached to the driver's side. All 3 bars to be free of bends.

Refer to Roll Cage supplement for complete specification – [Click Here](#)

FUEL TANK PROTECTION BAR: Bar #26

Bar must be constructed of minimum 38x2.6mm CDS or 40x40x3mm RHS with 25x2.6mm CDS minimum angled brace bars to be fitted.....

Note - only applicable to dual registered Street Stocks and require a Fuel Tank Protection bar.

Refer to Roll Cage supplement for complete specification – [Click Here](#)

NATIONAL 4 ONLY

MINIMUM DIMENSIONS

As per Section 2 Roll Cage - MINIMUM DIMENSIONS TABLE except for VEHICLES WITH ORIGINAL OEM FRONT CHASSIS RAILS REMOVED IN FRONT OF FIREWALL.....

Refer to Roll Cage supplement for complete specification – [Click Here](#)

ALL MONO CLASSES

Items covered in the Class Technical Manual include

Presentation	Window Net & Fitting
Driver Safety	Padding
Protective Clothing	Fire Extinguisher
Seat Belts & Installation	Transponder Mounting
Seats & Seat Mounting	Engine Sealing
Dual Registration	

REGISTRATION / RACE DAY REQUIREMENTS / DECLARATION OF COMPLIANCE

Whole section has had a rewrite and upgrade to reflect what is required. [Read the full details in Class Technical Manual](#) [Click Here](#)

ALL MONO CLASSES....continued

WINDOW NET FITMENT

Window net to be completely removable without the use of tools. [Read the full details in Class Technical Manual - Click Here](#)

HELMET CLEARANCE

A minimum of 50mm clearance is required between the helmet, including fresh air intakes and associated fixtures to any part of the head plate and roll cage when driver is seated and harnessed. [Refer to specific class specification – Click Here](#)

RUB RAILS

The section on mounting of Rub Rails has been completely rewritten along with new drawings. [Refer to specific class specification – Click Here](#) to read all about it and check your car for compliance.

TOWING STRAPS

The section on mounting of Towing Straps has been completely revised and rewritten – they are now optional – not withstanding that some tracks/venues can make them a requirement if they choose to do so. [Refer to specific class specification - Click Here](#)

CABIN MOUNTED RADIATORS

Proprietary or custom fabricated radiators that are of Aluminum construction that have tanks TIG welded onto core, e.g. AFCO, KENCO, KEYSER, PWR etc DO NOT require tanks to be covered.

- All radiators MUST have radiator cap completely covered.
- Stainless steel externally braided hose is accepted e.g. Earls, Speedflow, ProFlow etc that utilise the correct JIC or A/N Dash type fittings that have been professionally installed as per correct fluid transfer practice are not required to be ducted or lagged.
- Cabin mounted water pumps that are of a plastic construction MUST be lagged or covered.....
- [Read the full specification in specific class specification – Click Here](#)



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ALL MONO DIVISIONScontinued

TAIL SHAFT LOOPS – updated

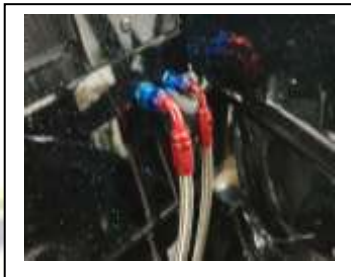
If wire cable is used the top/upper section (180°) part of the loop to have minimum 40x3mm flat mild steel (FMS) welded or bolted to floor pan/tunnel on either top or bottom. Flat mild steel (FMS) to be one piece from side to side at points that cable passes through floor including FMS. [Read the full specification in specific class specification – Click Here](#)

TYRES (except Modified Sedans)

The whole tyre section has been revised and rewritten in all Mono specification books – [Click Here](#) – to read the all the information for your Class.

FUEL HOSES

Bulkhead type fittings may be used where flexible fuel lines pass through front and rear firewalls as an alternative to grommets and are highly recommended.



[Read the full specification for your class – Click Here](#)

UPDATED TABLES

- List of Approved/Accepted Makes/Models permitted for each Class.
- Dimensions Table now includes Minimum/Maximum Wheelbase measurements

NATIONAL 4

NEW CAR ADDED TO APPROVED LIST

1991 Honda Civic

TAIL SHAFT LOOPS

[Click Here](#) to read the full information

If rear floor pan/tunnel removed; loop as per above minimum materials to be bolted or secured to bar work or differential housing.

PRODUCTION SEDAN

NEW CAR ADDED TO APPROVED LIST

1996 EK Honda Civic
1995-97 Hyundai Excel X3

MODIFIED SEDAN

NEW CAR ADDED TO APPROVED LIST

BMW E46 33i
Ford Mustang 2015 on

BODY/ROLLING SHELL

The whole section has had major revision and updates throughout and will be on-going. [Read the full specification - Click Here](#)

BUMPER BARS & OPTIONAL EXTERNAL BAR WORK

Front bumper skirt option

A rubber or plastic skirt may be affixed to the full width of the bottom of the existing silhouette bumper bar. This optional fixture must have a minimum clearance from the ground of 100mm at all static ride heights and be firmly attached with rivets or bolts.....[Read the full specification – Click Here](#)

ENGINE – EFI CONFIGURATION

Size of Throttle Body: Throttle Body to be OEM type and size for the model engine being used and to be standard in Internal and External appearance with the exception of one only hole of a maximum 5mm diameter drilled in the butterfly blade to assist engine idle. (No other machining or alteration permitted)

[Read the full specification - Click Here](#)

SUSPENSION

Mounting shock absorbers directly to bar work is permitted. MOUNTING OTHER SUSPENSION COMPONENTS AS LISTED IN SUSPENSION MOUNTING POINTS DEFINITION IS NOT PERMITTED.

