

SPEEDWAY SEDANS AUSTRALIA INC

SSA Class Technical Manual

Rules and Regulations

Modified Sedans – Production Sedans - Street Stocks – Junior Sedans - National 4's



ONLINE – VERSION 15 – JULY 2023

The content of this manual is to be read in conjunction with the SSA Class Specification Manuals available as a separate download. [Click Here](#)



SSA MONO CLASS TECHNICAL SPECIFICATIONS

Applicable to SSA Modified Sedans, SSA Production Sedans, SSA Street Stocks, SSA Junior Sedans and SSA National 4's

TABLE OF CONTENTS

SECTION 1 – POLICY, PROCEDURES and DEFINITIONS

1.	INTERPRETATION.....	3
2.	GENERAL	3
3.	REGISTRATION / RACE DAY REQUIREMENTS	4
4.	DECLARATION OF COMPLIANCE	5
5.	MEASURING OF CARS.....	5
6.	PENALTIES.....	6
7.	AUTHORITY TO EXCLUDE	6
8.	SPECIFICATION MANUALS	6

SECTION 2 – PERSONAL SAFETY EQUIPMENT

9.	DRIVER SAFETY.....	7
10.	PROTECTIVE CLOTHING	7
10a.	HEAD & NECK DEVICES	7
11.	SEAT BELTS	7
12.	INSTALLATION OF DRIVER RESTRAINT SYSTEMS.....	9
13.	ADJUSTMENT OF DRIVER RESTRAINTS	10
14.	WINDOW NET and FITMENT.....	10
15.	PADDING	11
16.	FIRE EXTINGUISHER	11
17.	SEAT	11

SECTION 3 – Construction and SSA General Rulings

18.	PRESENTATION & NUMBER IDENTIFICATION	14
19.	CONSTRUCTION & GLOSSARY OF TERMS & DEFINITIONS.....	15
20.	SSA GENERAL RULINGS	16
	a. Transponders.....	16
	b. One-way Communicators.....	16
	c. Engine Sealing.....	16
	d. Dual Registration.....	16

Summary of Updates.....	16
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Link to Technical Specifications – [Click Here](#)



SECTION 1 – POLICY, PROCEDURES and DEFINITIONS

1. INTERPRETATION (01/07/23)

Speedway Sedans Australia Inc. (SSA Inc.) shall be the sole authority for the interpretation of, and compliance auditor for, these specifications, referred to from here as 'these specifications'. At any Race Meeting, this authority is delegated to the Head Technical person.

The SSA Inc Technical is inclusive of all established technical committees.

The role and responsibility of SSA Inc Technical and all technical sub committees is to continually monitor all facets of construction, safety, maintenance competition upgrading and not to preclude any competitor regardless of financial status.

Amendments to this specification manual may be made during the life of this manual for the reasons as set down in SSA Inc. Policy governing such amendments. [Recommendations for an amendment will be submitted as per governing technical policy.](#)

All technical enquiries must be directed through your Club Scrutineer, State Technical Representative/Delegate, and/or your State Office.

SSA Inc. [registered](#) vehicles must only compete with SSA Inc. registered vehicles and registered in the same class with drivers who hold an SSA Inc. / Speedway Australia licence and SSA Inc. approved insurance for the appropriate class.

2. GENERAL

All new and existing cars must comply with all specifications as detailed. If "IT" is not in the book, it will be considered non-compliant until written approval for use is issued by SSA Inc.

Prior to constructing a car not listed in the tables at the rear of the class specification manual full details will be submitted to [SSA Inc Technical](#). Submissions will be handled in a confidential manner. Approval, or required modification before approval, will be given in writing to the applicant. (01/07/23)

All approved vehicles will be included in the Class Specification Manual and the opportunity will be available for any competitor to build the same vehicle. (01/07/23)

Application for Additional Make/Model Not Currently listed - please refer to specific class specification technical pages. [Click Here](#) (01/07/18)

3. REGISTRATION / DAYLIGHTING / RACE DAY (01/07/23)

3.1 Registration

- a) A complete metal body shell including roll cage is the basis for the registration of a race car.
- b) Application for registration of an SSA Inc Vehicle cannot be made by a person under the age of 18 years.



- c) An SSA Inc. registration shall only be issued subject to the car conforming to all specifications detailed in the SSA Inc. Specification Manual for the class in which the car is to be registered.
- d) A car being re-registered must have the logbook from the immediate previous season. A car being re-registered that was not registered in the immediate previous season and therefore had no logbook issued for that year of registration must provide validation of the car's previous registration, regardless of age; otherwise, the chassis area and the roll cage will be subject to new car specifications as per all current specification manuals.
- e) A new registration decal will be issued annually and must be attached to a prominent/protected location on the car.

