



ASCF SPEEDWAY SEDANS  
AUSTRALIA INC.  
ABN 14 329 758 680

# SEDAN UPDATE



[www.speedwaysedans.com](http://www.speedwaysedans.com)

October 2017

## NEW LOGO LAUNCH

Speedway Sedans Australia has a rich and proud tradition, which spans back to 1968 when the organisation known as the Australian Saloon Car Federation was formed.

In 2018, Speedway Sedans Australia, the largest competitor based organisation of any category, will celebrate 50 years of Sedan Car racing in Australia.

As part of that celebration, Speedway Sedans Australia have released a new logo, not only Nationally, but for every state in Australia to not only celebrate our rich history, but to bring our logo into the 21st century.

The helmet and crossed flags have served Speedway Sedans Australia well, but as part of a full year of festivities, the logo will be a visual reminder of the commencement of the next generation in our proud and long history.



## DUAL REGISTRATION – effective 16/09/2017

Dual registration has been re-introduced for Street Stocks. It is important to note that the following requirements need to be met.

- ❖ Car must fully meet the specification
- ❖ A registration fee is payable for each division
- ❖ Car can only race in ONE division on any one race night
- ❖ A daylight inspection sheet for each division is required
- ❖ A log book will be issued for each division of registration
- ❖ All current Log Books are to be made available at scrutineering for checking

It is important to note that it is the responsibility of the car owner / driver to ensure that the car meets the specification at all times for the division for which you are competing. Not all items that are offered to competitors from manufacturers meet the various specification requirements - *Caveat Emptor*



Website – [www.speedwaysedans.com](http://www.speedwaysedans.com)

Recently SSA launched a fresh new website – all the same information in a freshened format

Take a look – check it out for all the latest information

## Speedway Sedans Australia 50<sup>th</sup> Anniversary

2018 marks the 50<sup>th</sup> anniversary year for Speedway Sedans Australia – keep your eye open for ways to participate in celebrating the achievement

- Dedicated Face Book page to collect stories and photos from the past
- Plans to publish a booklet to celebrate the 50 year anniversary
- A race meeting in each state to celebrate

## UPDATED SPEEDWAY AUSTRALIA RULE BOOK

The latest edition of the Speedway Australia 2017 Racing Rules & Regulations is now available for download from our website.

Update areas include - Safety Apparel standards for all divisions with regard to helmets, socks & horse collars etc. & helmet specs for Demolition Derby & Burnout events.

Please ensure you take the time to familiarize yourself with all the latest updates which are listed in red. The link to the rule book can be found below.

<https://www.speedwayaustralia.org/.../speedway-australia-rule...>

## ONE DAY LICENCES – effective 16/09/17

One Day Licences are now available for competition use in our Super Sedan division. All the same requirements apply as for other SSA divisions.

## ENGINE SEALING – effective 16/09/17

If an engine complies with a lesser specification it may be used in a higher class using the lower 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.



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## Super Sedans – effective 16/09/2017

Over the past seven months the Super Sedan Class Technical Advisory Committee (CTAC) has investigated the potential implementation of the Chevrolet CT525 engine as an alternate option into the class of Super Sedans.

Both the fuel injected and the carburettor version of the Chevrolet CT525 were investigated at length in order to introduce an alternate engine that is more affordable and is readily available to all competitors in the premier class of sedan racing.

It is expected that the CT525 will prove to be a very competitive and durable engine and one that is much less expensive than current Super Sedan engines.

Technical information, specifications and details of discussions with engine suppliers and importers were collected during the CTAC investigation. This information and the majority support of the Super Sedan competitor group made it very easy for the Speedway Sedans Australia Board to endorse the decision to implement the CT525 as an alternate engine.

The introduction of the CT525 as an alternative engine for Super Sedans will be effective immediately!

