SPEEDWAY SEDANS AUSTRALIA INC

ONLINE – VERSION 24 – OCTOBER 2025

SSA STREET STOCK SPECIFICATION MANUAL

Rules and Regulations

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The content of this manual is to be read in conjunction with the SSA Class Technical Manual available as a separate download. Click Here

CLASS SPECIFICATION: SSA STREET STOCK

TABLE OF CONTENTS

PLEASE NOTE: Where possible the data in the Specification Manual has been taken from www.automobile-catalog.com which is the main reference book used by the SSA Inc. Information that is not available at www.automobile-catalog.com is taken from the Manufacturers Workshop Manuals. We have checked and cross checked the information in this Manual. If you do find something that does not seem right, anywhere in this Specification Manual, please let us know immediately, so that we can check it out and if it is incorrect, we can change it. (01/07/17)

SPEEDWAY SEDANS AUSTRALIA INC. SPECIFICATIONS

SSA Street Stock
CLASS SPECIFICATION

The content of this manual is to be read in conjunction with the SSA Class Technical Manual available as a separate download. Click Here

Refer to Class Technical Manual for information regarding the following items – Click Here (01/07/20)

PRESENTATION
DRIVER SAFETY
PROTECTIVE CLOTHING
SEAT BELTS and INSTALLATION
SEATS and SEAT MOUNTING
DUAL REGISTRATION
WINDOW NET and FITTING
PADDING
FIRE EXTINGUISHER
TRANSPONDER MOUNTING
ENGINE SEALING

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 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)

Note – 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 Technical and ratified by the SSA Inc Board. (01/07/23)

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. (01/07/23)

Once approved the vehicle will be included in the Class Specification Manual and the opportunity will be available for any competitor to build the same vehicle. (01/07/17)

CLASS CRITERIA

a) An **SSA Street Stock** class car is built from a hard-top road car seating a minimum of four persons, as per the compliance plate, and catalogued for sale in Australia, i.e., available new to the public through authorized Dealer sales and service networks throughout Australia. All new Street Stocks built from March 2014 to be four door sedans and not sports models.

b) "Base model" body is used for silhouette and measurements. Forced induction models are not permitted in that form.

c) Four-wheel drive and/or four-wheel steer models not permitted.

d) Passengers optional, but all bar work to be mirrored from right hand side. Passengers must face forward.

DIRECTION OF RACING

The direction of racing will be directed with the toss of a coin prior to each race, heads anti-clockwise and tails clockwise from the pit gate.

SSA STREET STOCK DERIVATION

a) Race Car - To be of the base model of a series, as deemed by the manufacturer.

b) **Basic Specifications of Car**: Four or Six cylinder only. Forced induction models are not permitted in that form. Four-wheel drive, all-wheel drive and/or four-wheel steer models are not permitted.

c) Age limit on Street Stock Eligibility – 5 years. For 2015 – competitors can only build up to 2010 model car.
As of 01/07/18 the use of a Holden VF Commodore is now allowed. (01/07/18)
As of 20/10/19 the use of a 2015 Ford Falcon FGX is now allowed. (14/09/19)

1. BODY/ROLLING SHELL

SECTION 1.1 (01/07/25)

a) Mono-construction sedan, coupe, or hatchback vehicle only. Full chassis cars or convertibles not permitted. If it is not specifically listed in the items that can be removed, then it must be in place. (24/11/18)

b) Parts to be removed: All glass, interior trims, grille, door handles and ornamentation, Bull bar, towbar, and helper springs. (Glass openings must not be covered with fibreglass or other material). (01/07/23)

c) The only panels which may be replaced with fibreglass / aluminum / alucabest / metal / plastic replica: - max. 2mm. thick, are doors, bonnet, boot, front guards, nose, headlight, and taillight openings. If the original roof is damaged, fibreglass overlay may be used over existing damaged roof. Under panel reinforcement plate not permitted. Replacement panels must be securely fastened, self-drilling (TEK) screws not to be used.

d) All panels are to be mounted to maintain OEM silhouette. (01/07/23)

If replica panels are used: - To assist with the fitting of door panels, maximum of 25x25x3mm RHS, may be welded at windowsill height from A to C pillars.

f) To assist with the appearance of cars, the rear quarter panels may be COVERED with fibreglass replica panels securely attached to the steel panel. Self-drilling (TEK) screws etc. or self-tapping screws are not to be used. The inner boot skin side vertical panel may be removed.

g) The door pillars may be notched for bar-work but otherwise must remain intact.

h) Doors to be securely bolted or welded.

i) Only interior parts which may be removed:
   (i) Dash Panel may only be cut out where it interferes with roll cage bar work. Replacement dash panel is not permitted to continue past the forward most point of the steering wheel across the width of the car. No extra decking or internal sheeting permitted in cabin. (01/11/17)
   (ii) Roof bracing may only be removed where it interferes with roll cage bar work.
   (iii) Floor brackets including seat mounts within the cabin area. (12/10/15)
   (iv) If the rear radiator mounts against the rear firewall, the core area of the rear firewall may be removed.

j) Boot Floor
   a) If the OEM body has a steel spare wheel well; removal is permitted **this may** be replaced by 1.6mm panel steel and must have a 300x300mm hole cut in it close to the fuel tank to drain spilt fuel. If OEM body has no wheel well, a hole is to be cut in boot floor. (17/09/22 **& 01/07/25)**)
   b) 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. (17/09/22)

k) Rear View mirror - not permitted

l) Ballast of any description is not to be carried, e.g., Water in tyres etc.

m) Grille - If the grille is fabricated it must be of a steel welded wire mesh, no thicker than 5mm diameter x 25mm minimum opening or panel steel, 1.6mm maximum. Folded sections, for strength, are not permitted. (01/07/23)

n) Light openings must be filled using max. 1.6mm metal sheet, fibreglass, or plastic (01/07/23)

o) Wheel arches - may be cut out to give a maximum of 50mm clearance around tyres. The inner and the outer panels of the wheel arch are to be re-welded.

p) Bonnet - Bonnet to be securely fastened.
   (i) Four bonnet pins (five for fibreglass) to be 12mm minimum to 15mm maximum mild steel or approved equivalent.
   (ii) Bonnet pins to be in the bonnet not sides of mudguards. No mounting pins in the side of panels, i.e., mud guards.
   (iii) Bonnet lock pins 3mm min to 6mm max. Heavy duty large reinforcing washers, (min 30mm O.D.) to be fitted to all bonnet pin holes on fibreglass bonnet.
   (iv) Similarly, boot lid to be securely fitted, using pins and large washers as for bonnet. The removable boot lid to be securely mounted in four points.
   (v) The use of Dzus clips on bonnets or boot lids is not acceptable. Exception being hatchbacks with a permanently fixed hatch panel. (24/11/18)

q) Hinged bonnet and boot lid permitted, using minimum of two pins. Skeletonising not permitted on hinged panels within 50mm of hinges. The hinged panel is to be welded to the bonnet or boot skin.

r) Front radiator support panel may be removed down to top and front of inner skirts. If removed **may** be replaced with fabricated part using 25mm RHS, CHS or angle mild steel maximum 1.6mm thick. All other steel components outside of this area of radiator support – **refer to Section 1.2**. Replacement may be welded or bolted in. No other barwork under bonnet is allowed apart from bumper supports. (01/07/23 **& 01/07/25**)

s) Transmission tunnel may be NOTCHED ONLY at the points where front and rear spreader bars intersect transmission tunnel. Under seat floor pan/tunnel area may also be modified to assist in the proper attachment of seat base bar work or sub frame and harness mounting tabs. All modifications must be of a professional standard and be fully welded. (01/07/21)

SECTION 1.2 (01/07/25)
PERMITTED ALTERATIONS TO MONOCOQUE BODY (01/07/25)

1.2,1 FRONT ENGINE BAY AREA - PERMITTED (01/07/25)

a) **Radiator support panels may be completely removed.**
b) **Inner fender skirt lips that attach OEM fenders may be trimmed or removed.**
c) **Front sub rails and/or skirts that sub frames attach to, forward of the attached sub frame that do not constitute suspension mounting points/pivots may be removed. Refer to Section 10 - Suspension.**
d) **Front wheel drive cars with transverse engine may modify cradle assembly to strengthen engine mounts.**

1.2.2 BOOT AND FUEL TANK AREA - PERMITTED (01/07/25)

a) **Clips, tabs, bracketry etc, on rear of OEM firewall may be removed.**
b) **Clips, tabs, bracketry etc on underside of rear parcel shelf may be removed.**
c) **Boot lid hinges and hinge bracketry may be removed.**
d) **Boot floor, sub-rails, spare wheel well, rear valance panel and stone tray if applicable may be removed. Rear quarter (¼) panels may be removed from a line that projects from most rearward point of OEM window glass position, to the centre line of rear axle in OEM position and replaced with replica panel. Cut line is determined at ride height.**
e) **Any inner panelling that is rearward of OEM axle centreline may be removed unless it constitutes OEM suspension mounts/pivots points.**

NON-ORIGINAL BODY FIREWALLS:
The driver must be protected and isolated from mechanical, fuel, electrical and exhaust components by metal firewalls, min. 0.9mm thick.

ROLL CAGE (01/07/22)
Newly constructed vehicles will be able to option the use of the previous Section 2a Roll cage Material & Design.

Both Roll Cage specifications will be subject to their individual respective design and material compliance requirements and are unable to be cross referenced.

Construction of Roll Cages in Section 2 as published in this Specification Manual inclusive of the Material and Design, is the preferred option and is highly recommended by Speedway Sedans Australia.

2. ROLL CAGE – Material and Design Option Effective for Registration commencing 1 July 2021

GENERAL

a) The roll cage is to provide a safe enclosed environment for the driver and is intended to prevent the collapse of the cabin area under impact.
b) The roll cage is to fully enclose the driver with the roll bar tubing that constitutes a cage type framework, braced fore and aft.
c) All bar work must be entirely inside the OEM glassed area of the cabin.
d) The cage must extend behind the driver's seat and forward to the windscreen area and incorporate adequate foot protection.
e) All A-leg and roof hoop options must be constructed so as the driver can always enter and exit the car through the driver's side window aperture. 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. (01/07/2020)

f) All bends to be made using a bender with the correct size former using a cold working process with no evidence of crimping, wall failure or significant weakening. The centreline bend radius must be 3 times the tube diameter. If during the bending process the tubing is ovalized the ratio of minor to major diameter must be 0.9 or greater.

g) All bars to be suitably notched to accommodate correct assembly of roll cage.

h) All welding is to be of a high quality with adequate penetration using only gas shielded arc welding techniques. e.g., mig or tig. All joints to be fully welded.

i) Sonic Testing to be performed only on a straight section of tube. It is the owner's responsibility to remove paint/powder coating if required. (Sonic Test at not less than 2.40mm ABSOLUTE) (01/07/23)

ROLL CAGE – Material and Design Option Effective for Registration commencing 1 July 2021

j) For Production Sedans and Street Stocks with Optional Passengers:
Roll cage left hand side must mirror the right-hand side and have full cruciform. Passenger handle for support is optional.

MATERIAL SPECIFICATION

a) Please refer to Minimum Dimensions Table following for bar size and types. (01/07/23)

b) Minimum Cold Drawn Seamless (CDS) mild steel tube (CHS) with a minimum tensile strength of 350 MPA. Unless otherwise specified. (01/07/2020)

c) Where RHS is permitted all tube to be of AS1163 standard mild steel with a minimum tensile strength of 350 MPA.

d) No galvanising on any tube allowed.

e) All tube must display good elongation and welding properties.

