



# SEDAN UPDATE



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One Team – One Outcome

July 2019

## 2019/20 National Titles

Junior Sedans – Collie Speedway WA  
Friday/Saturday/Sunday – 10/11/12 January 2020

Super Sedans – Borderline Speedway SA,  
Friday/Saturday/Sunday – 6/7/8 March 2020

Modified Sedans – Carrick TAS  
Thursday/Friday/Saturday – 19/20/21 March 2020

Street Stocks – Latrobe TAS  
Thursday/Friday/Saturday – 9/10/11 April 2020

Production Sedans – Ellenbrook WA  
Friday/Saturday/Sunday – 24/25/26 April 2020

## NEW SSA NATIONAL TITLE FORMAT RELEASED

Up to 40 Cars

Top 16 qualifying directly into A-Main  
1 x B-Main – Top 6 transfer into the A-Main  
22 Car Field to Decide the National Title

41-60 Cars

Top 16 qualifying directly into A-Main  
2 x B-Mains Top 3 from each transfer into the A-Main  
22 Car Field to Decide the National Title

61-80 Cars

Top 16 qualifying directly into A-Main  
2 x B-Mains Top 3 from each transfer into the A-Main  
1 x C-Main Top 2 transfer into the B-Mains  
1<sup>st</sup> in C-Main goes to B-Main 1 and 2<sup>nd</sup> in C-Main goes to B-Main 2  
22 Car Field to Decide the National Title

81 Plus Cars

Top 16 qualifying directly into A-Main  
2 x B-Mains Top 3 from each transfer into the A-Main  
2 x C-Main Top 2 transfer into the B-Mains  
22 Car Field to Decide the National Title

Updated Speedway Australia Racing Rules and Regulations effective March 2019. [Click Here](#)

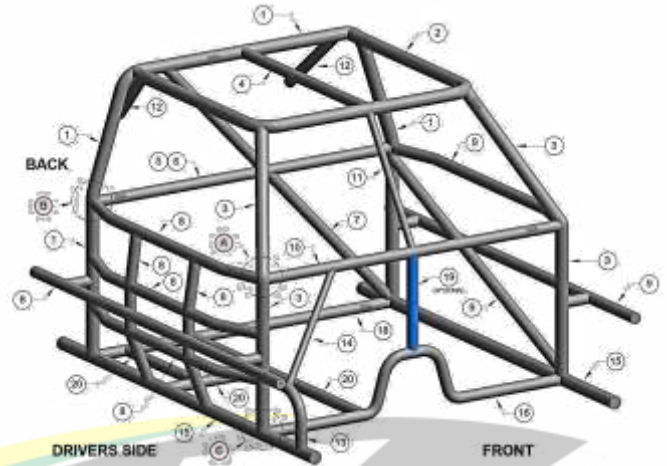
All technical items mentioned in this newsletter can be found in the current updated Specification Books and Class Technical Manual as uploaded to Speedway Sedans Australia website [Click Here](#)

## SECTION 2 ROLL CAGE MATERIAL & DESIGN OPTION

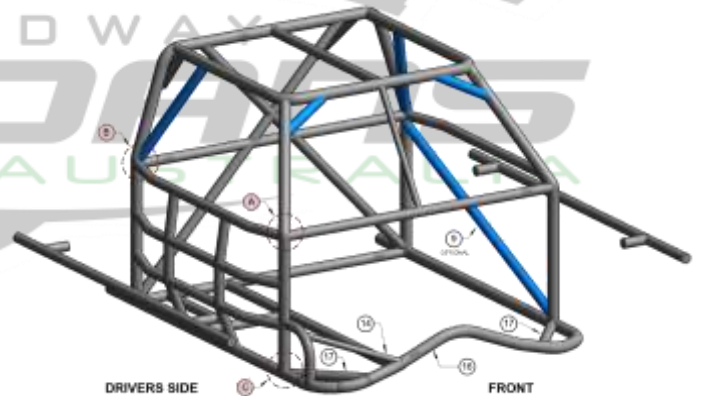
Effective for registration commencing 1 July 2019 for the 5 mono divisions

[Click Here](#) for the Media Release

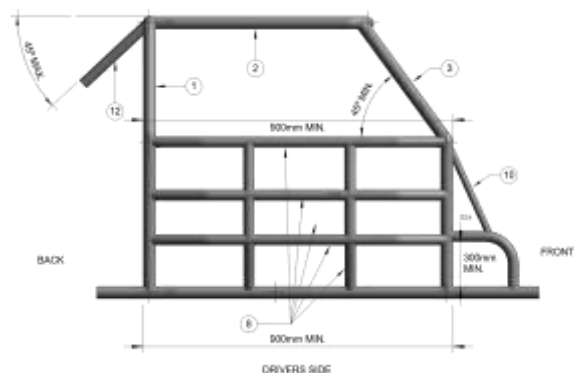
[Click Here](#) for the Full copy of Section 2



Conventional front spreader bar.