CT525 engine specifications:

GM Part Number: 19331563

Engine Type: LS-Series Gen IV Small-Block V-8

Displacement (cu in): 376 (6.2L)

Bore x Stroke (in): 4.065 x 3.62 (103.25 x 92mm)

Block (P/N 12623967): Cast-aluminium with 6-bolt, cross-bolted main caps

Crankshaft (P/N 12597569): Nodular Iron

Connecting Rods (P/N 12649190): Powdered metal

Pistons (P/N 19207287): Hypereutectic aluminium

Camshaft Type (P/N 88958770): Hydraulic roller

Valve Lift (in): .525 intake / .525 exhaust

Camshaft Duration (@.050 in): 226° intake / 236° exhaust

Cylinder Heads (P/N 12629063): LS3 rectangular port; aluminium as-cast with 68cc chambers

Valve Size (in): 2.165 intake / 1.590 exhaust

Compression Ratio: 10.7:1 Nominal

Rocker Arms (P/N 12669995 int): Investment-cast, roller trunnion

Rocker Arms (P/N 12669993 exh): Investment-cast, roller trunnion

Rocker Arm Ratio: 1.7:1

## Super Sedans – continued

Fuel: petrol or alcohol as per SSA specifications

Reluctor Wheel: 58x

Maximum GM Recommended rpm: 6,700

Maximum absolute rpm: 7,000

Balanced: Internal

LSX ignition controller P/N 19171130

Must remain Wet Sump only

No engine components detailed above shall be modified or exchanged.

The engine shall be sealed as per existing SSA sealing procedures.

In addition to the above specifications the following carburettor, starter, fuel system, exhaust system and front drive systems shall comply with the existing Super Sedan specifications.

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## Modified Sedans – effective 16/09/17

Section 13 Wheels – k)

If at any time, a bead lock rim is measured using a calliper tool and found to be over 200mm the competitor may be asked to remove the tyre for measurement of the rim, as per Fig 11.



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**All Mono Divisions – effective 16/09/17** – reference Class Technical Manual

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 – 40x40mm x 3mm minimum thickness also acceptable if RHS is used making a tab 3 sided. Sides to be minimum 20mm.

Option 3 – Bent tabs also acceptable 40x40mm x 3mm minimum thickness with 20mm long angles minimum.

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

No holes for lightening or dual mounts for bolts

Opt 2 - RHS Seat Belt Mounting Tab



Option 3 – Bent tab



## JUNIOR CTAC - effective 16/09/17

Please be advised that the Junior CTAC (Class Technical Advisory Committee) has now been withdrawn effective immediately and will no longer operate as a committee as such under the SSA Technical portfolio.

The endeavour of the SSA is to now resume the workings of the entire Junior Sedan Class Specifications through the SSA National Technical Committee. Therefore in addition to this, irrespective of this release (October 2017) of items pertaining to Junior Sedans, subject to any future clarifications of existing specifications no additional makes/models will be entered into period. Items pertaining only to specifics across all mono classes as rulings from the SSA will be addressed accordingly which in turn may well be of subject to the Junior Sedan category going forward.

Please direct all technical enquiries surrounding Junior Sedan competition through your State and /or State Technical Officer

**All Mono Divisions – effective 16/09/17** – reference Class Technical Manual

**Window Net** – all cars must use a Window Net that carries the SFI 27.1 rating

**Seat Frame** - Seat frame to be fully mounted to the roll cage in a minimum of 3 points, preferably 4. Seat frame to be a minimum material size 25x25x3mm RHS or 25x3mm CHS.

Reference – Specification Books

### Section 2 Roll Cage #12 Foot Protection Bar:

When drivers feet are forward of the front roll cage leg (bar #3) in race position. i.e. accelerator is at W.O.T (wide open throttle) foot protection is mandatory. See Fig 3 (iii)

Foot protection bar is to be of 38x3mm CHS minimum and is to attach to the front roll cage leg (bar #3) no lower than 300mm from the roll cage sub frame base (bar #13) and protrude forward toward the front firewall / RHF wheel well and re-attach to the roll cage sub frame base (bar #13) to protect the drivers feet in the event of side intrusion. See Fig 3 (iii)

The foot protection bar is to be braced (bar #17) to substantial bar work to the left and is to be a minimum of 25x3mm CHS. This is to prevent the collapse of the foot protection bar in the event of side intrusion. See Fig 3 (i)

Foot protection area to be completely filled with either 3mm MS or 5mm aluminium plate. See Fig 3 (iii)

When using a bolt in removable foot protection plate, it is to be attached to the outside of the foot protection bar using a minimum of 4 x 50x50x3mm (square) or 4 x 55x40x6mm (rectangular) MS tags attached no further than 200mm apart with 8mm or 5/16" bolts facing inward, spot welded, with no protrusions. The larger the foot protection area, the more tags required. Multi-hole or scalloped tags are NOT permitted. (16/09/17)

### All Mono Divisions – Clarifications

**Roll Cage Halo Bar** must be within 50mm of the windscreen opening at some point across the width of the car.

**Rear Diagonal spreader bar #5** to be as per Fig 3(i) – mounted in the corner where the spreader bar meets the L/H Main hoop leg.