MINIMUM DIMENSIONS TABLE (01/07/23)

Bar #1	Main Hoop Bar	44.45 x 2.6mm	CHS
Bar #2	Roof Hoop Bar	44.45 x 2.6mm	CHS
Bar #3	Front A Legs / A Pillar Bar	44.45 x 2.6mm	CHS
Bar #4	Centre Roof Bar	38 x 2.6mm	CHS
Bar #5/6	Main Hoop Centre Spreader Bar	38 x 2.6mm	CHS
Bar #6/5	Seat Back/Shoulder Harness Bar	38 x 2.6mm	CHS
Bar #7	Main Hoop Diagonal Bars	38 x 2.6mm	CHS
Bar #8	NASCAR Door and Dropper Bars	38 x 2.6mm	CHS
Bar #9	Passenger Side Door Bars	38 x 2.6mm	CHS
Bar #10	Lower Windscreen Dash Bar	38 x 2.6mm	CHS
Bar #11	Centre Windscreen Bar (14/09/19)	25 x 2.6mm	CHS
Bar #12	Rearward Brace Bars	38 x 2.6mm	CHS
Bar #13	Foot Protection Bar	38 x 2.6mm	CHS
Bar #14	Foot Protection Support Bar (14/09/19)	25 x 2.6mm	CHS
Bar #15	Roll Cage Sub Frame Bar – these 3 choices are the only size and types of material accepted	44.45 x 2.6mm or 40 x 40 x 3.0 mm or 50 x 50 x 2.5mm	CHS RHS RHS
Bar #16	Lower Spreader Bar – Front	38 x 2.6mm	CHS
Bar #17	Lower Spreader Bar – Front Brace	38 x 2.6mm	CHS
Bar #18	Lower Spreader Bar - Rear	38 x 2.6mm	CHS
Bar #19	Lower Windscreen / Dash Bar Support - optional	38 x 2.6mm	CHS
Bar #20	Seat Base Mounting / Harness Mounting Bar	38 x 2.6mm	CHS
Bar #21	Rear Chassis Sub Frame Rail – these 5 choices are the only size and types of material accepted.	44.45 x 2.6mm or 38 x 2.6mm or 40 x 40 x 2.5mm	CHS CHS RHS

	(01/07/21)	40 x 40 x 3mm 50 x 50 x 2.5mm	RHS RHS
Bar #22	Front Chassis Sub Frame Rail – optional – these 3 choices are the only size and types of material accepted	38 x 2.6mm or 40 x 40 x 2.5mm or 50 x 25 x 3mm	CHS RHS RHS
Item #23	Additional / Optional Roll Cage Supports / Bracing	25 x 2.6mm Minimum	CHS

POINT A	The point where top NASCAR door bar (Bar #8), A pillar leg (Bar #3) and lower windscreen dash bar (Bar #10) intersect – Refer Fig 3 (ii)
POINT B	The point where the top NASCAR door bar (Bar #8), Main Hoop (Bar #1) and Main Hoop Centre Spreader Bar (Bar #5) intersect – Refer Fig 3 (ii)
POINT C	The point where sub frame bar (Bar #15), base of A pillar leg (Bar #3) and lower spreader bar – front (Bar #16) intersect – Refer Fig 3 (ii)

Fig 3 **(i)**

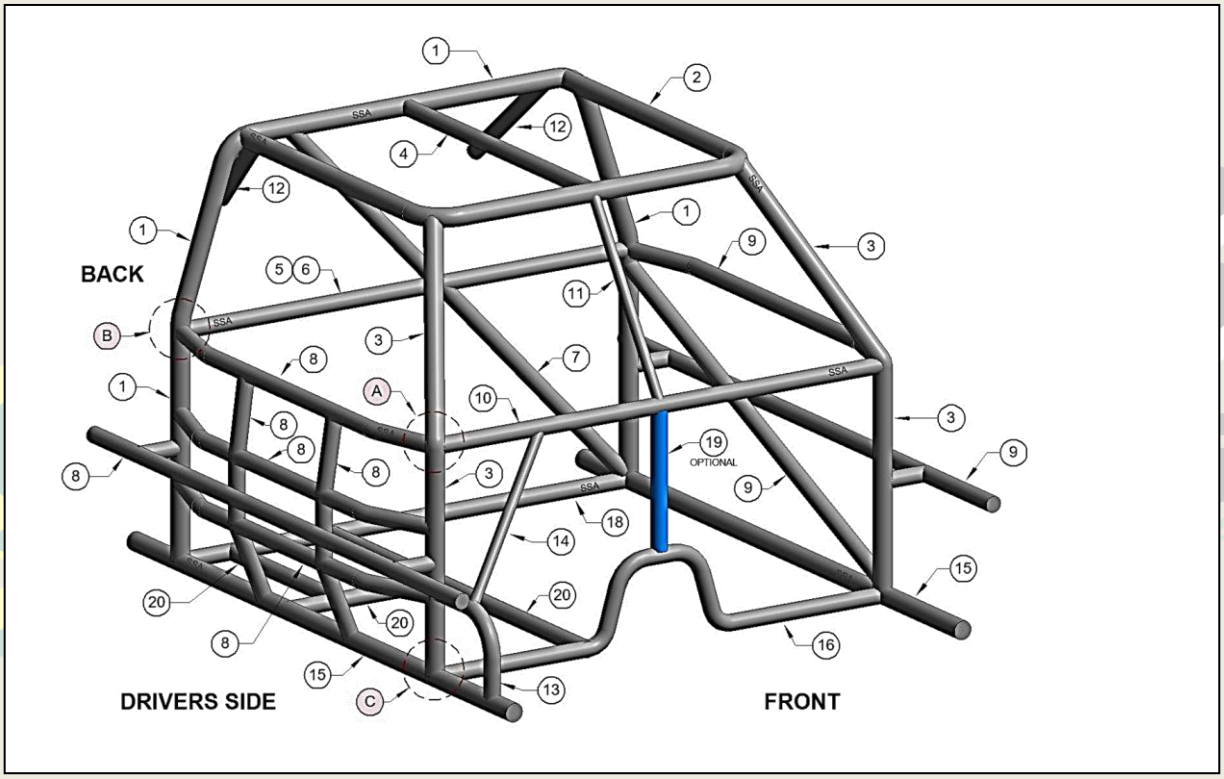
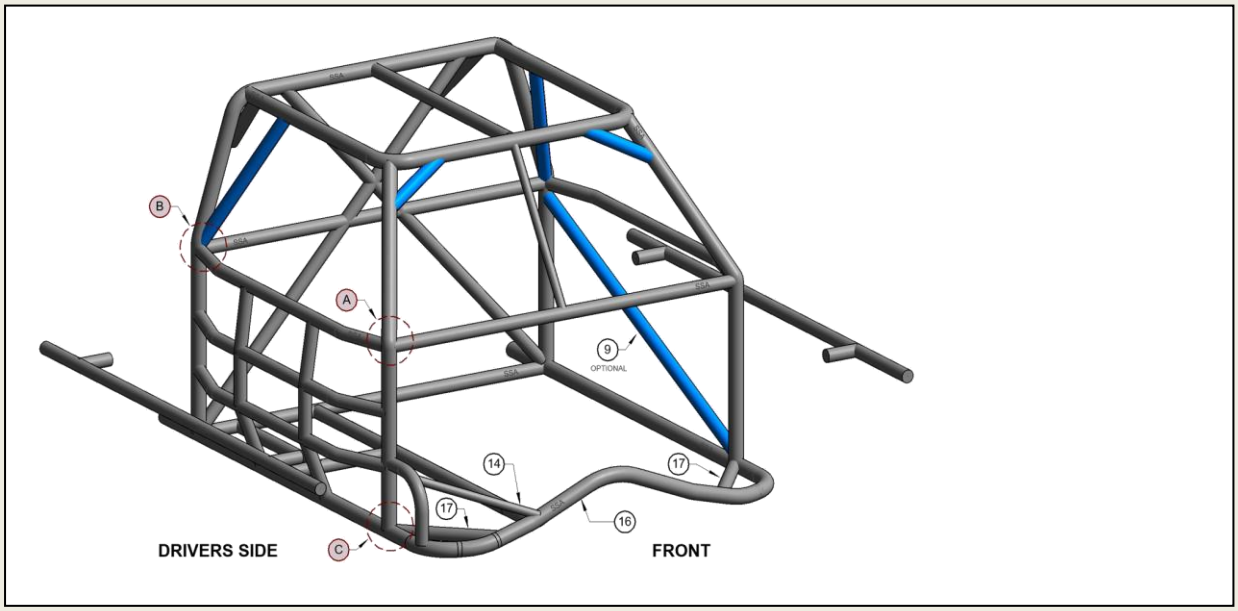


Fig 3 (ii)



ROLL CAGE – Material and Design Option Effective for Registration commencing 1 July 2021

Fig 3 (iii**)** updated 01/07/2020.

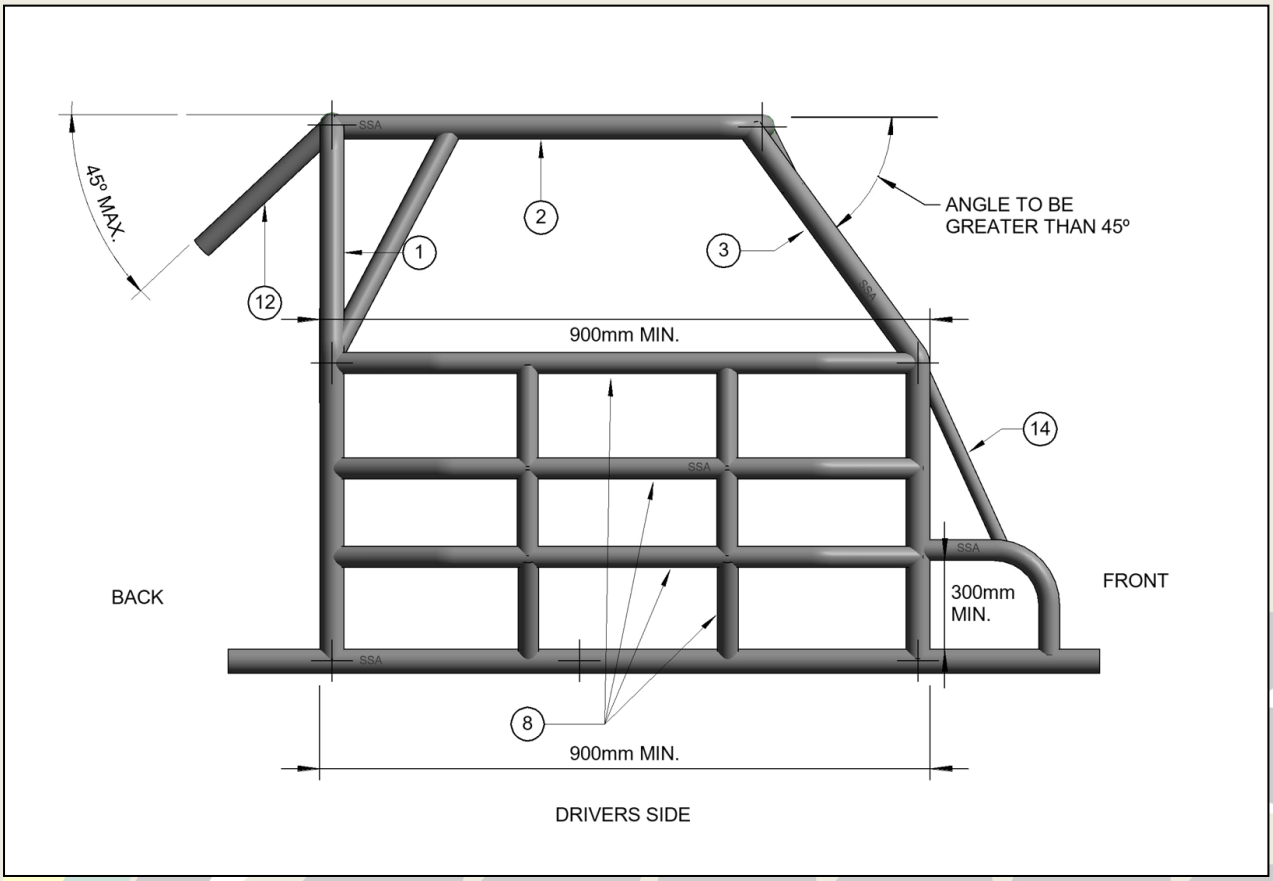


Fig 3 (iv) a

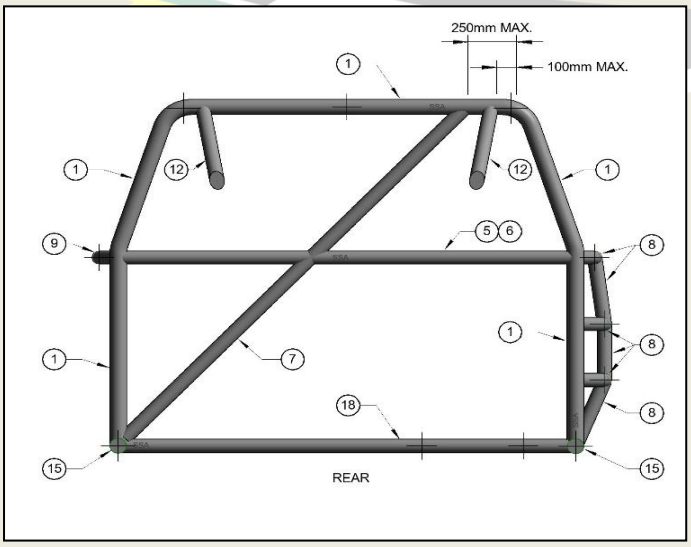
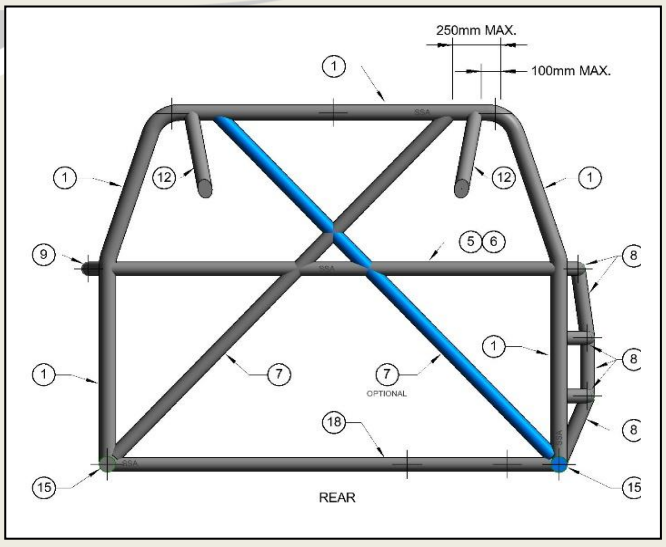


Fig 3 (iv) b



1. **Main Hoop Bar**: Bar #1
   The rear main hoop will be made of one continuous length of tubing. See Fig 3(i). Hoop to be within 50mm of sides of roof at the narrowest point, be within 50mm of the inside line of the ‘B Pillar’ measured at point ‘B’ of Fig 3 (i) and be completely inside the body line. The base of the hoop will be fitted square in the car. If the Main Hoop requires bending to meet the 50mm requirement at point ‘B’

then the bend can only be formed within 50mm of this point. The distance between the rear of the main hoop and the front of the A pillar front leg at the intersection with the sub frame rail and at rear of the main hoop and front A pillar leg at the intersection of top NASCAR bar to be minimum of 900mm.