A one piece front spreader bar. Below is a side view.





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## Super Sedans

Please note Roll Cage Material and Design review is a work in progress at this time and will be released in a separate Sedan Update early within the next 21 days.

## All Mono Divisions

Section 5 – Battery and Electrical System  
Kill switch must be lever/twist type only.

## All Mono Divisions

### Section 8 – Transmission/Driveline

For all rear wheel drive cars – a steel strap minimum 40x3mm FMS or 6mm cable or 6mm chain fitted around the front and rear of tail shaft within 150mm of universal joints to prevent the tail shaft and/or shafts dropping in an event of breakage. The top part of loop to be minimum 40x3mm FMS welded or bolted to floor pan/tunnel on either top or bottom. If there is a universal joint in the middle of the tail shaft a third tail shaft loop will be required.

## Junior Sedans – Production Sedans – Modified Sedans and National 4's

### Section 17 – Fuel Tank and Fuel System

Fuel tank to be securely mounted in the boot area of the vehicle and be mounted on suitable bar work or on a frame mounted directly to the bar work. A minimum clearance of 150mm forward of the lower rear end of the boot panel and 300mm minimum from side of tank to be maintained around tank and isolated from driver by firewall minimum 0.9mm metal.

## Street Stocks

### Section 17 – Fuel Tank and Fuel System – Page 22

Item d) Rear of fuel tank to be not further back than the rear of the wheel arch, centrally mounted and securely mounted in OEM boot area and be mounted on suitable bar work or on a frame mounted directly to the bar work.

## Junior Sedans and Street Stocks

### Section 4 – Engine

The location of the ECU is to be in a position that is easily visible for inspection purposes.

## Junior Sedans – Reminder – Effective 1 July

### Section 9 – Steering – Page 23 – Item f)

Quick release steering wheels are mandatory.

## Junior Sedans

### Section 7 – Cooling System – Page 22

p) In a car with a rear firewall – Rear radiator and shrouding to be rearward of Roll Cage main hoop mounted fully in the rear cabin area.

q) In a car with NO rear firewall – Rear radiator and shrouding to be rearward of Roll Cage main hoop mounted fully in the rear cabin area and not further back than the front edge of the rear suspension towers.

## Junior Sedans

### Section 10 – Suspension – Page 23

#### Shock Absorbers/Strut Inserts – item b)

- (i) All cars may change shock absorbers/inserts to aid handling and stability. OEM or OEM replacement units ONLY.
  - External adjustment of shock absorbers/inserts are NOT permitted.
  - Remote or external canister type shock absorbers/inserts, OEM replacement or otherwise are NOT permitted.
  - Increasing or decreasing of gas pressure via a Schrader valve attached to shock absorbers/inserts OEM replacement or otherwise is NOT permitted.
- (ii) No shock absorber or McPherson Strut insert is to have the capacity to be adjusted whilst in situ and mounted in car.
- (iii) OEM replacement shock absorbers are permitted. E.g. Koni and Bilstein
  - Competition or rod ended racing type shock absorbers such as AFCO, PRO, FOX, GENESIS etc are NOT permitted.
- (iv) OEM type McPherson Struts and OEM replacement McPherson struts must remain of OEM type and construction, be listed in an automotive parts catalogue and must be readily available from an automotive parts supplier. Fabricated non OEM strut tubes are NOT permitted.
- (v) Mounting ends on shock absorbers must remain OEM. i.e. pin type mount to remain pin type.
- (vi) OEM spindle clevis clamps on OEM strut tubes must remain completely OEM and cannot be modified or altered in any way. i.e. elongation or enlargement of bolt holes is NOT permitted.
- (vii) Fitment of McPherson Strut inserts:



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KONI - the top swaged section of OEM strut tube may be removed and the insert installed, with the insert attached via a bolt through the base of OEM strut tube.

BILSTEIN – the top swaged section of OEM strut tube may be removed and the insert installed and retained by the gland nut and threaded collar supplied with insert to top of remaining OEM strut tube.

### Junior Sedans

Section 10 – Suspension – Page 24 – Item c)

Coil Springs to remain Coil Spring, Leaf Springs to remain Leaf Springs. Spring spacers are allowed above the coil springs. If using a smaller diameter coil spring the OEM spring saddles must remain. The coils are to be secured by the wire or hose clamps to the OEM saddles. No other modifications to the OEM spring saddles to secure coil spring are permitted. (01/07/19)

### Junior Sedans

Section 13 – Wheels – Page 25 – Item g)

Wheel spacers may be used. Maximum of 50mm spacer/s per wheel.