OEM shock mounts on body or subframes that are removable OEM may be replaced with fabricated components that attach in OEM location. The car owner must be able to produce an un-altered OEM mount for verification purposes.

[Read the full specification – Click Here](#)



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JUNIOR SEDANS

TRANSMISSION/DRIVELINE

OEM needle roller bearings in Daihatsu Charade gear boxes may be replaced with an internal race bush. Part number #ir32x37x30ina as per transmission re-conditioners general practice. [Click Here](#)



SUSPENSION

All arms, rods, struts, spring shackles and sway bars must remain standard and function as manufactured as per the manufacturer for make/model/series and body variant being used unless otherwise specified.

[Click Here](#) – the whole Shock Absorber section has been revised and updated – please read.

It is highly recommended that the rear stub axles on Mitsubishi Lancer and Mirage – where the rear stub axle attaches to the rear swing arm be reinforced.

[Click Here](#) – for photos showing the recommended method.

STREET STOCK

Body/Rolling Shell

Removal of OEM steel wheel well is not permitted, must have a 300x300mm hole cut in the bottom of wheel well close to the fuel tank to drain spilt fuel. If wheel well is not close to fuel tank or if OEM body has no wheel well, hole is to be cut in boot floor. If the OEM body shell has a plastic wheel well/boot floor it must be removed. It is optional to fill with sheet metal maximum of 1.6mm thick. If this is done a 300x300mm hole must be cut out to enable spilt fuel to drain. [Read the full specification - Click Here](#)

STREET STOCK ... continued

Cooling System

Electric water pumps are NOT permitted.

[Read the full specification - Click Here](#)

BRAKES

No slotted disc rotors permitted.

[Read the full specification - Click Here](#)

SUPER SEDANS

SPECIFICATION BOOK

The layout and order of the Super Sedan specification book has been reformatted to bring into line with the order of the class specification books for ease of use.

[Click Here](#)

ROLL CAGE MATERIAL & DESIGN OPTION

SUPER SEDANS [Click Here](#)

Roll Cage to Sonic Test at not less than 2.40mm ABSOLUTE.

All A-leg and roof hoop options must be constructed so as the driver can enter and exit the car through the driver's side window aperture at all times. A-legs and other roll cage bracing that protrude through the driver side window aperture that significantly impedes the driver's ability to enter or exit the car will be deemed non-compliant. [Click Here](#)

Front A Legs/A Pillar bar: Bar #3

GENERAL

The A pillar part of the front legs MUST BE GREATER than 45° (Bar #3)

Option 3 – Dash Hoop Bar and Roof Hoop Bar – this requires the A Pillar/Front Leg to be formed in 2 straight pieces.....If using 38x2.6mm CHS tube as a top Dash Hoop Bar, the legs will be notched to fit around this tube and be fully welded on all sides. The two pieces of the A Leg must intersect at the same point on the Dash Hoop bend. The Dash Hoop Bar is the combination of Bars #7, #8 and #9 – in one continuous piece. [Refer to class Roll Cage supplement for complete specification - Click Here](#)



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SUPER SEDANS Continued

Rearward Brace Bars: Bar #11

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Option 2 – a crucifix design with one bar being two pieces. The one-piece bar must be attached to the driver's side. All 3 bars to be free of bends. [Refer to class Roll Cage supplement for complete specification Click Here](#)

REGISTRATION / RACE DAY REQUIREMENTS / DECLARATION OF COMPLIANCE

Whole section has had a complete revision and upgraded to better reflect what is required. [Read the full specification - Click Here](#)

WINDOW NET FITMENT

Window net to be completely removable without the use of tools. [Read the full specification - Click Here](#)

HELMET CLEARANCE

A minimum of 50mm clearance is required between the helmet, including fresh air intakes and associated fixtures to any part of the head plate and roll cage when driver is seated and harnessed. [Read the full specification - Click Here](#)

TOWING STRAPS

The section on mounting of Towing Straps has been completely rewritten – they are now optional – not withstanding that some tracks/venues can make them a requirement if they choose to do so. [Read the full specification - Click Here](#)

THROUGH RAIL CHASSIS DESIGN

From 1 July 2020 ALL newly constructed SSA Super Sedans will use the through rail chassis design. [Read the full specification - Click Here](#)

FITMENT OF BODY PANELS

All moulded plastic or fibreglass body panels including front and rear nose cones must be complete. The rear edge of rear quarter panels where it attaches to the rear nose is to be flush. Side body panels are to be parallel. Additional quarter panel

extensions are NOT permitted. [Read the full specification - Click Here](#)

CT525 ENGINE SPECIFICATIONS

Specification has been updated according to the latest information available from GM Chevrolet performance catalogue. [Click Here to GM catalogue Click Here](#) for Section 4 Engine in class specification

STATE TECHNICAL REPRESENTATIVES

ROLE OF TECHNICAL COMMITTEE

The role of the SSA Inc National Technical Committee is to continually monitor all facets of construction, safety, maintenance, competition and upgrading and not to preclude any competitor regardless of financial status.

To solicit Policy items from competitors, car owners, clubs, states/territory, promoters and other people interested in the betterment of Speedway Sedan racing.

Contact your Technical Committee Representative for further information

SSV – Colin Campton – 0409 691 544
SSQ – Doug Rigby – 0413 649 889
SST – Jake Taurian – 0427 764 888
SSWA – Fab Martinelli – 0409 998 323
SSNSW – Doc Bailey – 0422 307 881
SSSA – Adrian Wright – 0434 868 370
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