2. **Roof Hoop Bar**: Bar #2

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. 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. (01/07/2020)

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 and be no further back than 200mm from the front pinch weld lip of the front windscreen opening at narrowest point. (01/07/2020)

3. **Front A Legs/A Pillar Bar: Bar #3 (01/07/2020)**

GENERAL

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

b) Be no further rearward than 300mm (250mm for Junior Sedans) behind and 50mm inwards of the OEM door opening at points A & C. Refer Fig 3 (i). The pinch weld is to be used as the reference point for measuring horizontally from a line between the A Pillar and the B Pillar at windowsill height. (01/07/23)

c) When bending this bar to meet the sub frame rail the bend must be within 50mm of Point A. Refer Fig 3 (i). (When using option 1 or 2)

Option 1 - Two front legs shall be formed from one continuous length of tubing and be welded to the sub frame rail (Bar #15) at the bottom at point C and the front corners of the Roof Hoop Bar (Bar #2) at the top.

Option 2 - Two front legs shall be formed from one continuous length of tubing and be welded to the roll cage sub frame (Bar#15) and continue up as the A Leg and be bent toward and welded to the Main Hoop Bar (Bar#1).

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. Upper A Pillar/Front Leg to be mounted upwards from Point A to the Roof Hoop Bar and be welded to the front corners of the one-piece Roof Hoop Bar (Bar #2). 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.

ALL A-LEG AND ROOF HOOP OPTIONS MUST BE CONSTRUCTED SO AS THE DRIVER CAN ENTER AND EXIT THE CAR THROUGH THE DRIVERS SIDE WINDOW APERTURE AT ALL TIMES. A-LEGS AND OTHER ROLL CAGE BRACING THAT PROTRUDE THROUGH THE DRIVERS SIDE WINDOW APERTURE THAT SIGNIFICANTLY IMPEDE THE DRIVER'S ABILITY TO ENTER OR EXIT THE CAR WILL BE DEEMED NON-COMPLIANT.

4. **Centre Roof Bar**: Bar #4
A one-piece centre roof bar to be welded between the main hoop and the roof hoop, in the centre line of the roll cage.

5. **Main Hoop Centre Spreader Bar**: Bar #5
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). To be connected to the other side of the Main Hoop within 50mm of the top passenger NASCAR door bar. This bar may act as the Seat Back/Shoulder Bar (Bar #6). (01/07/2020)

6. **Seat Back / Shoulder Harness Bar**: Bar #6
A one-piece mounting bar to be fitted to mount the seat and seat belts, to be positioned so that the belts are anchored a maximum of 300mm from the point at which the shoulder belts pass through the back of the seat. Top seat mount to be no further than 75mm lower than this bar.

7. **Main Hoop Diagonal Bar**: Bar #7
Main Hoop Diagonal Bar: Bar #7 A two-piece diagonal brace/or one piece if Main hoop spreader bar is two pieces will be fitted in the roll cage behind the driver's head, within 250mm of the bend and down to the point where it intersects the Main Hoop Centre Spreader Bar (Bar #5). From this point the second piece in the same plane and angle as the top diagonal brace will follow down to the point where the hoop joins the LHS Roll Cage sub frame base. Refer Fig 3 (i). A second diagonal brace may be fitted and may need to be in 3 pieces. All braces must intersect with the Main Hoop Centre Spreader Bar/Diagonal bar. (01/07/2020)

8. **NASCAR Door and Dropper Bars**: Bar #8
On the driver's side, three one-piece horizontal bars that will have a deflection/bend at each end of the bar which allows the NASCAR bars to be positioned towards the door skin and placed between front and rear cage legs, evenly spaced between window sill and roll cage sub frame. Top NASCAR door bar to be within 50mm of the window opening. The centre or bottom horizontal bar may run straight through, from front wheel arch to the rear wheel arch, and then have two separate pieces of 38 x 2.6mm CHS turning to the NASCAR bar connecting to the roll cage Main Hoop Bar and to the 'A Pillar' leg.

There will be a minimum of two vertical dropper bars as close to evenly spaced as possible between the front leg, and the rear hoop for each of the openings created by the NASCAR bars, making a minimum of six vertical bars to be fitted. Refer to Fig 3 (i). OEM Door B pillar may be notched ONLY; not removed to allow fitment of bar work.

9. **Passenger Side Door and Dropper Bars**: Bar #9
Passenger side will have a minimum of two one-piece bars attached at the Front A pillar legs and the Main Hoop Bar. One of these must be horizontal at windowsill height which will be at the same height as the top NASCAR bar on the driver's side. The second bar cannot be vertical. Top NASCAR door bar may be straight or deflect outwards. (01/07/21)

10. **Lower Windscreen Dash Bar**: Bar #10
A one-piece straight bar mounted horizontally between the Front A pillar legs must be fitted within 50mm at top NASCAR bar height.

11. **Centre Windscreen Bar**: Bar #11
A one-piece straight bar is to be fitted at centreline of cage at 90º to and between roof hoop (bar #2) and the lower windscreen bar (bar #10).

ROLL CAGE – Material and Design Option Effective for Registration commencing 1 July 2021

12. Rearward Brace Bars: Bar #12

GENERAL

Both rearward brace bars options must connect to the rear of the main hoop within 100mm of the centre of the bend and extend rearward at a maximum angle of 45º down from the horizontal attaching to the rear subframe rails or a rear subframe chassis spreader.

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. (01/07/2020)

13. Foot Protection Bar: Bar #13

When driver's feet are forward of the front roll cage A pillar 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 attach to the Front A pillar legs (Bar #3) no lower than 300mm from the roll cage sub frame base (bar #15). To be measured from the top of the foot protection bar to the base of the roll cage sub frame. To protrude forward toward the front firewall / RHS front wheel well and re-attach to the roll cage sub frame base (Bar #15) to protect the driver's feet in the event of side intrusion. See Fig 3 (iii) (01/07/21)

Foot protection area to be filled with either 3mm mild steel 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) mild steel tags attached no further than 200mm apart with 8mm or 5/16" bolts facing inward, with no protrusions. The larger the foot protection area, the more tags required. Multi hole or scalloped tags are NOT permitted.

14. Foot Protection Support Bar: Bar #14

The foot protection bar is to be braced to substantial bar work to the left. This is to prevent the collapse of the foot protection bar in the event of side intrusion. See Fig 3 (i)

15. Roll Cage Sub Frame Bar: Bar #15

Roll cage sub frame bar to be securely welded to body shell at a minimum of 4 points; 2 on each side of car, at a distance no closer together than 500mm. If using the 50x50x2.5mm RHS option, roll cage legs may be inserted into the RHS and fully welded.

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OPTION: It is permissible to use a one-piece sub frame rail and spreader bar, joined in the centre of the vehicle at the transmission tunnel. Join must use a spigot/sleeve and be plug welded at two locations on both sides of the join with the join fully welded. If the spreader bar part of this option is more than 200mm forward of the A Pillar leg, then a support brace (Bar #17) of a minimum 38x2.6mm CHS is to be fitted from the spreader bar to a point no less than 200mm from the front A pillar leg. Refer Fig 3 (ii)

16. Lower Spreader Bar Front: Bar #16

A sub frame spreader bar at front A pillar legs bar to be fitted. 200mm is the maximum distance forward or rearward before a brace is required (Bar #17). No spreader bars that have any deflection shall be allowed if they are under any seating. That is deemed to be any area from the front edge of the seat to the rear edge of the seat base for all seats fitted to the vehicle. (01/07/21)

Refer also to Option above in Item #15.

17. Lower Spreader Bar – Front Brace: Bar #17
If bracing is used must be a minimum of 38x2.6mm CHS and be fitted from the spreader bar to a point no less than 200mm from the A pillar front leg. Refer to Option in Item #15. Refer Fig 3 (ii)

18. Lower Spreader Bar Rear: Bar #18
A sub frame spreader bar to be fitted at the base of the Main Hoop Bar (Bar #1). This bar is to be as straight as possible. It is permitted to notch the body shell/transmission tunnel for the fitment of this bar in an endeavour to keep it as straight as possible. If the bar is bent to allow for the transmission tunnel it must be braced vertically to the centre of the centre spreader bar with 25x2.6mm CHS.

19. Lower Windscreen / Dash Bar Support (optional): Bar #19
A bar can be fitted between lower windscreen/dash bar and the front spreader bar.

20. Seat Base Mounting/Harness Mounting Bar: Bar #20
A fabricated or formed tubing frame for the mounting of seat base and harness will consist of the following options as a minimum. Tubing may be bent to accommodate fitment.
It is not permitted to drill through these bars for the mounting of seat base without the fitment of sleeves.
Refer to image. The use of tabs made from 3mm minimum mild steel are recommended. All harness tabs to be as per specification. Refer to Class Technical Manual for tab specification.

21. Rear Chassis Sub Frame Rail: Bar #21
Rearward of the roll cage to where sub frame rails intersect with the rearward brace bars and incorporate bumper supports and mounts are to be either 44.45 x 2.6mm CHS or 38x2.6mm CHS or 40x40x2.5mm RHS or 40x40x3mm RHS or 50x50x2.5mm RHS. Rearward sub frame bars to be symmetrical to the common centreline of the car. (01/07/21)

22. Front Chassis Sub Frame Rail – OPTIONAL: Bar #22
Forward of the roll cage to where sub frame rails intersect with and incorporate bumper supports and mounts are to be 38x2.6mm CHS or 40x40x2.5mm RHS or 50x25x3mm RHS.

23. Additional Optional Roll Cage Supports/Bracing:
Other additional optional roll cage supports or braces are permitted and are to be a minimum of 25x2.6mm CHS.

24. Windscreen Mesh: Mesh screen is to cover the entire area from A Pillar front leg (Bar #3) to Centre Windscreen (Bar #11) and from top of dash panelling to Roof Hoop Bar (Bar #2).
(i) Maximum effective mesh size 50x50mm mild steel. Mesh gauge 3mm.
(ii) Windscreen mesh to be welded or clamped with metal clamps to the roll cage A Pillar front leg (Bar #3) and Centre Windscreen bar (Bar #11).
(iii) Minimum of 4 (four) clamps.
(iv) Mesh may be welded to body of Mono cars.

25. Anti-Spear Plates: 3mm steel or 5mm aluminium (NOT to be lightened by any means)
(i) The anti-spear plates to be mounted to the outside of the NASCAR bars and overlap the edge of the NASCAR bar work.
(ii) Recommended 1/3 length between roll cage legs, to be fitted on the driver's side, from base of roll cage to top NASCAR bar, forward of the first vertical door dropper bar to the front leg of the roll cage.
(iii) If using 3mm steel, plate/plates to be fully stitch welded. (01/07/23)

(iv) If using a single 5mm alloy plate, it must be bolted on using a minimum of 6 – 50x50x3mm (square) or 55x40x6mm (rectangular) mild steel tags/plates per piece. (01/07/23)

(v) If using 3 individual 5mm alloy plates, they must be bolted on using a minimum of 4 – 50x50x3mm (square) or 55x40x6mm (rectangular) mild steel tags/plates per piece. (01/07/23)

(vi) Tags/plates to be sold square or rectangular with one hole only for the mounting point. (01/07/23)

(vii) All alloy plates must be bolted on using a minimum of 8mm or 5/16" high tensile bolts with no protrusions. (01/07/23)

26. FUEL TANK PROTECTION BAR: Bar #26 (01/07/2020)

Bar must be constructed of minimum 38x2.6mm CDS or 40x40x3mm RHS with 25x2.6mm CDS minimum angled brace bars to be fitted on each side and be 25mm clear all-around tank and filter, projecting a line from the rear wheel centre to the bar.

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

27. HEAD PLATE

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 the driver is seated and harnessed. (01/07/2020)

All steel or aluminium head plates are to clover in full the opening above the drivers. To extend from roof hoop (bar #2) on the outside to the centre bar (bar #4), front roof hoop (bar #2), to main hoop (bar #1). Cutting off corners or any lightening of any form is NOT permitted. (01/07/23)

REMOVABLE STYLE

a) Head plate to be of 5mm aluminium or 3mm mild steel (NOT to be lightened by any means).

b) Plate to be mounted from above and be proud of main hoop (bar #1), centre roof bar (bar #4) and side of roof bar (bar #2) as per Fig 4, with 10 mild steel Plate Tabs of 50x50x3mm (square) or 55x40x6mm (rectangular) will be required when using a removable Head Plate.

c) Plate to be mounted, from above, with 10 x 8mm dia. High Tensile bolts, lock nuts/locking devices fitted,3 each side, 2 front, 2 rear. Heads of bolts to be downwards and spot welded e.g., no protrusions. (01/07/23)

d) Plate tabs to be solid square or rectangular with one only hole for the mounting bolt.