3.2 Daylighting of Race Car (01/07/23)

- a) The car must pass a Daylight Inspection based on confirming compliance.
- b) The Daylight Inspection must be carried out by an independent registered SSA Inc Official – not to be completed by the car owner or the car builder/constructor.
- c) All **new cars** are required to undertake and pass a daylight inspection.
- d) A Daylight Inspection for continually registered cars will be every three (3) years.
- e) A Daylight Inspection is required for a car that was not registered in the previous immediate season/registration period.
- f) An additional Daylight Inspection must be completed by a registered SSA Inc Machine Examiner/Scrutineer and be placed in the Logbook following any structural repairs during the period of registration.
- g) An additional Daylight Inspection must be completed by a registered SSA Inc Machine Examiner/Scrutineer placed in the Logbook when a car has been re-shelled during a registration period. Re-shelling of a race car means that the same make and model of car currently registered is used. No additional registration fees are applicable during current registration period.
- h) Roll Cages being transferred to a new car (different model) must fully comply with all current specification and will be deemed as a new car registration and therefore required to undertake and pass a Daylight Inspection.
- i) Dual Registered cars – a second daylight inspection is not required for the applicable class in which it is to be dual registered. Dual registration is only accepted for any car which complies with the full specification of the class and is an approved model for the class in which dual registration is being sought.
- k) A copy of the current Daylight Sheet must accompany Logbook on Race Day and/or Official Practice days.

3.3 Race Day Requirements (01/07/2020)

- a) The logbook must be endorsed by an SSA Inc registered/Machine Examiner/Scrutineer at each meeting prior to competing. A log book without endorsement by the SSA Inc Machine Examiner/Scrutineer is equivalent of a no participation ticket.
- b) Race Day Scrutineering – A competitor/owner of a car taking part in the race meeting must not scrutineer or sign off the log book for his/her own race car. (01/07/17)
- c) Race Day Work Orders – Maximum work order at ANY race meeting, either Club, State or National to be 7 days or next participation in competition – whichever comes first. 7 Day work orders to be issued only for non-safety and non-performance items.
- d) A **current** copy of the Daylight Sheet and Engine Seal forms corresponding to all seals on the engine being used and fitted to car to be stapled into the back of the logbook. (01/07/23)
- e) EFI Junior Sedans and EFI Street Stocks will have an **applicable** ECU Sealing Sheet with the Logbook. (01/07/23)

4. DECLARATION OF COMPLIANCE

The Owner of the car shall complete an SSA Inc. DECLARATION OF COMPLIANCE annually.

Compliance Declaration will include:

- a) SAFETY- compliance with all safety requirements
- b) ELIGIBILITY- Compliance with all manufacturing specifications
- c) ENGINE- Compliance with class engine specifications

It is the **responsibility of the Owner/Driver** to complete pages 2 to 4 of the Log Book, ensuring that the Declaration of Compliance (page.3) has been completed before participation in any official practice session or race meeting. SSA Inc. Registration will be deemed void until such time the Log Book, pages 2 to 4 have been correctly completed. (01/07/2020)

5. MEASURING OF CARS

All cars are subject to engine checking and general measurement at any time by a duly registered SSA Inc Machine Examiner/Scrutineer, **SSA Inc Technical** and the SSA Inc Steward of the race meeting or the Racing Disputes Committee. (01/07/23)

The SSA Inc. reserves the right to impound and inspect any race car at any time; this may include the removal of any engine seals for inspection and including the downloading of any information via relevant means if applicable.

Cars can be selected at random and ordered to a **designated location** for dismantling. (01/07/23)

The Owner/Driver of the car must deliver selected vehicle immediately upon request and supply the necessary **resources** to accomplish dismantling. Only persons actually involved in dismantling the car will be allowed in the immediate area of the vehicle being inspected. If there are no facilities available to check any parts of a vehicle, sealing of parts under question can be carried out and vehicle taken to a mutually agreed venue for examination at another time, but within fourteen (14) days.



Impounded cars will be stored at owner's risk. Although every reasonable precaution will be taken, no responsibility for fire, theft or damage will be assumed by the SSA Inc. and/or affiliated states and clubs. (01/07/23)

6. PENALTIES

The Specification Manual must be read in conjunction with the current Australian Speedway Racing Rules and Regulations and/or notices issued by the SSA Inc. from time to time. Ignorance of these Regulations and Specifications and notices shall be deemed as no defence in regard to breaches and/or appeals.

7. AUTHORITY TO EXCLUDE

If an SSA Inc Official, including a duly registered SSA Inc Machine Examiner/Scrutineer, SSA Inc Steward of the race meeting, or the Racing Disputes Committee determines prior to or during the race meeting that the Race Car does not meet the applicable specifications, the car will not be allowed to compete unless, at the discretion of the official, the deficiency: -

- a. will not adversely affect the orderly conduct of the race.
- b. will not provide the competitor with a significant competitive advantage over other competitors.
- c. is so insubstantial as not to warrant a determination that the car is ineligible to race.