### Junior Sedans

Section 18 – Tables – Table 5a – Valve Sizes

Daihatsu Charade - 1.3 and 1.5 litre EFI

Intake – 30mm Exhaust – 26mm

### Street Stocks

Section 3 – Bumpier Bars & Optional Ext Barwork

Item e) – Front Strut Tower Brace – updated wording

The front strut towers maybe braced back to tower windscreen bar using one (1) bar per tower. Brace bar may extend forward down to chassis rails or lower optional bar work. 38x3mm OD CHS maximum, then with a 100x100x3mm FMS plate welded to tower for support.

### Street Stocks

Section 9 – Steering – Page 18 – Item b) – updated wording

Pedal position must remain in original position. OEM standard pedal arms must be used; lightening by drilling of pedals is prohibited. A maximum 100mm non-adjustable block extension, welded or bolted to the pedal pad is allowed. No second set of pedals to

push on first set. AU Falcon pedal box may be used in a BA Falcon mounted in original position, due to the unavailability of manual pedal box. In later models which were 'fly by wire' the accelerator pedal is to remain in original position.

### Modified Sedans

Inclusion of Mercedes 2007-2014

C350 Series W204 RWD only

V6 3.5 litre DOHC M276 Series and

V6 3.5 litre DOHC M272 Series

### Modified Sedans

Section 10 – Suspension – Page 20

Reminder that multi or single hole mounting bracket/s that alter the OEM pivot are unacceptable and NOT permitted.

### Modified Sedans and Production Sedans

Inclusion of VS Statesman – previously approved in 2012 and not included in specification book tables.

### Production Sedans

Section 1 – Body/Rolling Shell – Page 2

Complete re-write of this section

[Click Here](#)

### Production Sedans

Section 4 – Engine – Page 16

Clarification on updates and revision

The specific engine specifications as listed are subject to clarification and revision.

Inclusive direction of the specific engine configuration will be no earlier than 2023.

### Production Sedans

Section 4 – Engine – Subsection 4.1C Item n)

4.0 litre SOHC Ford engines using a solid type lifter attached to rocker arm are permitted to modify the rocker arm to facilitate the adjusting lock nut ONLY. Refer to photo in specification book.

### Production Sedans

Section 4 – Engine – Subsection 4.1D

Item e)

Piston pin height MUST be of an OEM measurement for engine being used. Custom NON OEM replacement piston pin heights are NOT permitted.

Item f)

Pistons are to be of OEM design for engine being





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used. I.e. dish crown to remain dish crown, flat top to remain flat top. Conversion is ONLY permitted if pistons are an approved OEM replacement.

### Item h)

OEM replacement forged or high pressure cast pistons are permitted.

### Table 7 – Replacement Approved Pistons

GMH	MAHLE	PH03800L6MMS
	HYPATEC	PH03800I60601H
FORD	MAHLE	PF03986L6MMS

### Production Sedans

Section 8 – Transmission/Driveline – Page 24

### Item d) (i)

Late Model 4.1 bodied cars MUST use OEM differential with ALL mounts/pivots in OEM position and being used. OEM interchangeable differentials may be used if from same make and model car and sub-frame if applicable requires no modifications other than the permitted OEM bush alterations as listed in Section 10 – Suspension.

### Production Sedans

Section 10 – Suspension – IRS Live Axle Subsection 1 b)

Rear sub frames MUST attach to the OEM position on body OEM interchangeable sub-frames may be used if from same make and model of car but must retain OEM configuration. i.e. VT-VZ Commodore or BA-FG Falcon. The use of Ford Territory sub-frames is NOT permitted. The replacement of OEM sub-frame to body attachment bushes may be changed to that of solid. Those bush receptacles on sub-frames may be modified to accept that alteration but otherwise must remain completely OEM.

### Production Sedans

Inclusion of Daihatsu Charade G203

Details as per Tables in Specification Book

### Speedway Australia Awards & Forum

Over the weekend of 22/23 June the Speedway Australia Forum and Awards lots of new and exciting things were released for our sport going forward along with lots of success for Speedway Sedans Australia in the Awards department.

To help everyone get easy online access to the Speedway Australia area a brand new very easy to

use 'app' has been launched. Available to everyone – go to your App Store/Google Play and download the 'app' now to assist you.



Download  
It  
Now

It was awards galore for Speedway Sedans Australia during the gala Awards function -

Competitor of the Year - Sedan – Mat Pascoe – Super Sedans

Competitor of the Year – Youth – Ardie Jonic – Junior Sedans

Track of the Year – Kingaroy Speedway Qld

Most Improved Track of the Year – Pioneer Park Ayr Qld

Promotional Item of the Year – Speedway Sedans Live – Jason Crowe and Jarred Ash

Volunteer/Official of the Year – Allan Jennings – National Steward

Innovation of the Year – Speedway Sedans Australia Electronic Scrutineering Recording Program – Sarah and Pam Franz

*Congratulations* to all the Speedway Sedans Australia team.

Contact your State Divisions CTAC Representative or your State Technical Representative for further information.

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