Fig 4 Head Plate

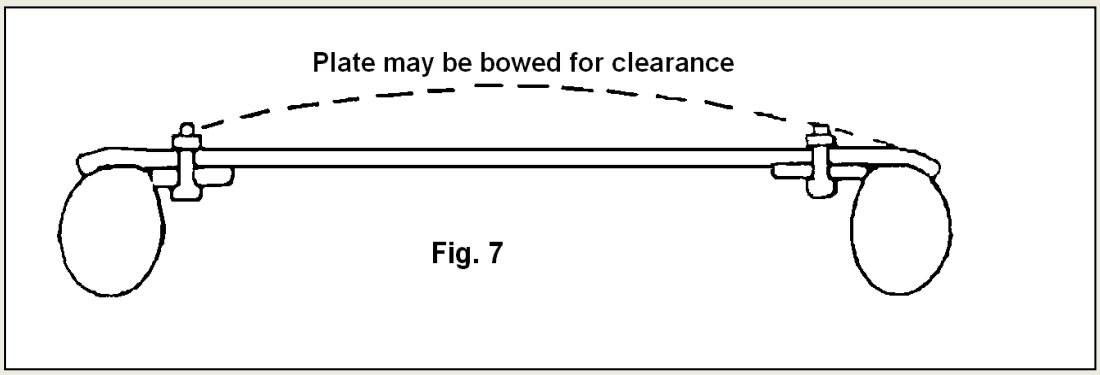

Fig 4

NON-REMOVABLE STYLE

A full size 3mm mild steel head plate may be fully welded to top of Main Hoop bar (Bar #1), centre roof bar (Bar #4) and side of roof bar (Bar #2) using practice as outlined in General Item g).

2a ROLL CAGE - for cars built and registered using original Roll Cage Material and Design (01/07/22)

Fig 3(i) details the minimum structural requirements. Each item number is referred to in the text below.
The roll cage is to prevent the collapse of cabin area under impact; all bar work must be entirely inside the OEM glassed area of the cabin.

Roll cage, to enclose the driver, to be full width and full height of the cabin area. The roll bars are to constitute a cage type framework, braced fore and aft. The cage must extend from behind driver's seat forward to the windscreen area and incorporate protection for the driver's feet.

All roll bar material must be of good quality mild steel, AS1450, minimum Gr300. MINIMUM 38mm O.D. x 3.0mm w.t. CHS. Sonic testing to be performed only on a straight section of tube. It is the owner's responsibility to remove paint/powder coating if required. (Sonic test at not less than 2.70mm ABSOLUTE). Aluminium based materials not permitted. (01/07/23)

All bends to be made using a pipe bender with the correct size former, with no evidence of crimping, wall failure, or significant weakening. Galvanised tubing or welding over threaded tubing is not permitted in any structural bar work. (01/07/16)

Water pipe fittings or malleable fittings are not permitted. Roll cages built using other than fusion welding techniques will not be accepted. Gussets on welded joints may be required at daylight inspection of weld quality.

MINIMUM DIMENSIONS TABLE (01/07/23) (Bar #11 corrected 24/04/24)

Bar #1	Main Hoop	38x3mm O.D.	CHS
Bar #2	Roof Hoop	38x3mm O.D.	CHS
Bar #3	Front Legs / A Pillar	38x3mm O.D.	CHS
Bar #4	Centre Roof Bar	32x3mm O.D.	CHS
Bar #5	Rear Diagonal – single Rear Diagonal – crucifix 2nd bar	38x3mm O.D. 32x3mm O.D.	CHS CHS
Bar #6	Seat Back/Shoulder Belt Bar	38x3mm O.D.	CHS
Bar #7	Door Bars – RH Side	38x3mm O.D.	CHS
Bar #8	Door Bars – LH Side	38x3mm O.D.	CHS
Bar #9	Lower Windscreen/Dash Bar	38x3mm O.D.	CHS
Bar #10	Centre Windscreen Bar	25x3mm O.D.	CHS
Bar #11	Rearward Brace Bars	34mm O.D.	CHS
Bar #12	Foot Protection Bar	38x3mm O.D.	CHS
Bar #13	Sub-Frame	38x3mm O.D. 50x50x3mm 50x50x5mm	CHS RHS Angle
Bar #14	Spreader Bars	38x3mm O.D. 35x35x3mm	CHS RHS
Bar #15	Quarter Window Bar	25x3mm O.D.	CHS
Bar #16 - Optional	Lower Windscreen/Dash Bar	25x3mm O.D.	CHS
Bar #17	Foot Protection Support Bar	25x3mm O.D.	CHS
Bar #18	Dropper Bar	38x3mm O.D.	CHS
	Windscreen Mesh	50x50x3mm	Mesh
	Anti-Spear Plates	3mm Steel 5mm Aluminium	
	Head Plate	3mm Steel 5mm Aluminium	
POINT A	The point where top NASCAR door bar (Bar #7/8), A pillar leg (Bar #3) and lower windscreen dash bar (Bar #9) intersect – Refer Fig 3 (i)		
POINT B	The point where the top NASCAR door bar (Bar # 7/8), Main Hoop (Bar #1) and Seat Back/Shoulder Belt Bar (bar #6) intersect – Refer Fig 3 (i)		

ROLL CAGE - for cars built and registered using original Roll Cage Material and Design	
POINT C	The point where sub frame bar (bar #13), base of A pillar leg (Bar #3) and lower spreader bar – front (Bar #14) intersect – Refer Fig 3 (i)

1. **Main Hoop**: The rear main hoop will be made of one continuous length of tubing. See Fig.3 (i). Hoop to be within 50mm of sides of roof at the narrowest point, be within 50mm of the inside line of the B pillar measured at point B of Fig. 3 (i) and be completely inside the body line. The base of the hoop will be fitted square in the car.

2. **Roof Hoop**: The roof hoop will be formed from one continuous length, or alternately be replaced by using one continuous length to form the front leg A pillar bar, which then continues back to the rear hoop, with a top windscreen bar being fitted to complete the hoop. The roof hoop to be within 50mm of the roof at sides, within 50mm of windscreen opening, and be welded to the main hoop to form a halo around the drivers' head – it does NOT have to follow the windscreen within 50mm of the entire opening. (01/07/16)

3. **Front Legs / A pillar**: The two front legs are to be formed each from a continuous length and be welded to the roll cage base (bar 13) and the roof hoop (bar 2) or if using the second option for the roof hoop, welded to the main hoop (bar. 1).
   A third option is: The top NASCAR bar, lower windscreen bar and passenger's top NASCAR bar may be formed in one continuous bar. This entails the front leg to be formed in 2 pieces, one from the roll cage base to this hoop with the upper section from this hoop upwards to the roof hoop.

   The top part of all options must join the roof hoop at a point no further than 50mm from the windscreen opening and follow downwards to point A of Fig. 3 (i) at an angle of 45 degrees downward from the horizontal.

Newly constructed cars, as of 22nd August 2014 the front leg will be no further than 250mm behind, and 50mm inwards of the OEM door opening at points A & C of Fig 3 (i). Effective 01/11/17 – roll cage front leg may be up to 300mm behind and 50mm inwards of the OEM door opening at points A & C. Fig 3 (i) The pinch weld is to be used as the reference point for measuring horizontally from a line between the A Pillar and the B Pillar at windowsill height. (01/07/23)

Cars previously registered prior to the 22nd August 2014 will fully comply with the relevant Specification Book, with that being the last printed version of the Street Stock Class Specification Book 2012.

4. **Centre Roof Bar**: Centre roof bar to be minimum of 32x3mm CHS and shall be welded between the main hoop and the roof hoop, in the centre line of the roll cage.

5. **Rear Diagonal**: A one-piece diagonal brace, minimum 38x3mm CHS will be fitted in the roll cage hoop, behind the driver's head, within 250mm of the bend, and down to the point where the hoop joins the L/H cage base as per Fig 3 (i). A second brace may be fitted in cruciform. If cruciform type bracing is used, a minimum of 32x3mm CHS may be used.

6. **Seat Back/Shoulder belt Bar**: A 38x3mm CHS mounting bar to be fitted to mount the seat and seat belts, to be Positioned so that the belts are anchored a maximum of 300mm from the point at which the shoulder belts come through the back of the seat. Top seat mount to be no further than 75mm lower than this bar.

NASCAR Bars: On the driver's side, three horizontal bars that will resemble the drawings provided. They are to have a deflection/bend at either end of the bar which allows the Nascar bars to be positioned towards the door skin and placed between front and rear cage legs, evenly spaced between windowsill and roll cage sub-frame. Top NASCAR door bar to be within 50mm of the window opening for all cars built after 1st July 2015. The centre or bottom horizontal bar may run straight through, from front wheel arch to rear wheel arch, and then have two separate pieces of 38x3mm CHS turning to the

NASCAR bar connecting to the roll cage main hoop, and to the front leg. There will be a minimum of two bars evenly spaced between the front leg, and the rear hoop for each of the openings created by the NASCAR bars, making a minimum of six bars to be fitted. Refer to Fig 3 (i). Door pillar to be notched, NOT removed, to accommodate bar work. (01/07/17)

7. **Door Bars**: Passenger side will have a minimum of two bars fitted between the front leg and the main hoop. One of these must be horizontal at windowsill height. LH top NASCAR door bar may be straight or deflect outwards. (01/07/21)

8. **Lower Windscreen/dash bar**: A 38x3mm CHS bar between the front legs must be fitted at top NASCAR bar height. Refer also to front leg options (3). As an option a bar (16.) can be fitted between lower windscreen/dash bar and the front spreader bar.

9. **Centre Windscreen Bar**: A 25x3mm minimum bar, to be fitted at centreline of cage, between to roof hoop, and the lower windscreen bar.

10. **Rearward Brace Bars**: Two rearward brace bars minimum 34mm CHS to extend from top rear of main hoop down onto the rear sub frame. They may form a crucifix and must be attached to the rearward side of the main hoop within 100mm of the centre of the bend. Rearward brace bars are to be no closer to the rear boot panel than 300mm and may have one spreader bar as long as it is of pipe material.

    Rearward brace bars may be bolted together within 200mm of roll cage hoop. Bumper support bars may be bolted within 200mm of roll cage spreader bar. (17/08/15) (01/07/16)

11. **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) To be measured from the top of the foot protection bar to the base of the roll cage sub frame. To protrude forward toward the front firewall /

RHF wheel well and re-attach to the roll cage sub frame base (bar #13) to protect the driver's feet in the event of side intrusion. See Fig 3 (iii) (01/07/21)

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 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, with no protrusions. The larger the foot protection area, the more tags required. Multi-hole or scalloped tags are NOT permitted. (16/09/17)

12. **Sub Frame:** Roll cage legs shall be welded to the top of a sub-frame of 38x3mm CHS, 50x50x5mm angle or 50x50x3mm RHS section running fore and aft. Sub-frame to be securely welded or bolted to the floor pan/sills using at least four 12mm steel bolts through the sub-frame and using 100x100mm plates under the floor.

13. **Spreader Bars:** A minimum of two sub frame spreader bars at roll cage legs, either 38x3 CHS or 35x35x3mm RHS to be fitted. 200mm is the maximum distance forward or back, from the front leg of roll cage, for fitment of the spreader bar, before a brace may be required. No spreader bars that have any deflection shall be allowed if they are under any seating. That is deemed to be any area from the front edge of the seat to the rear edge of the seat base for all seats fitted to the vehicle. (01/07/21)

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14. **Quarter Window Bar:** A quarter window bar (bar.15) if required because of excessive rake or a long roll cage, where the "A" pillar bar (bar. 3) is less than 45 degrees from the horizontal must be fitted to both sides and installed from the top nascar bar to top one third section of the "A" pillar bar, using a minimum of 25x3mm CHS. The lower mount point must be aligned with or be within 50mm of the first dropper bar. On the passenger side this will require an additional dropper bar between the top NASCAR bar (bar.7) or the door bar (bar.8) and the base bar (bar.13) to support the quarter window bar.

15. **Lower Windscreen/ Dash Bar Support:** As an option a bar (16.) can be fitted between lower windscreen/dash bar and the front spreader bar.

16. **Foot Protection Support Bar:** A bar (17) minimum 25x3mm CHS will attach from the foot protection bar at one end, and the other end to bar work to the left.

17. **Dropper Bar:** On the passenger side a 38x3mm CHS bar will be required between the top Nascar bar (bar.7) or the door bar (bar.8) and the base bar (bar.13) if the quarter window bar is fitted. (01/07/17)

Windscreen Mesh: Mesh screen to cover entire area from "A" pillar to centre bar and from dash to roof bar.

(i) Maximum effective mesh size 50mm x 50 mm mild steel. Mesh gauge 3mm. (16/09/18)
(ii) Windscreen mesh to be welded or clamped with metal clamps to the roll cage "A" pillar and centre windscreen bar.
(iii) Minimum of four clamps.
(iv) Mono cars may be welded to body.

Anti-Spear Plates: 3mm steel or 5mm alloy, (NOT to be lightened by drilling).