If the car is permitted to compete under these circumstances, the SSA Inc Official will advise the competitor in writing by way of entry in the Log Book belonging to the car of the non-compliance and the timeframe for correction of the non-compliance. If the non-compliance has not been corrected within the specified timeframe, the car will be prohibited from competing in any future event. (01/07/2020)

8. SPECIFICATION MANUALS

The specification manual will be an online electronic document.

Specification manuals can be downloaded from the SSA Inc. website [Click here](#)

SECTION 2 – PERSONAL SAFETY EQUIPMENT

9. DRIVER SAFETY

- a) All protective clothing and safety equipment must be used and/or worn in the approved and accepted manner whilst competing, or testing and/or practice.
- b) All race wear / equipment shall be inspected at each practice and/or race meeting. Non-compliant safety equipment will be confiscated and stored by Club/State where the event is being held for the duration of the meeting – if items withheld are not claimed at the completion of the meeting they will be deemed to be disposed of after 7 days. (01/07/2020)

10. PROTECTIVE CLOTHING

All protective clothing shall comply with minimum standards for Safety Apparel as specified in the current Speedway Australia Racing Rules and Regulations [Click here](#) and/or notices issued by the SSA Inc. from time to time for safety standards pertaining to a class or class. (16/09/17)



10a **HEAD & NECK SUPPORT DEVICE - EFFECTIVE 01/07/2023**

Note: the use of an SFI or FIA certified and rated Head & Neck Support device such as 'HANS' for drivers and passengers, where applicable, will be **MANDATORY for all SSA Inc classes.**

11. SEAT BELTS

An approved type racing harness must be fitted, using a minimum of four major belts and four mounting points, plus one or two anti-submarine/crotch straps.

- a) All belt or harness sets must be of SFI 16.1 certification and rating or greater. (01/07/21)
- b) Only belts with over centre lever lock buckle to be used.
- c) **SEAT BELT LIFE IS A MAXIMUM OF TWO YEARS FROM DATE OF MANUFACTURE or as per expiry date noted on the attached SFI tag.** (14/09/19)
- d) Shoulder belts are to have separate anchor points/adjusters.
- e) Shoulder belt mounting points shall be positioned to the rear and below the point at which the shoulder belts come through the seat and be not more than 300mm from that point, attached to 38x3mm CHS or 38x2.6mm CHS (CDS). Anchor bolts shall be 10mm steel minimum. See Fig 2 (01/07/2020)
- f) Lower seat belt mounting brackets (anchor points) must mount to roll cage and chassis or substantial bar work using a minimum construction of 25x25x3mm RHS or 25x3mm CHS or 32x32x2.5 RHS or 38x2.6mm CHS (CDS). Seat belt attachment tag shall be 3mm minimum mild steel. Anchor bolts shall be 10mm steel minimum. (01/07/20)
- g) Seat belt mounting tabs to be one of the following options:
 Option 1 – if one flat piece is being used must be minimum 50x50mm x 3mm minimum thickness and fully welded on both sides
 Option 2 – 40x40xmm x 3mm minimum thickness also acceptable if RHS is used making tab 3 sided. Sides to be minimum 20mm.
 Option 3 – Bent tabs also acceptable 40x40mm x 3mm minimum thickness with 20mm long angles minimum.
 Option 4 – If one flat trapezoid tag is used; must be as per diagram – measurements to be minimum 55x35x25mm x 5mm. To be welded on both sides of the longest side. (01/07/18)
 Option 5 – If using 'wrap around' method of mounting seat belts they **MUST** be mounted so that the belt cannot slide along the mounting bar. (01/07/18)

If using option 2 or 3 the tags, must be welded on one side of the entire bracket assembly, as per attached photo.

No holes for lightening or dual mounts for belts. (16/09/17)