**Bar #18 Dropper Bar** – if there is a ¼ window bar there must be a dropper bar.

**Engine Sealing ID Tags** to be re-positioned onto front timing cover seal at next re-seal occurrence.



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October 2017

## Junior Sedans – effective 16/09/17

Any passenger car fuel pump permitted. Bosch 044 pump allowed.

## New EFI Car Introduced – effective 16/09/17

Mitsubishi Lancer – 1996 – 2001 CE 1.5 litre SOHC  
Engine – 4G15  
Bore - 75.5mm Stroke - 82mm

2 Door Coupe	4 Door
Wheel Base 2415mm	Wheelbase 2500mm
Front Track 1660mm	Front Track 1660mm
Rear Track 1670mm	Rear Track 1670mm

## Gear box clarification – effective 16/09/17

To be model to model – example - Charade to to Charade – Excel to Excel – Corolla to Corolla – Sunny to Sunny

## National 4s

To attract new vehicles and competitors and after feedback from the drivers, CTAC have sought permission to trial a conversion of FWD to RWD.

1. The rear face of the engine block positioned in the north-south position will be no further back than 12.5% of the wheel base measured from the centre of the front stub axle in the straight ahead position and the rear of the block. This measurement will be taken parallel to the ground.
2. Modifications to the fire wall; tunnel are permitted for the fitment of the engine, gearbox, tail shaft etc. All the modifications will require the use of minimum 0.9mm body metal professionally welded and sealed.
3. A rear differential as per current specifications to be fitted.
4. There will be a maximum of 2 cars to be converted and subject to outcome of the trial looking at the final specification to come into effect 1 July 2018.

**Addition of Porsche 944** 1981 – 1988 to the list of approved vehicles able to be used.

## Street Stocks – effective 01/07/18

Fibreglass replica bumpers will be accepted

## National 4s – effective 16/09/17

Below is a list of engine blocks of the same series used by more than one manufacturer - these blocks may be used in any of these manufacturer's vehicles.

	TYPE OF BLOCK	VEHICLES IT MAY BE USED IN
1	Mazda B3 Series Block	Ford/KIA/Mazda
2	Mazda B5 Series Block	Ford/KIA/Mazda
3	Mazda B6 Series Block	Ford/KIA/Mazda
4	Mazda BP Series Block	Ford/KIA/Suzuki/Mazda
5	Mazda FE Series Block	Ford/KIA/Mazda
6	Mazda FP Series Block	Ford/KIA/Mazda
7	Mazda L4 Duratec Series Block	Ford/Mazda
8	Mazda MZR Duratec Series Block	Ford/Mazda
9	Toyota 3S Series Block	Toyota/Holden
10	Mitsubishi 46 Series Block	Mitsubishi/Proton
11	Subaru/Toyota FA20 4U-6E Series Block	Subaru/Toyota
12	Ford LIMA(LL) Series Block	Ford/Mazda

## Scrutineers – effective 16/09/17

At the recent Board Conference a decision was made to allow RPL (recognised prior learning) to be taken into account for those wanting to become a registered SSA Scrutineer. This will allow for the first 12 months of the training time to be as an Assistant Scrutineer.

All the same requisites must be met – member of an affiliated club, hold a current Speedway Australia licence, hold a current Working with Children clearance and attend Accreditation as required.

Evidence will need to be produced on a person by person basis as to what your prior experience amounts to. For more information contact your State Licencing Office/Registrar or your SSA Board Member.

## Production and Modified Sedans – Rear Quarter Panels – effective 16/09/17

In the boot area, the rear quarter panels may be cut off in a line that projects from the most rearward point of the rear window, to the centreline of rear axle and be replaced with a replica panel



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## 2018/19 SEASON NATIONAL TITLE ALLOCATIONS

At the recently completed Speedway Sedans Australia National Conference, three National Titles for the 2018/2019 season were confirmed.

Junior Sedans will contest their National Title at the Maryborough Speedway in Queensland. It will be the second time that Maryborough will host the National Junior Sedans Title.

Meanwhile Kingaroy, who held a highly successful National Street Stock Title last season, will host the National Modified Sedan Title in 2019.