(i) The anti-spear plates to be mounted to the outside of the NASCAR bars and overlap the edge of the NASCAR bar work. (01/07/17)
(ii) Recommended 1/3 length between roll cage legs, to be fitted on the driver's side, from base of roll cage to top Nascar bar, forward of the first vertical door dropper bar to the front leg of the roll cage.
(iii) If using 3mm steel, plate/plates to be fully stitch welded. (01/07/23)
(iv) If using a single 5mm alloy plate, it must be bolted on using a minimum of 6 – 50x50x3mm (square) or 55x40x6mm (rectangular) mild steel tags/plates per piece. (01/07/23)
(v) If using 3 individual 5mm alloy plates, they must be bolted on using a minimum of 4 – 50x50x3mm (square) or 55x40x6mm (rectangular) mild steel tags/plates per piece. (01/07/23)
(vi) Tags/plates to be sold square or rectangular with one hole only for the mounting point. (01/07/23)
(vii) All alloy plates must be bolted on using a minimum of 8mm or 5/16" high tensile bolts with no protrusions. (01/07/23)

Passenger Option: Roll cage left side must mirror right hand side and have full cruciform. Passenger handle for support, optional.

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Fig. 3 (i) Typical Roll Cage

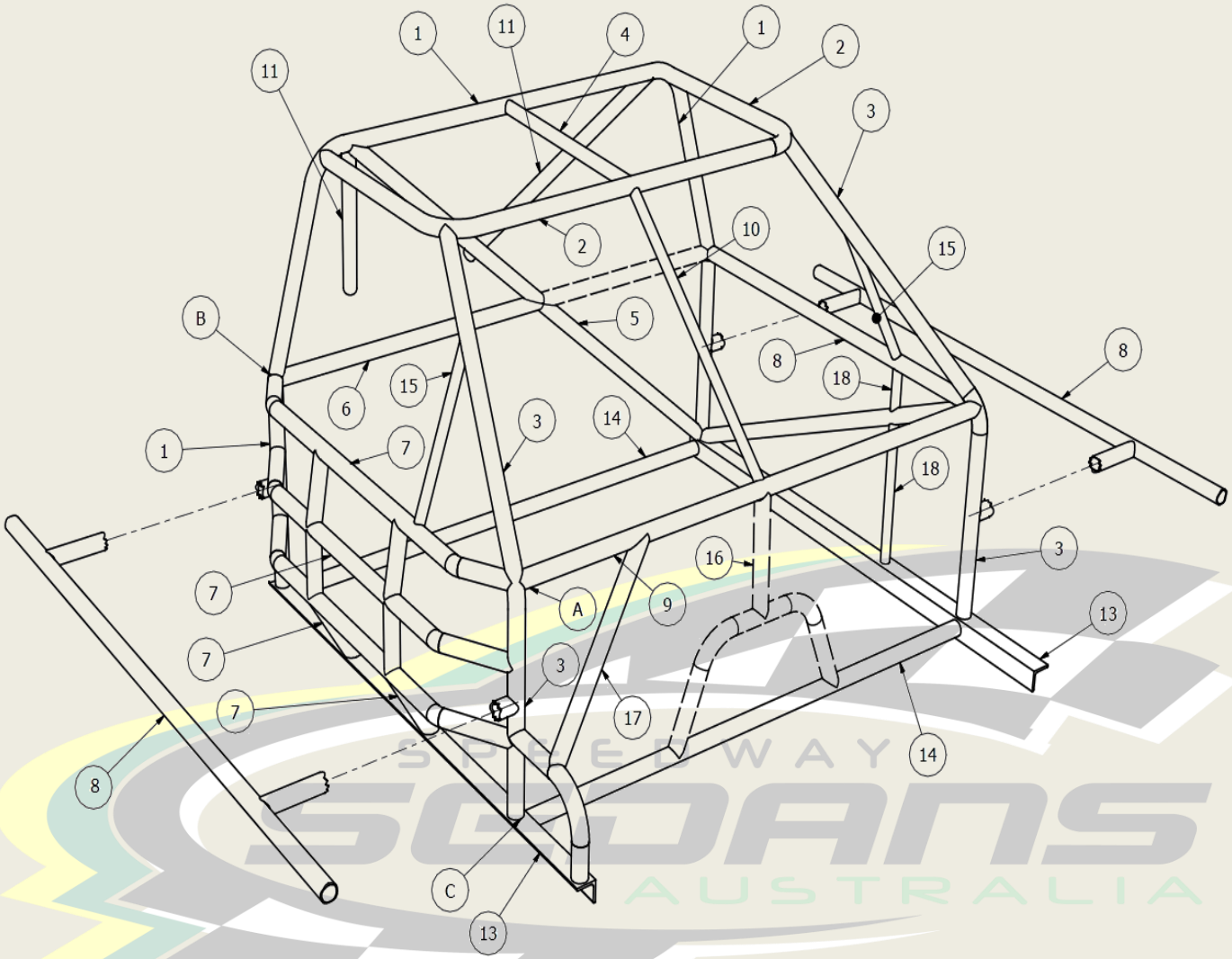

Fig.3 (ii)

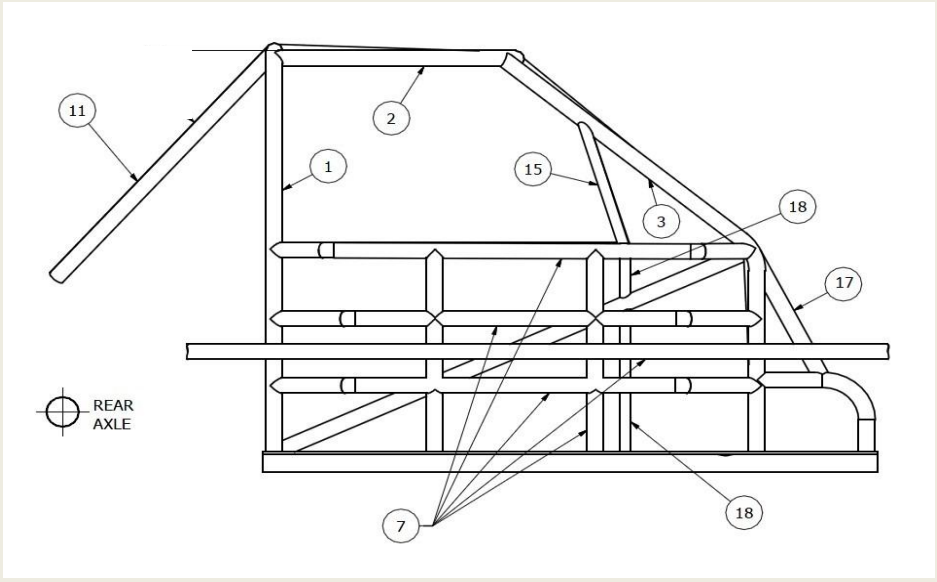

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Fig. 3 (iii)

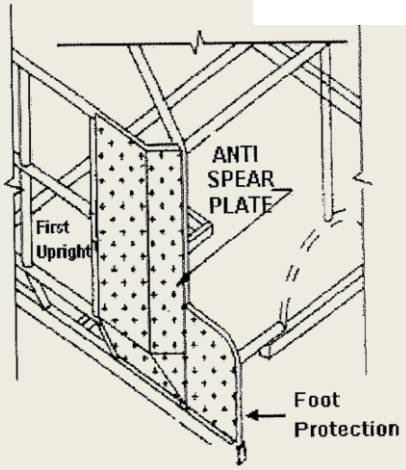


Fig. 3 (iv)

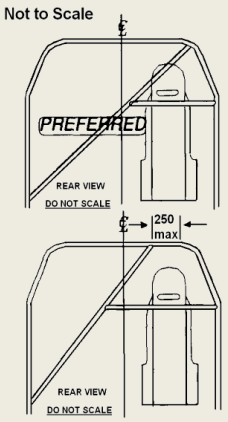


Fig 3a – Alternate Roll Cage Design (24/11/18)

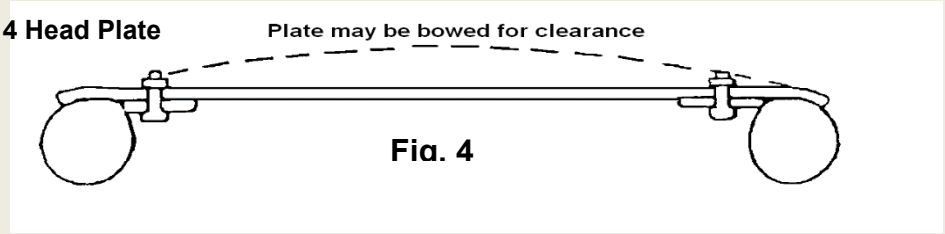
HEAD PLATE:

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. (01/07/2020)

All steel or aluminium head plates are to clover in full the opening above the drivers. To extend from roof hoop (bar #2) on the outside to the centre bar (bar #4), front roof hoop (bar #2), to main hoop (bar #1). Cutting off corners or any lightening of any form is NOT permitted. (01/07/23)

a) Head plate to be of 5mm ALUMINIUM ALLOY or 3mm STEEL.
b) The use of 10 mild steel Plate Tabs measuring 50x50x3mm (square) or 55x40x6mm (rectangular) will be required when using a removable Head Plate.
c) Plate to be mounted, from above, with 10 x 8mm dia. High Tensile bolts with lock nuts/locking devices fitted, 3 each side, 2 front, 2 rear. Heads of bolts to be downwards and spot welded e.g., no protrusions. (01/07/23)
d) To simplify the removal of an injured driver it is highly recommended that a removable full-size head plate be used: Fig. 4. (01/07/17)
e) Plates/tags to be solid square or rectangular with one only hole for the mounting bolt. (01/10/16)

Fig. 4 Head Plate



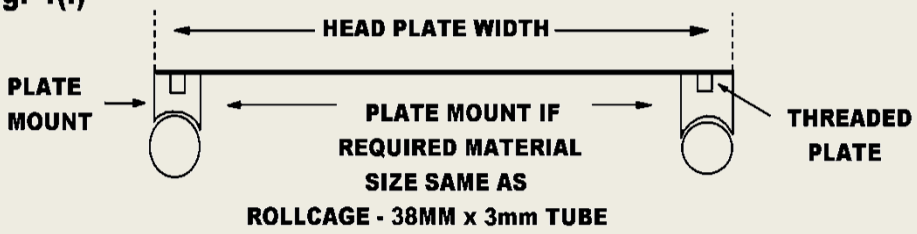
ALTERNATIVELY

a) A head plate min. 3mm steel must extend from rear roll bar to top windscreen bar and from driver's side outer roof bar to centre roof bar.

b) This plate must be securely welded to these bars with intermittent welding procedure.

Helmet clearance including fresh air intakes and associated fixtures between roll cage roof/hoop bars for existing vehicles, may raise head plate as per drawing below, to obtain 50mm clearance. (01/07/2020)

Fig. 4(i)



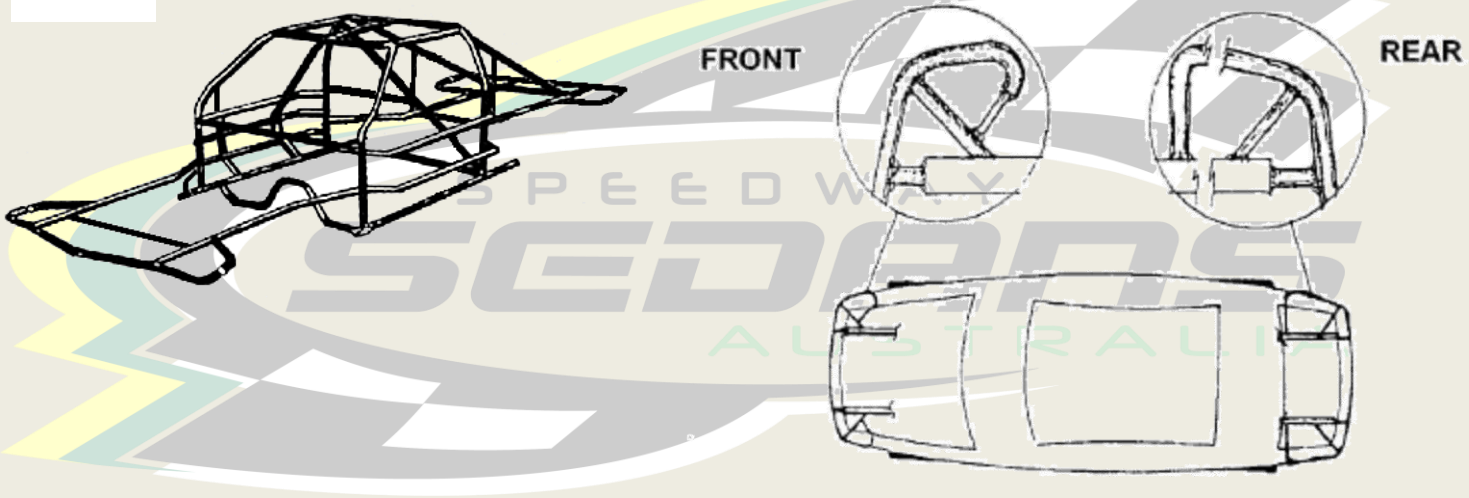
Mounting procedure for raising of head plate (existing cars). 10 stubs 38x3mm CHS – stub length is determined by height required to gain 50mm clearance.