SFI Labels Prior to 2017



SFI Labels Available Jan. 1, 2017

Option 2 - RHS Seat Belt Mounting Tag

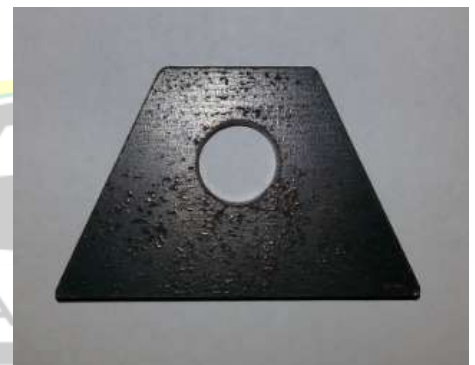


Option 3 – 40x40xmm x 3mm Bent Tabs

Sample

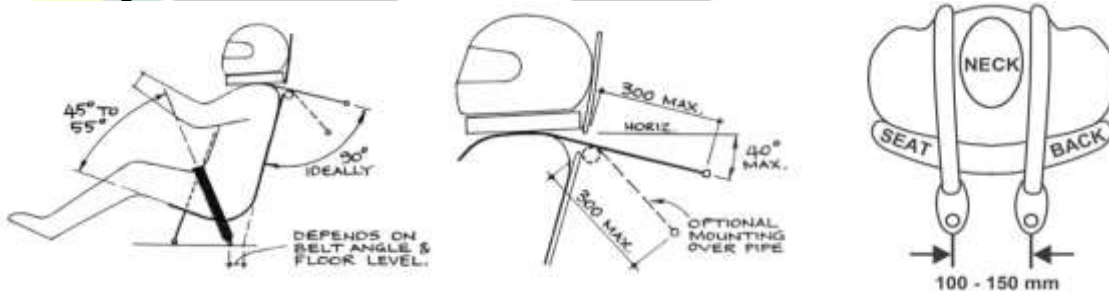


Option 4 – 55x35x25mm x 5mm Trapezoid



- h) Seat belt mountings to be relevant to position of seat – this is particularly important when moving a seat to suit the driver. (01/07/17)
- i) Seat belt anchor bolts shall be 10mm minimum high tensile steel. (01/07/18)

Fig. 2



12. INSTALLATION OF DRIVER RESTRAINT SYSTEMS

The mounting points must be solid and should remain so even if the vehicle is deformed due to an accident. The mounting points should also not put undue strain or twist on the belt system hardware. The lap belt should be positioned so it rides across the solid pelvic area and not the soft stomach area or down on the thighs. The shock absorbing ability of the pelvic area and its ability to protect internal organs make it the preferred location for the lap belt. See Fig 3 (i) & (iii).

The shoulder harness should be mounted to prevent driver's shoulders from moving forward (upward if semi-reclining), out of the seat, in the event of a rollover.

Anti-submarine straps serve two purposes;

1. To secure the lap strap down across the driver's hips, so in the event of an accident, it is not pulled up across the stomach by the shoulder straps.
2. To prevent the driver from sliding forward and out of the harness. When the driver is seated in an upright position, as in most sedans, a five-point system (a single anti-submarine or crotch strap) is considered adequate (Fig3 ii). For extra assurance a double strap anti-submarine belt can be used. (Fig 3 iv)

When the driver is seated in a semi-reclining position a six-point system (two anti-submarine or crotch straps) is preferable. Most drivers find the two anti-submarine strap system more comfortable. In many instances, the anti-submarine straps are mounted much too far forward of the seat. This practice could cause unnecessary injury as the body can slide partially out of the seat before being restrained when the strap contacts the groin. It is much more practical to cut a slot in the seat bottom so the anti-submarine strap can be anchored in line with the chest. (Fig 3 i)

Because of the differences (often vast) in competition vehicles, a 'standard' method of mounting is impractical. Good judgement and common sense in inspecting restraint system mounts is needed. Safety equipment is often neglected in favour of performance equipment, but its proper operation when the need arises is essential to survival.

Fig. 3(i)

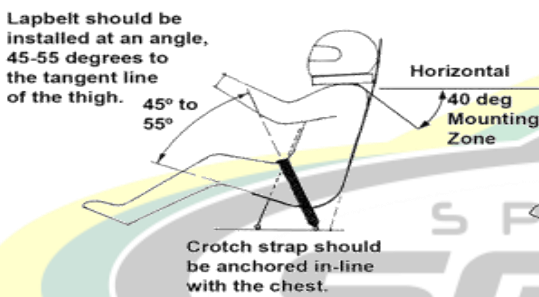


Fig. 3(ii)

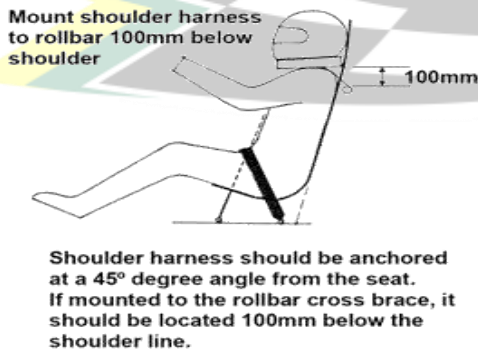
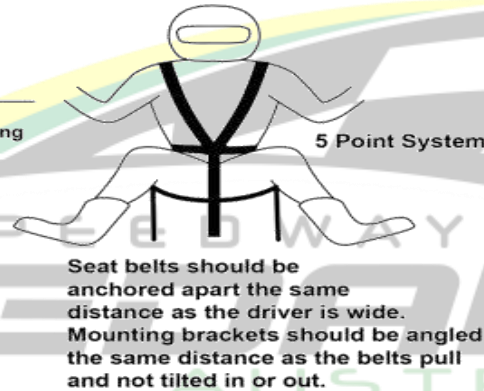


Fig. 3(iii)

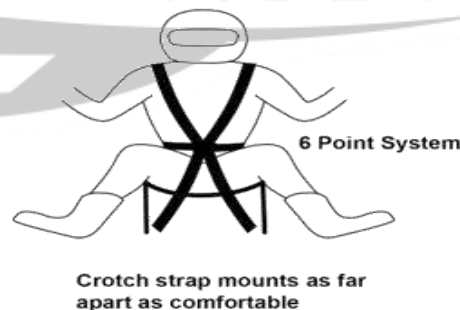


Fig. 3(iv)

13. ADJUSTMENT OF DRIVER RESTRAINTS

With the driver fully kitted out in 'underwear and driving suit', check that, with the driver seated, belt slots in the seat line up with natural line of the belt from anchor to buckle when just the lap belt is tensioned. Ensure that the lap adjusters do not foul the seat and that they are readily accessible. Some belts adjust by pressure downward others by pull up. Check that the driver can manipulate belt adjusters with gloves ON.