Super Sedans will contest their National Title at the Heartland Raceway, Moama. The Title has never been held at the venue previously.

The National Street Stock Title and the National Production Sedan Titles are yet to be allocated, with an opportunity for any venue across Australia to apply for the two titles in the coming weeks. Further details will follow in relation to these events.

## CONFIRMED DATES

Junior Sedans, Maryborough Speedway QLD  
Scrutineering and Practice: Thursday, 10 January 2019  
Heats: Friday, 11 January 2019  
Heats and Final: Saturday, 12 January 2019  
Rainout: Sunday, 13 January 2019

Super Sedans, Heartland Raceway - Moama  
Scrutineering and Practice: Thursday, 18 April 2019  
Heats: Friday, 19 April 2019  
Heats and Finals: Saturday, 20 April 2019  
Rainout: Sunday, 21 April 2019

Modified Sedans, Kingaroy QLD  
Scrutineering and Practice: Thursday, 25 April 2019  
Heats: Friday, 26 April 2019  
Heats and Finals: Saturday, 27 April 2019  
Rainout: Sunday, 28 April 2019

### Street Stock – clarification

No machining of manifolds is permitted as per the specification book.

### Junior Sedans – clarification

When fitting pedal extensions remember you may need to extend the steering shaft as well to ensure the driver sits well back under the main area of the Head Plate.

Rocker Covers – must be OEM – no modifications permitted.

In a further move to bring all the SSA State bodies together there was a decision made at the recently held SSA Board Conference to adopt the same logo design for each State.





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## SEALING AN ENGINE

### a) General

Twist seals to be used with a national numbering system to be kept on a national data base. Seals to be easily seen when engine is in the car.

### b) Street Stock, Junior Sedans and EFI Production Sedans

Engine to be checked with the head and sump removed.

#### Bottom of Block

- Check crankshaft and conrods are correct type for the block being used and block is correct for the model of car
- No polishing, lightening or deburring, no extra counter weights on crank
- Check sump is visibly standard externally
- Seal sump on with one seal. Also one seal on timing cover.

#### Top of Block

- Measure Bore and Stroke and check size listed in back of book
- Check pistons are the correct type, dished or not as per O.E.M.

#### Head

- Measure diameter of valve head and check listed size in book
- Check valve seats, throats and ports are not enlarged or polished
- Visual check on valve springs (single or double)
- Seal head on. One seal per head on V6 Engines.

### c) Modified Sedans and Non EFI Production Sedans

Engine to be checked with head only removed.

- Check stroke - must be standard for engine block series
- Check head is the correct one for the engine block series
- Seal sump on, Also one seal on timing cover.

### d) Super Sedans

V8 Engines - Check with one head removed.

- Measure Bore and Stroke, calculate capacity - 367 cubic inches MAX
- Seal sump and timing cover on.
- 6 cylinder normally aspirated engine or a rotary engines needs seals fitted for compliance only.

## ENGINE SEAL LOCATION AND IDENTIFICATION TAG COLOURS

Seals are to be stamped SSA Inc and numbered then placed on the engine in the following positions.

*Super Sedan* - 1 x sump, 1 x timing cover,

1 yellow class ID tag

*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

*National 4's* - No engine seals required

All Divisions - All Engines - Fitment of the coloured Identification Tag is to be looped through the Seal attached to the Timing Cover. (01/07/17)

Note - if an engine complies with a lesser specification it may be used in a higher class using the lower 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)

## PLANNING TO BUILD AN EFI JUNIOR SEDAN

Notification of Intent to Build an EFI car must be advised to SSA Inc - form available on <http://www.speedwaysedans.com> for download. Approval to be kept with log book and sighted when car is daylighted each year.

## COLLECTING FEEDBACK - Junior Sedan EFI

To enable the collection of data and ensure constant review of the transition to allow EFI cars into this division you are also required to submit EFI Race Feedback forms - form available on <http://www.speedwaysedans.com> for download.

Speedway Sedans Australia Contact Info

Website - [www.speedwaysedans.com](http://www.speedwaysedans.com)

National Secretary - email

[office@speedwaysedans.com](mailto:office@speedwaysedans.com)

Technical Secretary - email

[technical@speedwaysedans.com](mailto:technical@speedwaysedans.com)



**Something  
new is  
coming!!!!**