Stubs to be end capped and threaded for mounting purposes.

3. BUMPER BARS & OPTIONAL EXTERNAL BARWORK:

OEM steel or plastic bumper bar must be used.

Fig. 5



a) Where an original type of bumper is not available a bumper of a similar profile and weight must be used.
Original front and rear bumpers to be attached to sub frame using original mounting brackets if pipe bumper not used.

b) All bumpers may have a pipe bumper max 38x3mm CHS to be securely mounted to original mounts or chassis rail or back to roll cage using supports of a minimum 100mm from the rear of the bumper tube.

For purposes of maintaining 100mm clearance of any bracing from rear of bumper tube; rear of bumper tubes is determined as the inner side of the tubes of both front and rear bumpers. (14/09/19)

i) The maximum support size is 38x3mm CHS, 40x40x3mm RHS or 50x25x3mm RHS.
ii) One bumper support bar per side allowed. Gussets are not to be used.
iii) Bumpers are to remain hollow.
iv) Corners and ends of front and rear bumpers to be radius formed 100mm maximum.
v) A maximum of four mounting points on each bumper.
vi) Returns and bumpers to be flush fitting with the body within 25mm.
vii) Anti-hookup bars from returns of front and rear bumpers to be extended to chassis rails.
viii) Corner plates on the top edges of either bumper is NOT permitted.
ix) Bumper to be returned to chassis and bolted or welded to side of chassis rail using a maximum 250x3mm flat plate.

x) Front and rear pipe bumper to be covered with a plastic road car bumper or fibreglass replica. Plastic or fibreglass bumper to be attached using cup head bolts. 40x3mm flat aluminum may also be used. (01/07/18)

xi) Removing the lower section of the rear plastic bumper is only permitted to the top of the exhaust cut out. The sides of plastic bumper and top of exhaust cut out to remain intact. Non-OEM bumper skirts not permitted.

xii) MDC Stock car noses will be accepted. (01/07/23)
- Holden to use Camaro – part number MD3651040K
- Ford to use Mustang – part number MD3661040K

c) **FRONT PIPE BUMPER**
The only bar work permitted forward of the roll cage above the lower windscreen bar are bumper support bars (one bar per side). If used, they are not permitted to connect to or in any way brace the strut towers. Front bumper minimum return 100mm, maximum 300mm. Front spreader bar between bumper bar support bars permitted as per figure 5 (i).

d) **REAR PIPE BUMPER**
Returns of rear bumper may extend as a skid rail against the outside of the body between the bumper and the wheel arch and then extend inwards to the chassis rail. If bumper support bars are attached to the roll cage, rearward brace bars may attach to these.

e) **FRONT STRUT TOWER BRACE**
The front strut towers may be braced back to lower 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. (01/07/19)

f) All bar work must be entirely inside the OEM glass area of the cabin or under body panels.

g) **TOWING STRAPS** – Optional – (01/07/2020)
(i) Tow straps are to be of wire rope cable or nylon webbing.
(ii) Tow straps can be attached to the front and rear override bars.
(iii) Tow straps can be accessible through a hole in the front and rear bumpers.
(iv) Tow straps are recommended to allow a disabled vehicle to be towed.
(v) Tow straps for the front may be under the bonnet on the “k” frame and the rear inside the boot.

h) **ENGINE PROTECTION BAR (18/10/25)**
Can only be fitted if radiator support panel is removed, forward of engine. 38mmx3mm OD CHS maximum, No wider than chassis rails. Engine Protection Bar can be braced rearward only to either chassis rail or front strut tower brace/strut tower. Maximum size of brace to be 25mmx3mm CHS OD.

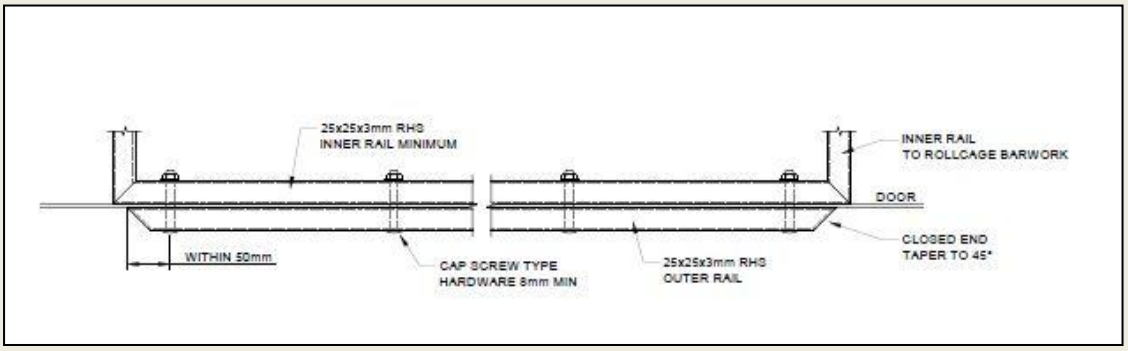
SKID RAILS (01/07/2020)
Skid Rails are an optional fitment on an SSA Street Stock. They are to be attached between front and rear wheel arches. Skid rails on rear quarter panels behind rear wheels are NOT permitted.

GENERAL
(i) Skid rails are to be either 25x25x3mm mild steel RHS or alternatively 50x12mm nylon or urethane. Nylon or urethane option will be attached as per option 1.
(ii) Skid rail to be attached to body and inner rub rail support with a minimum of 4 evenly spaced attachment points.
(iii) Inner skid rail supports are to be a minimum of 25x25x3mm mild steel RHS or 25x3mm CHS and both ends must return to roll cage or bar work regardless of whether either outer rub rail option is used or not to avoid a hook up point in the event of door panel damage.
(iv) Skid rail attachment bolts are to be of round head, cup head, cap screw type hardware and must be a minimum of 8mm.

(v) Attachment bolt heads must be external to outer rail wall and must insert horizontally through both outer skid rail and inner skid rail support, clamping together with door panel between the two skid rails.

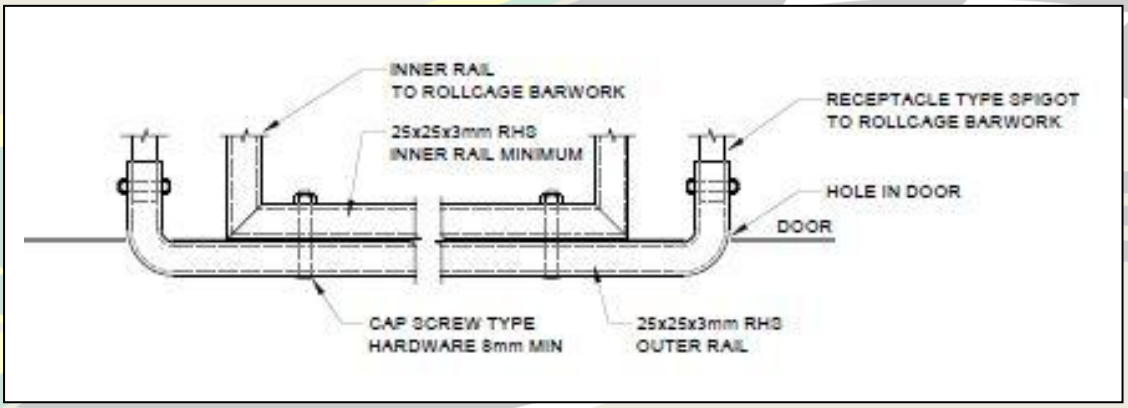
Option 1

(i) Outer skid rail ends must be closed and taper to 45º to not become a tear point.
(ii) Attachment bolts at each end of outer skid rail must be within 50mm from each end of rail.



Option 2

(i) Outer skid rail ends must have a radius formed end as not become a tear point.
(ii) Outer radiused ends must return through a hole in door panel and be securely attached to a receptacle type spigot on roll cage or bar work.
(iii) These two radiused ends will be classed as two attachment points.
(iv) An additional two attachment points of outer skid rail must be as per specification listed in GENERAL above.



4. ENGINE AND AUXILIARY EQUIPMENT

ENGINE SEALING IS COMPULSORY

i) All Engines must have a number/s or letter/s stamped on the block E.g., 3 x engines, 3 different engine numbers.
ii) SSA use triplicate copy engine sealing books that are numbered, top copy (white) to car/engine owner, 2nd copy (blue) to state office, 3rd copy (green) to remain in book.
iii) The car owner/driver is to always have a copy of engine sealing and daylight forms with logbook.
iv) Engine identification tag is to be RED.
v) Seals to be fitted: 1 x sump, 1 x timing cover, 1 x cylinder head, 1 x each cylinder head on EFI engines.
vi) Engine ID tag to be attached to timing cover seal using wire looped through engine seal. (01/07/17)
vii) ECU must be sealed, and the completed sealing form is to be always kept with the Logbook. See below in 4.1.1 a) for the process. (01/07/16)

a) In the engine bay one should see the basic items as in the road car, e.g., ignition, coil and distributor, air cleaner, and charging system, all in use on the engine. The use of MSD coils is not allowed. V6 Commodore must run a standard coil or standard replacement, not a performance coil.

b) Engines to be limited as per Section 18 TABLES. TABLE 2 ENGINE LIST FOR VEHICLE MODEL (Pages 36 & 37). No variable cam timing (VCT). (01/07/2025)

c) Late Model Cars may fit earlier engine or engine for model.
   i) E.g., EA Falcon onwards may use 4.1 alloy cross flow engine or 4lt EFI engine.
   ii) VN Commodore onwards may use Holden 6 cylinder in-line engine or V6 EFI engine.
   iii) The engine must be positioned in the engine bay with the rear face of the block in the same position as the original engine for the model.
   VE Commodore (01/12/17)
   - ❖ to be measured from driver side rear of cylinder head to firewall – 115mm +/- 5mm
   - ❖ from centreline of 2 engine mount bolts under the k-frame to front of bellhousing – 195mm.
   - ❖ centre of front gear box cross member bolt to rear of engine – 635mm +/- 5mm.

   FG Falcon (01/12/17)
   - ❖ from centreline of 2 engine mount bolts under the k-frame to front of bellhousing – 380mm +/- 5mm
   - ❖ centre of front gearbox cross member bolt to rear of engine – 590mm +/- 5mm.
   - ❖ front of harmonic balancer to be within 5mm of front of k-frame vertically

   iv) Specification used for these engines will be based on the engine model being used.
   v) No engines after AU or VY to be used.
   vi) Others not included above must be approved by the National Technical Committee prior to construction.

d) VE Commodore or FG Falcon can fabricate a sump but must be the same capacity and function as OEM sump for the engine.

e) Engine approved for V6 Magna 6G74 3.5lt multivalve single cam per head. **Must use approved Mitsubishi Computer from 01/07/2026.** Holden or Falcon computer and airflow meter may be replaced with map sensor to suit computer Holden or Falcon computer, and airflow meter may be replaced with map sensor to suit computer **until 01/07/2026.** Variable cam timing not permitted. (01/07/2020)

f) Engine to be the type and size for the model (see Engine List) except VN Commodore and EA Falcon onwards. Any doubts about engine sizes etc. will revert to manufacturer's "base model" of the registered series.

g) Engines will be inspected on the basic that all parts used in/on all engines must comply with the specifications/dimensions specified in the original (O.E.M.) manual produced by the manufacturer for the standard engine, except for the listed permitted modifications. The owner/driver is responsible for proving the above and producing information when necessary to validate the claim.

h) Refer, Australian Standards "AS 4182-1994 Code of practice for Engine Reconditioning Standards". Engine Balancing: The balancing of any engine componentry or removal of any balance shaft in this class is STRICTLY PROHIBITED. The only tolerance allowed are the drill holes in the crankshaft as done by the manufacturer (OEM). The conrods cannot have any metal removed or polished. The pistons cannot be machined or lightened. No forged pistons allowed. No flat top pistons permitted unless OEM in base model. E.g., Magna. No copper head gaskets permitted unless OEM. Multi-Layer Steel (MLS) head gaskets permitted. (01/11/17)

i) A standard engine is allowed no more than .060" overbore and .060" for head facing.

j) Engine Block: The maximum allowable cylinder sleeves to be fitted to an engine block to be two in total.

k) OFFSET boring of bearings &/or cylinders, offset grinding of crankshaft or angled facing of head to block surfaces are not permitted.

l) Engine to be of standard stroke, con-rods, and crankshaft to remain as OEM parts for the engine model; the fitting of other model, make or specially built cranks &/or rods not permitted; (standard replacement ARP conrod bolts are acceptable) port sizes and casting finish as for base model.