Also check that anchor hardware is aligned and that it is not possible to have a hitch in the anchor area without detection (sudden release of the belts to 50mm slack can put the driver off-line). Also check if the belt is holding the seat or the driver, it should be the latter.

Adjust the anti-submarine strap/s to ensure that the buckle is held flat and close to the body over the pelvis. When satisfied that the lap belt is OK, put on the helmet and check just how far the helmet (with visor) can reach, head plate clearance, helmet/window net etc. Slacken the seat belt, engage the shoulder belts into the buckle and tension the seat belts again, checking position of the buckle and adjusters. Tension each shoulder belt, checking that the adjustment range is suitable to the driver, that the belts and hardware don't foul the seat and that the natural line of the belts holds the driver as with the lap belts.

Note also any change in the buckle location and lay. If there is too much variation with the buckle it would appear that lap anchors are not in optimum position.

Before the driver releases the buckle, he should slacken both shoulder belts with the adjusters, in order to make re-entry to the car and refitting of the seatbelts as simple as possible.

14. WINDOW NET

Purpose – the purpose of the Window Net is to protect the driver/passenger from flying debris and contain the driver/passenger's extremities within the vehicle. (17/09/22)

- (a) Window Net is mandatory.
- (b) Window net to be in good condition. (01/07/18)
- (c) Window Net to be a minimum approved SFI standard of 27.1
- (d) Window nets with SFI rating that have manufacture dates be replaced every two years. (14/09/19)
- (e) Window nets with SFI rating that have an expiry date be enforced and replaced according to expiry date. (01/07/2020)
- (f) As from 01/07/2023 SFI rated window nets with expiry/end date are mandatory. (14/09/19)
- (g) FIA J253.11 window nets are acceptable and must meet the FIA standard/requirements. There is no expiry date applicable. In this instance Item b) applies. (01/07/2020)



SFI Labels Prior to 2017

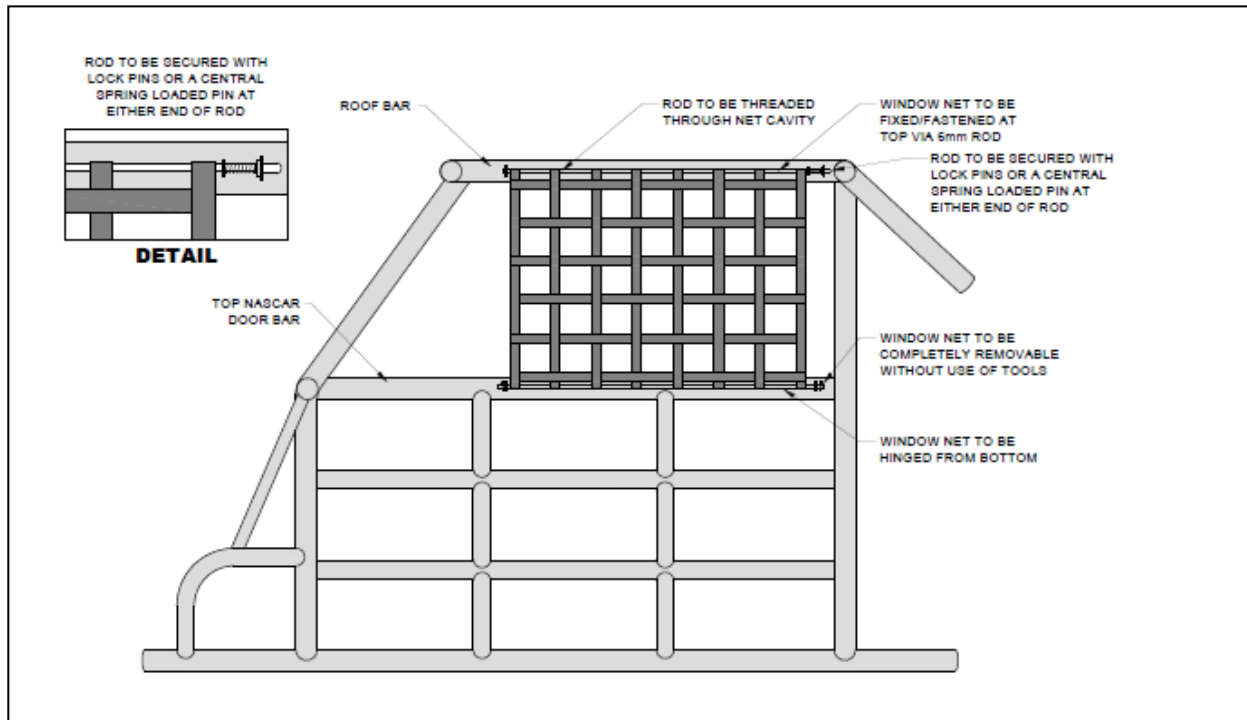


SFI Labels Available
Jan. 1, 2017

Sample SFI tags

WINDOW NET FITMENT (01/07/2023)

- a) The window net shall be hinged from the bottom and shall be fixed/fastened at the top via 6mm minimum rods threaded through the cavities provided. The rods shall be secured with lock pins or a central spring-loaded pin.
- b) Window net shall be secured to any combination of roof hoop bar, A-pillar bar or the main hoop bar at the top.
- c) The lower mount shall be secured to the roll cage.
- d) Quick release seat belt type attachments are also permitted.
- e) Window net to be completely removable without the use of tools.



15. PADDING

Padding may be used to protect driver from injury in the event of an accident. Cars shall be manufactured to minimise driver contact with sharp edges, projections, or bar work in the cabin area.

16. FIRE EXTINGUISHER

An on-board fire extinguisher of the correct type is permitted. It must be securely mounted and suitable for the fuel being used.

17. SEAT - (01/07/2022)

A Competition Seat is used to secure the competitor within the vehicle with the objective of minimising injury to the competitor during an accident and of supporting them safely during normal racing conditions.

The following competition seats are permitted. – Refer to Images on Page 13

NOTE – IF USING AN INTERMEDIATE STYLE SEAT WITHOUT CONTAINMENT BUILT IN, PROPRIETARY HEAD AND SHOULDER SUPPORTS MUST BE ATTACHED TO ACHIEVE FULL CONTAINMENT.

1. If using a **non SFI/FIA approved proprietary** manufactured full competition/containment style seat which is constructed of aluminium. Refer to Seat Fig 1.
 - a) Homemade seats will be deemed non-compliant and are not permitted. (02/10/22)
 - b) The seat back is to be mounted approximately at shoulder height to the main hoop centre spreader bar or seat back/shoulder bar (Bar #5/6) at 2 (two) points.
 - c) The seat base is to be mounted with a minimum of 4 (four) points to the roll cage/chassis, spread evenly to distribute the load. (02/10/22)

- d) Seat base is inclusive of the lower portion of seat that supports the hips, thighs and pelvic area. (02/10/22)
- e) Hardware for mounting will be SAE grade 5 or better – 5/16” minimum bolts.
- f) The use of **30mm** minimum diameter metal body or aluminium tapered seat body washers (see picture) to be used at all seat mounting points. (17/09/22)
- g) The use of proprietary seat manufacturers mounting kits are permitted.



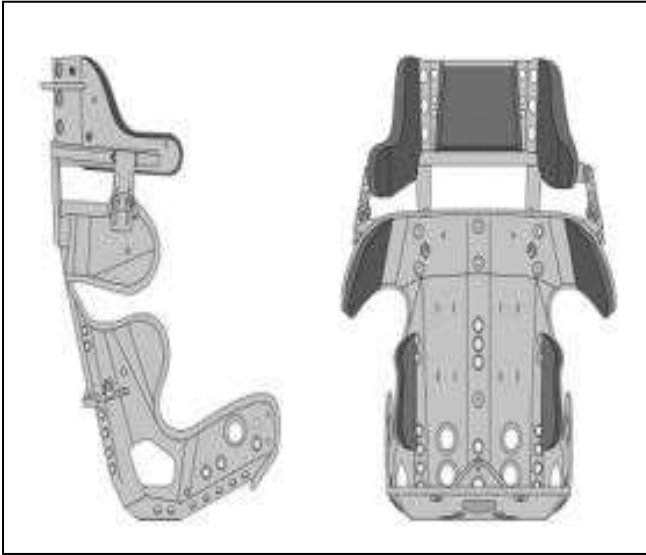
NOTE – IF USING AN INTERMEDIATE STYLE SEAT WITHOUT CONTAINMENT BUILT IN, PROPRIETARY HEAD AND SHOULDER SUPPORTS MUST BE ATTACHED TO ACHIEVE FULL CONTAINMENT.