i) (E.g.) 4.1ci Falcon must use 4.1 conrods and crankshaft, Holden blue/black engine must use counterbalance crankshaft, not red engine crank shaft.
ii) The use of performance aftermarket harmonic balancers (i.e., Power bond Street Performance) and head studs to replace head bolts is not permitted. Complete harmonic balancer to remain standard for model of engine.
iii) All pulleys other than harmonic balancers have no restriction on size. (i.e.) power steering, water pump and alternators.
iv) Intake manifold/plenum chamber to remain OEM standard, this means no machining, no welding, no extra vacuum ports, or drilling for sensors. Except water gallery (03/11/16)
v) All 4lt and 3.9 litre Falcon engines may use any OEM Ford or HTP head up to and including AU, but valve size to be correct for model of engine. No high output or Tickford heads allowed. The original casting on the front of the head must remain. EL is not able to use AU engine. EL Falcon straight valve spring replacement kit from Crow Cams part number 7739-12 be permitted on AU Falcon heads. (01/07/18)

m) Standard flywheel (not lightened). Holden 3.3 blue/black engine must use that flywheel, not 3.3 red engine flywheel. Minimum allowable thickness – Falcon 20.5mm, Holden 32mm. Must use original cast flywheel with original markings. Except, V6 Commodore may use an aftermarket steel flywheel. Allowable minimum thickness of 34mm (not lightened). (01/07/17)

n) CAMSHAFT and camshaft timing parts are not restricted. Camshaft lifters are to be solid or hydraulic. The use of adjustable lifters is permitted. Standard replacement push rods, standard length and 5/16"in diameter permitted.

o) The use of performance parts in the valve train is prohibited, e.g. Roller rockers, cam followers etc.
p) Engine sump to be visually standard externally

q) Oil Coolers, if used, are not to be mounted in the cabin area. Engine oil coolers are to be OEM only.

r) Slow rotor caps fitted to exhaust valves inline six-cylinder Commodore may be replaced with spring and cap from inlet valve. The use of valve spring dampers permitted.

s) If resilient engine mounts are used, the mount MUST be restrained with a 6mm wire cable or 6mm chain, to be as short as possible. (01/07/23)

4.1 ENGINE: EFI CONFIGURATION (ELECTRONIC FUEL INJECTION)

SSA Inc reserves the right to exchange sealed and tested computers supplied from Cool Drive Distribution at any time during a race meeting. (01/07/16)

1. ***E.F.I. is permitted to use with the following restrictions***.

a) SSA Inc. approved and sealed ECU. All computers are to be sealed by Cooldrive Auto Parts only. (See below for details for Cooldrive Auto Parts). All Commodore computers sealed after the 1st July 2015 to be sealed with an ATFY memcal only. The ECU must have legible compliant identification on the unit to be sealed. (01/11/17)

The only authorized branch for ECU sealing is:
Cooldrive Auto Parts, 9 Boeing Place, CABOOLTURE QLD 4510
Phone: 07 3481 5080 Email: speedway@cooldrive.com.au Website: www.cooldrive.com.au
Note: New address since 1st November 2021

There is an ECU/Computer Sealing Form to be completed and forward along with your computer when sending for sealing – the form is able to be downloaded from Click Here

The competitor is responsible for the downloading of the ECU Sealing form and forwarding along with the ECU to be sealed. It will be completed by Cooldrive Auto Parts and a copy returned with your ECU. Speedway Sedans Australia have introduced a Seal Sticker which will be attached to all sealed ECU's – this will be placed on the sealed unit by Cool Drive Auto Parts – removal or tampering of this sticker will result in the need for the unit to be resealed.

From 01/07/17 all ECU's to be resealed with the SSA Inc Seal sticker and an ECU Sealing Sheet placed in the Logbook (01/07/16)

For inspection purposes ECU unit MUST be mounted in a location that ECU can be removed for inspection during pre- and post-race scrutineering by the scrutineer. Removal to be completed by car owner. (01/07/23)

b) Engines to be limited up to VY Commodore Ecotec and up to AU Falcon. No variable cam timing (VCT).
   i) All Commodore engines after VP are to use VN / VP computer, DFI module and coil packs.
   ii) A Standard Memcal only to be used.
   iii) VT Commodore onwards may use VS Commodore injector and fuel rail.
   iv) Commodores are permitted to adjust tone wheel in the back of the harmonic balancer.
   v) All Falcon engines after EA to AU use EA/EB computer and may use inlet manifold for model of car, or EB manifold.
   vi) All Falcon engines after EA use one of the three injector part numbers listed in Table 6 Injectors on Page 25.
   vii) Standard size OEM injectors are to be used **as per Section 18 TABLES. Table 7 STANDARD FITMENT FUEL INJECTORS on Page 38.** Inside diameter is not to be increased or decreased. **(01/07/25)**
   viii) **Mitsubishi 380 to use Magna 6G74 Distributor, Throttle Body and Computer – as listed in Tables. An aluminum tab can be welded onto 6G74 Intake Plenum to allow the use of the 6G74 throttle cable. (18/10/25)**
   ix) Falcons may disconnect the spout wire from the distributor to the computer, allowing the timing to be locked.
   x) If using EF to AU manifold the flap inside the manifold may be open or closed or controlled by another device. (16/09/18)
   xi) **All other approved makes and models must comply with ALL general specifications & comply with ALL of the relevant tables listed that are make & model specific. (01/07/25)**

c) EFI cars to run standard size exhaust pipe **beyond the rear of driver's seat, then free thereafter. For sizes refer to Section6 EXHAUST SYSTEM. (18/10/25)**

d) All standard sensors must be fitted and be operating including fuel pressure regulator except oxygen, coolant and knock sensors. (01/07/18)

e) All engine components must be fitted (air cleaners etc)

f) Engine specifications as in all other engines.

g) Header tanks for fuel pumps not allowed.

h) **Adjustable fuel pressure regulators allowed. (01/07/25)**

i) Rev limiter to remain OEM.

j) No adjustable potentiometers within the cabin area. (01/07/21)

2. ***The following are specific items relating ONLY to models produced with OEM Fuel injection: -***

a) Standard size OEM injectors are to be used as per Table 6 Injectors on Page 25. Inside diameter not to be increased or decreased. (16/09/18)

b) Any passenger car fuel pumps only are permitted. Bosch 044 fuel pump allowed. Fuel pump must be fitted with engine monitoring relay to stop fuel pump running when engine stops. Fuel pumps to be mounted in the boot area. (12/10/15)

c) A flexible fuel line section must be fitted within 75mm of fuel tank and all fuel lines to be securely fixed in position.

d) Barbed fitting of the correct size must be used in conjunction with screw type clamps when connecting flexible fuel line. (Genuine SAE R6 fittings and hose exempt)

e) Neoprene, reinforced plastic, or black fuel line may be used. OEM type Bundy steel tubing may be used through the car or under the car. Flexible fuel lines can pass through the cabin area. 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. (01/07/2020)

f) Flexible fuel line can pass through the cabin area, must be one piece, fuel tap not permitted. (17/08/15)

g) High pressure lines are to be high pressure hose and fittings.

h) If a return line is used, it must be fitted with a one-way valve, at the fuel tank, the fuel pressure regulator is the only restriction permitted. (17/08/15)

i) Computer control units are restricted, If the OEM unit includes ignition, must perform this function.

j) Size of throttle body to be OEM type and size for model being used and to be standard in INTERNAL and external appearance. (No machining or alteration permitted)

k) Checks will be on fuel and OEM equipment. Any modification to throttle body or butterfly is not permitted.

l) Non-OEM fuel injection not permitted. Forced induction not permitted.

m) Return springs must be fitted to each butterfly shaft (inbuilt springs accepted),

n) A standard air box for make or pod filter to be used.
- OEM air box and air flow meter maybe in the cabin or moved under the bonnet.
- Air box inlet to be shrouded from the driver in the cabin.
- Air box must be under the bonnet with passenger in the car.

All pod filters are to be under the bonnet and may be fitted to the throttle body. (01/07/18)

o) ADDITIVES into the combustion chamber/s of additives, either in solid, liquid or gaseous form, (e.g. nitrous oxide) by any means is expressly forbidden.

4.2 ENGINE: CARBURETTOR CONFIGURATION

a) Not more than one carburetor as originally fitted.

b) Refer Carburetor Listing in Rear of Manual or use one only $1^{7}/_{32}$" Stromberg carburetor with 25mm maximum adaptor.

c) For all cars the carburetor is to be OEM standard or Stromberg option, including venturi size, except that an adjustable main jet may be used; the choke butterfly and shaft must be in-place; float bowl position relative to engine, as in original vehicle.

d) That any use of upper Cylinder lubricant via carburetor or vacuum system is non-compliant. Any vehicle found with these types of systems will be deemed non-compliant. (01/07/2020)

e) A return spring MUST be fitted to each throttle shaft of the carburetor. (In-built springs acceptable).

f) Air cleaner is to be of a passenger car type not a sports option. A pod type air filter in front of the standard air filter is accepted, but the standard filter must remain.

5. BATTERY AND ELECTRICAL SYSTEM

a) Battery to be securely mounted in a box or steel frame secured to roll cage or bar-work.

b) All batteries and terminals are to be covered with non-conductive cover if the battery is in cabin area to

prevent spillage.

c) Batteries mounted within the cabin area are to be held down by angle mild steel or aluminum frame minimum 25x25x3mm both top and bottom. (01/07/23)

d) Regardless of the location, the battery will be mounted with a minimum of 2 x 8mm bolts or rods. (01/07/23)

e) The maximum size battery permitted is N70ZZ and one only permitted. (01/07/16)

f) Suitable grommets must be fitted where electrical cables pass through metal firewalls.

g) At the commencement of a meeting the car must be capable of starting with starter motor.

h) An engine 'KILL' switch, suitably marked for method of operation should be of lever/twist type, located centrally and forward of the windscreen mesh. This switch must isolate the battery, and any other electrical item. E-stop type switches that utilise a rotating release function are permitted and are highly recommended. (12/01/24)

i) Electrical switches NOT to be mounted through the floor.

j) Electrical wiring not to be attached to fuel lines.

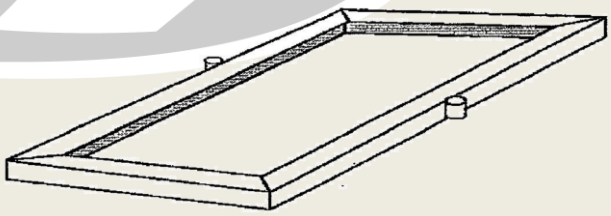
k) All electric fuel pumps to be controlled by an engine monitoring relay, to stop fuel pump running when engine stops.

l) The use of data logging dashes be permitted. Traction control is STRICTLY PROHIBITED. (01/07/21)

m) Auxiliary Equipment: e.g., charging system etc., to be as per base model.

Fig. 8

BATTERY CLAMP/HOLD DOWN FRAME



FRAME: 25 X 25 X 3mm ANGLE IRON

6. EXHAUST SYSTEM

a) Exhaust Manifold - to be "base model" standard. **EXCEPTION Mitsubishi 6G75 may use 6G74 or 6G75 exhaust manifold. N**o coating or alteration of manifold permitted. The remainder of the exhaust system is free (except EFI) provided that it has not more than one outlet pipe, it is vented to the side or the rear of the vehicle behind the driver and does not protrude beyond the body line. **(18/10/25)**

b) Internally ducted exhaust system if used shall vent through the body not higher than 100mm above the door sill panel, and to finish flush with the door panel.

c) Driver to be suitably insulated from exhaust system. Insulation and firewall sheeting not to exceed 150mm above the drive shaft tunnel. Sheeting to cover exhaust to be within 50mm of exhaust, no other extra sheeting allowed in cabin area.

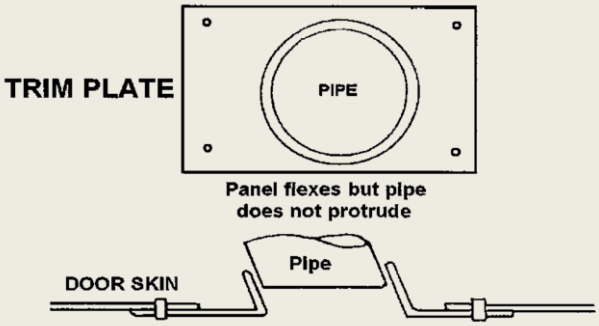
d) If the exhaust system is under the floor, safety chains will be fitted to the front and the rear of the exhaust pipes and attached securely to the floor pan or sub-frame.

e) The muffler/s must be securely attached to the vehicle.

f) NOISE must be within the local requirements, recommended max. 95 D.B.A.

g) EFI cars to run standard size exhaust pipe; 4 litre Falcon – maximum 63.5mm. V6 Commodore may have two pipes maximum 51mm each. **V6 Magna/380 may have tow pipes maximum 54mm each.**Must be fitted beyond rear of driver's seat, then free from there. **(18/10/25)**

Fig. 9



7. COOLING SYSTEM

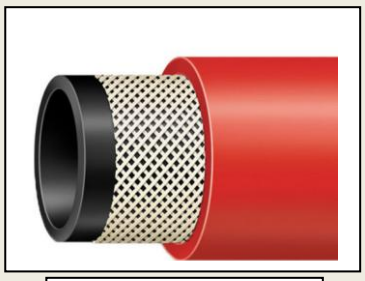
a) Front Radiator, if used, to remain in the original position. Different types of passenger car radiator may be used if it is in the same position as original, (fitted in same hole without enlargement) and does not protrude through the body work. Radiator can be converted to cross flow or vice versa. (01/07/2020)

b) Welded steel protection mesh of 25mm minimum opening and 5mm maximum thickness may be used on both sides of the radiator. Mesh area to be not larger than radiator area. (01/07/23)

c) Rear radiator to be rearward of roll cage main hoop mounted in the rear cabin area but the top section of the radiator must not obstruct vision through the upper half of the rear window. If radiator is mounted against rear firewall, it shall be against the firewall in total with the core forming part of the firewall.

d) Cooling system to have a manual pressure relief not push-button. Tap to be fitted with a hose to direct stream to the ground.

e) Cabin Mounted Radiators:
   (i) Cabin mounted radiators that are of a crimped-on plastic tank or Copper soldered construction MUST have BOTH tanks covered to protect driver and others in event of tank becoming dislodged or damaged.
   ii) 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.
   iii) All radiators MUST have a radiator cap completely covered.
   iv) Water spray bars or jets are NOT permitted.