2. If using an **SFI/FIA approved** full containment seat which is constructed of either aluminium or composite materials and provides for mounting the seat back to the shoulder bar of the vehicle roll cage. Refer to Seat Fig 2.
 - a) The seat assembly pertaining to the construction of the seat, shall remain as constructed by the original manufacturer and shall not be modified by anyone else. i.e., no drilling of seat for mounting purposes.
 - b) If the seat used cannot be mounted as per this SSA specification, then the seat is unable to be used and is not permitted.
 - c) The seat is always to be mounted as per the manufacturers fitting instructions.
 - d) Where possible the use of the manufacturer mounting kits and hardware is highly recommended.
3. **General Requirements for all Seats**
 - a) All support projections/wings are portions of the seat which are positioned opposite the head, shoulder and pelvic areas are extensions of a regular seat to provide extra support for those body locations and side crashes.
 - b) The seat design shall provide lateral (sideways) support to upper part of legs and hip area.
 - c) The seat shall support the drivers back to the top and full width of the shoulders.
 - d) The seat must utilise and provide head and shoulder protection on both sides of seat.
 - e) The seat base is to be mounted completely on the right-hand side of the vehicle centreline.
 - f) The driver shall have a minimum clearance between the helmet and the head plate/hoop bar when seated.

NOTE – IF USING AN INTERMEDIATE STYLE SEAT WITHOUT CONTAINMENT BUILT IN, PROPRIETARY HEAD AND SHOULDER SUPPORTS MUST BE ATTACHED TO ACHIEVE FULL CONTAINMENT.

4. 4 DOOR CARS. The rear of the backrest of the seat must be no further back than 225mm behind the centre pillar, measured at window sill height. (01/07/22)
5. 2 DOOR CARS. The rear of the backrest of the seat must be no further back than 225mm behind the centre pillar, measured at window sill height. (01/07/22)
6. Modified Sedan – Mazda RX8 – the rear of backrest of the seat must be no further back than 1140mm behind the A-Pillar measured at window sill height. (01/07/22)

*Items above (4 and 5) do not apply to National 4s.

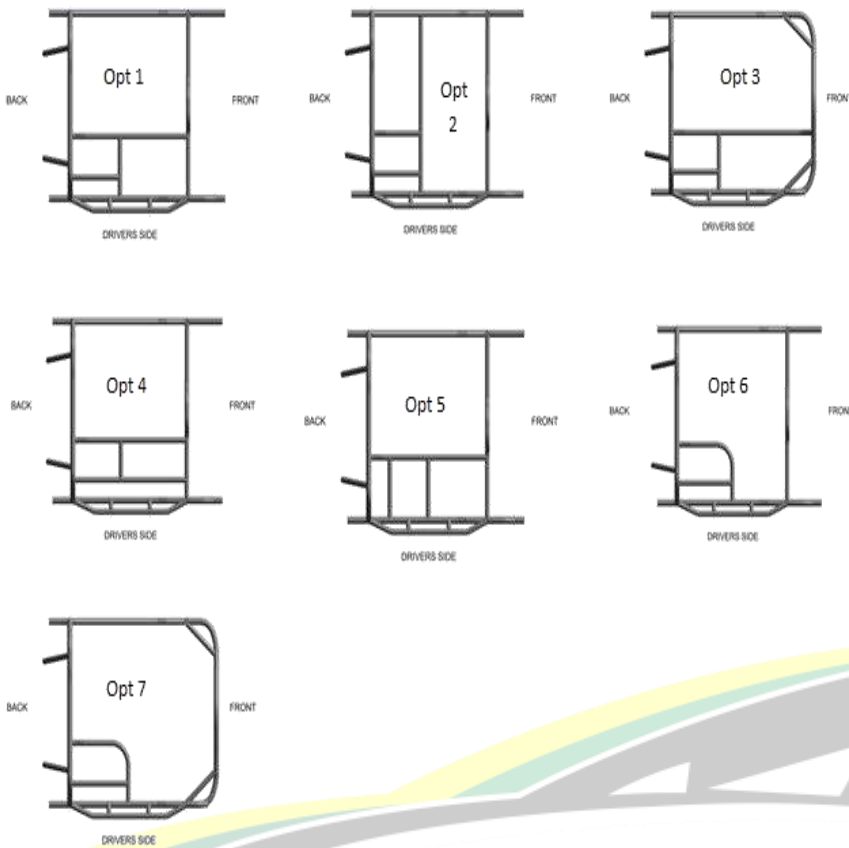


Seat Fig 1
 Typical Aluminium Full Containment Seat



Seat Fig 2
 Typical Composite Containment Seat





The above mounting methods are highly recommended to be used in ALL new cars built and registered post 1 July 2019 regardless of the roll cage design used. Please refer to Section 2 and 2a in specific class Specification Manuals for further information regarding construction of roll cage. [Click Here](#)

SECTION 3 – Construction and SSA General Rulings

18. PRESENTATION & NUMBER IDENTIFICATION (01/07/21)

GENERAL

- All body work, paint work and sign writing to be neat, legible and **distinguishable**.
- All previous subsequent damage shall be repaired to a tradesman like standard and of satisfactory appearance to original condition as possible.
- The name of driver will appear on windscreen visor or above driver's door window aperture in legible font letters 75mm high minimum.

18.1 NUMBER IDENTIFICATION

All vehicles must display identification number as issued by their state and/or member club.

a) ROOF NUMBER PLATES

- Roof number plates are optional.
- Roof number plates shall be a metal plate, 300mmx300mm in size with a 50mm right angle fold at the bottom for bolting purposes.
- Roof number plates will be black in colour, with a white number (block font and 250mm minimum height)

- (iv) Roof number plate will be securely attached using 6mm minimum bolts in a location on roof turret that is viewable from a distance.
- (v) Roof number plate is MANDATORY if number is not displayed on both sides of car and roof turret.

b) NUMBER IDENTIFICATION

- (i) Number is to be displayed on both sides of car and roof turret.
- (ii) Numbers are to be of contrasting colour, appearance and must be clearly distinguishable from a distance.
- (iii) Numbers must be approximately 400mm high.
- (iv) Club prefix, if required, is to precede number and is to be visible from front and rear of car to assist pit and grid personnel.
- (v) To assist with forming cars up on the race track, the registered number is to be placed on the right-hand rear tail light area of the car – number is to be a minimum size of 100mm high.
- (vi) Numbers on the side of cars and roof turret are optional if using a roof number plate.

19. CONSTRUCTION

- Workmanship on race cars is to be of a professional standard.
- All material being used should be of a good quality.
- All material sizes quoted are a minimum unless a maximum is stated.
- Bolts are not to be used through structural tubing in the roll cage cabin area unless a welded sleeve is provided.
- No pop rivets in roll cage tubing.
- No TEK Screws or self-tappers are to be used.

GLOSSARY OF TERMS & DEFINITIONS:

CDS – Cold Drawn Seamless

ERW – Electric Resistance Welded

CHS - Circular Hollow Section.

FMS - Flat Mild Steel

RHS - Rectangular Hollow Section.

W.T - Wall thickness.

O.D - Outer Diameter

I.D. – Inner Diameter

OEM - Original Equipment Manufacture; used to indicate parts used, or the complete vehicle as it left the production line from the original manufacturer and means for make and model unless otherwise stated.

CARBURETTOR - Is to have all working parts in use, e.g., needle and seat, fuel bowl, float, jets etc and fuel is to be naturally delivered to the main jet by atmospheric pressure. The air pressure in the carburettor venturi being lower than atmospheric pressure, allows fuel then to flow from the bowl to the carburettor venturi as the pressure in the carburettor throat decreases.

Fuel is then drawn down the venturi and carburettor throat by vacuum provided by the rotation of the engine.

Carburettors that are of different configuration than that of the above must be submitted to the **SSA Inc Technical** for permission to be used. A complete description must accompany the submission to substantiate a request.



PROPRIETARY – (of a product) marketed under and protected by a registered trade name. (01/07/17)

SEDAN RACE CAR – Sedan class race car is built from a full hard top road car with a full metal roof (non-removable), seating a minimum of four (4) persons as per the compliance plate (or manufacturers specifications) and catalogued for sale in Australia. i.e., available to the public through authorised Dealer sale and service networks throughout Australia. (01/07/23)

20. SSA GENERAL RULINGS

- a. **Transponders** - are to be fitted a maximum of 450mm forward of the front axle centreline.
- b. **One Way Communicators** - are **mandatory** for all race meetings. Radio Telemetry or any form of wireless communication to and from a race car is not permitted by unauthorised personnel.
- c. **ENGINE SEALING** - Engine Sealing is **Compulsory** (exception National 4)

SEAL IDENTIFICATION LOCATION AND TAG COLOURS

SSA Inc stamped and numbered seals to be placed on the engine in the following position's (16/09/17)

Engine ID tag to be attached to timing cover seal using wire looped through engine seal. (01/07/17)

Modified Sedan - 1 x sump, 1 x timing cover, 1 **Blue** class ID tag

Production Sedan - 1 x sump, 1 x timing cover, 1 x each Cylinder Head on EFI engines, 1 **Green** class ID tag

Street Stock - 1 x sump, 1 x timing cover, 1 x Cylinder Head, 1 x each Cylinder Head on EFI engines, 1 **Red** class ID tag

Junior Sedan - 1 x sump, 1 x timing cover, 1 x Cylinder Head, 1 **Orange** class ID tag (01/07/17)

National 4 - No engine seals required.

Note – if an engine complies with a lesser specification, it may be used in a higher class using the lesser specification class ID tag.

Example – an engine built for Street Stock and tagged with a Red ID tag can be used in Production Sedan or Modified Sedan racing with no further inspection or ID tagging required. (16/09/17)

Replacing a Broken / Lost Seal – other existing seals must be in place and intact on the engine to ensure no engine work has been undertaken since seals were fitted. Contact your local engine sealer. (01/07/18)

d. **DUAL REGISTERED CARS**

Dual registration is permitted – cars must fully meet the specification of any class it is registered in whilst competing and is an approved model for the class. (16/09/17)

Note – dual registered cars can only compete in one class at any one race meeting.