Ortac type hose

f) The cabin mounted radiator is not to be shrouded to direct air into the radiator nor can the boot area be vented to let air out.

g) Pipes leading to the radiator are to be one of the following.
- steel,
- aluminum,
- copper material,
- Non-conductive reinforced Ortac type hose,
- PTFE Hose.

All cabin internal pipes are to be ducted or lagged with suitable material.
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. (01/07/2020)

h) Pressure relief taps or caps to be fitted to both radiators

i) Cabin mounted cooling fans are to be fitted with guards.

k) Engine Fan – Optional

l) Electric Fans are permitted.

m) Electric water pumps are NOT permitted. (01/07/2020)

8. TRANSMISSION/DRIVELINE

a) Ratios are optional but must be from the same make or optional model.

b) Gearbox to be Holden in Holden and Ford in Ford.

c) Clutch Assembly to be of the standard replacement for the model gearbox being used.

d) All cars must fit a Scatter-shield: To be a min. 3mm steel or 5mm alloy x150mm wide and must cover the upper 180 degrees or in the case of a FWD car the 180 degrees to the rear of the bell housing and be securely attached to the bell housing or firewall in engine bay or front firewall in cabin to protect the driver's feet and legs from a clutch explosion.

e) Aftermarket bell housing permitted.

f) Tail shaft/s must be fitted with 360º hoops at front and rear.
   (i) Tail Shaft Loops — Steel strap minimum. 40x3mm FMS or 6mm chain or 6mm wire rope to be SECURELY fitted around the front and the rear of the tail-shaft within 150mm of universal joints to prevent the tail-shaft and or shafts from dropping in an event of breakage.
   (ii) If wire cable/chain is used the top/upper section (180º) 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. The wire cable/chain is to be retained securely on the 40x3mm FMS. (01/07/2021)
   (iii) If there is a joint in the middle of the tail shaft a third tail shaft loop will be required. (01/07/21)

g) Conversion of two-piece tail-shaft to one piece and vice versa is permitted. (Additional tail-shaft hoops required for two pieces.)

h) REAR AXLE BEARING RETAINING RINGS: If using a rear axle assembly not fitted with floating axles, a new retaining ring must be fitted as a replacement for a bearing or axle. Ring must be an interference fit with the axle. When in place the retaining ring is to be tack welded to the axle using small diameter low hydrogen rod on low amperage or MIG welded. Failure to observe this procedure will incur a penalty, especially if an axle is dislodged. (Safety Declaration) Where a particular axle has a proven failure record, conversion to a stronger axle may be required.

i) Differential - Must be locked. Ratios may be altered if the crown wheel and pinion only are changed. Housing to be from original model, not a complete differential from another model. Differential pinion angle to remain O.E.M., standard for make and model. The use of either of the top two differential mounting positions may be used in EL or AU Falcon. Cast iron diff hats, mass produced are permitted.

9. STEERING

a) Steering must be standard. Modifications not permitted except for the replacement of LC/LJ rack with LH/LX rack. (Originals not available)

b) Steering must be in good condition. All steering joints to have locking devices fitted. i.e. split pinned, lock nut etc. (01/07/23)

c) Pedal position must remain in its original position. In later models which were 'fly by wire' the accelerator pedal is to remain in original position. (01/07/19)

d) Original or fabricated steering shaft must pass through a loop of 12mm diameter. Steel rod or self-aligning bearing welded or bolted to the roll-cage dash bar.

f) Power steering optional – power steering racks and boxes to be O.E.M and in their original position. All rack mounts to remain O.E.M. **A fabricated mount using the original mounting holes to replace the original mount may be fitted to the left side of the steering rack to prevent the rack from moving sideways. (01/07/25)**

g) The hoses and mounting position of pump is optional. Pulleys are optional. Power steering reservoir may be fabricated to a maximum 800ml, and coolers recommended. Mechanical belt driven pumps only permitted. All power steering components remain under the bonnet e.g., hoses, reservoirs, and coolers.

h) The standard diameter steering wheel for the model must be used. Centre of the steering wheel to be padded. Removable steering wheel mandatory. (01/07/21)

h) Steering from lock to lock to remain O.E.M. for make and model.

i) To reduce thumb and wrist injuries, the use of "PAW SAVER" type disc steering wheel is permitted.

10. SUSPENSION

a) An SSA Inc Street Stock race car must use a complete metal body with suspension mounting points in original position and being used.

c) Suspension mounting points are defined as:
- i) mounting points of suspension arm either end.
- ii) shock absorber, either end
- iii) strut either end; or
- iv) springs either end

d) The use of jacking or other adjustments NOT permitted.
Shock Absorbers/Strut Inserts:
- i) Standard replacement units only.
- ii) No external adjustment/adjusters, e.g., no external reservoir/canister type, or externally gas pressure adjustment, (e.g., increase/decrease gas pressure).
- iii) No competition, after-market derivatives. E.g., AFCO, Pro. Shock absorbers/ strut inserts must be standard replacement, listed in the catalogue for the model, and readily available from automotive parts suppliers, e.g., Repco, Auto Pro etc. Mounting ends remain original.
- iv) Fitment of Bilstein front shock absorbers in VR onward Commodores: The top swaged section of the OEM housing may be removed, a new insert fitted and retained by welding the collar supplied to the top of the housing.
- v) Fitment of Koni shock absorbers: The top swaged section of the OEM housing maybe removed, and a new insert bolted through the bottom.

During the life of this manual, a controlled shock absorber may be implemented.

e) Measuring of coil springs: Spring coil outer diameter to be the same as original spring. Maximum coil spring wire diameter – 18mm.

f) Suspension – to remain visually standard except for the strengthening of front lower control arms in XD-XF Falcons, using one only 300mm x 12mm solid rod, stitch welded along each side of control arm. Standard size anti roll bars if used must be fitted in their original positions. Adjustable suspension arms, Panhard rod / watts linkages etc are not to be used. Independent rear suspension is acceptable

if option for the model.

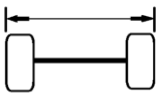
g) Strut brace between the towers permitted.

h) The use of front and rear aftermarket caster and camber kits are permitted for model of car. To be fitted without any modification. (01/07/18)

i) Rear K Frames to be OEM for make and model e.g., no Ford Territory K Frames in FG Falcons. No strengthening of K Frames permitted. One K Frame mounting point may be repaired by welding washers in original position (16/09/18)

j) The practice of stacking OEM spring perch rubbers is permitted. (01/07/24)

Fig 10

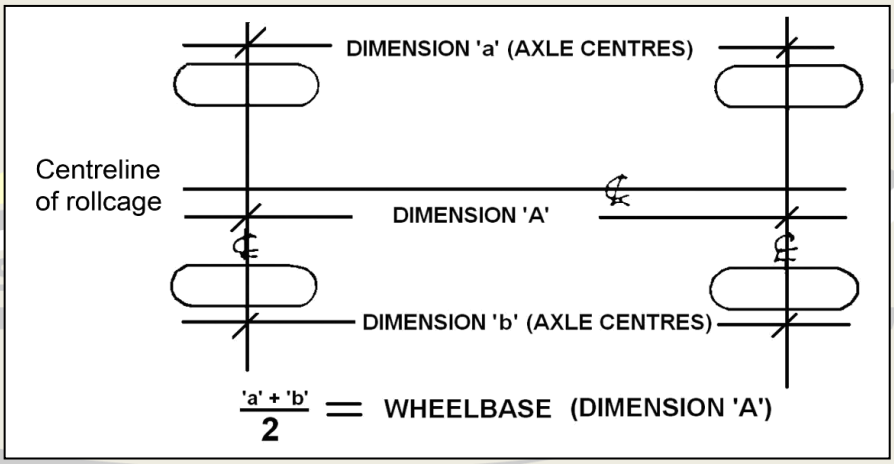


11. WHEEL TRACK

Original track plus 15mm maximum is allowed. Measured from the outside of one rim to the outside of the opposite rim. (Wheel/tyre measured at stub axle height and averaged front and back) Measurements (Table.7) includes 190mm for measurement (180mm rim width and 10mm rim thickness) – to accommodate SSA wheel track measuring tool. (01/07/18)

12. WHEELBASE

Original, within 1% ABSOLUTE



Method of measuring wheelbase shall be with each front wheel pointing straight ahead. Measure distance from front axle centre to rear axle centre on each side of vehicle. Add dimensions for left and right and divide by 2, allowable tolerance is +/- 1%.

13. WHEELS

a) Maximum rim width 180mm. All wheels must be steel or alloy construction. (01/07/16)

b) Maximum rim diameter 16" for all cars. A combination of rim diameters may be used. (01/07/18)

k) Alloy or Mag wheels may be used but must be of one-piece construction.

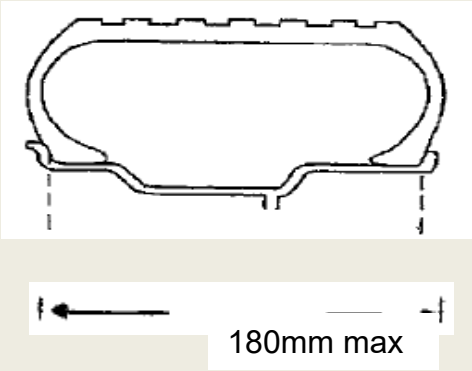
l) Composite type wheels NOT acceptable. Composite wheel means wheels made of different materials. E.g., 3-piece alloy wheels are not classed as composite wheels.

m) The use of wheel spacers are not permitted.

n) Wheel nuts/studs must not protrude past the outer face of the wheel when measured from bead to bead. Correct matching nuts must be used. (01/07/23)

o) Custom made offset wheels NOT permitted.

Fig 11



14. TYRES (01/07/2020)

GENERAL

a) Tyres be in good condition.
b) All manufacturer's markings to be visible on side wall.
c) Grooving of tyres is permitted.
d) Safety inner tubes permitted.
e) Any type of lubrication (Grease or oil etc) is not permitted on tyre side walls. (01/07/17)
f) Tyre shine type cosmetic products are permitted for application to side wall only.
g) The compliance of any permitted tyre can be reviewed at any time.

PERMITTED TYRES

a) Road Legal radial tyres.
b) Maximum side wall making width 215.
c) Maximum speed rating 'H '. Re-treaded tyres may have maximum speed rating 'V'
d) Tread wear rating of 220 and above as marked on side wall. Tyres with no tread wear marking may be used provided they meet all other specifications listed.
e) The tyre must have been listed or is listed in a road tyre section of the manufacturer's tyre catalogue and have been commercially available.
f) Road legal re-treaded tyres. Tyres must have the correct remoulder's speed rating etc and be legible as per AS 1973-1985.

NON-PERMITTED TYRES

a) Racing tyres.
b) Tyres that are road legal for use on Australian roads that have been designed and marketed for motorsport/competition use.

IF IN DOUBT, PLEASE SEEK CLARFICATION FROM SSA INC TECHNICAL COMMITTEE

15. BRAKES

a) Foot operated O.E.M hydraulic brake system to remain standard and to operate correctly on all 4 wheels and be effective at race speed.

b) Brake isolation switch/s or drilled / lightened or slotted disc rotors are not permitted.

c) The use of brake bias adjustment is not permitted.

d) A.B.S. Braking systems not allowed. Where A.B.S. only is fitted it must be converted to non-A.B.S system.

16. FUEL

THE USE OF COOLING SYSTEMS FOR FUEL IS NOT ALLOWED. Refer to Section 17 Fuel tank and Fuel System (01/07/23)

<u>All cars are to comply to the following fuel specification.</u>

Petroleum (01/07/18)

a) Must be supplied from a commercial outlet, via a multi volume network available to the public obtained through a bowser pump.
b) Multi volume PULP fuel varieties such as Shell V-Power, Caltex Vortex, and BP Ultimate etc are permitted ONLY.
c) Only Fuel that has a maximum Octane (RON) of 98 are permitted.
d) Only Fuel that has a maximum Specific Gravity or density of 0.775 is permitted.
e) Fuels sourced from a refinery or depot supplied fuels that are different or superior quality are NOT permitted.
f) Ethanol or Ethanol Blend fuels such as E10 and E85 are NOT permitted.

g) Blending of Ethanol based fuels with PULP fuels is NOT permitted.
h) The use of exotic or unleaded racing type fuels, such as ELF and or additives that improve fuel quality or increase octane (RON) are not permitted.

DEFINITION – RON = RESEARCH OCTANE NUMBER

Fuel shall be tested as per the SSA Inc. policies and procedures.

17. FUEL TANK and FUEL SYSTEM

a) The original tank is to be removed.

b) Fuel tank may be fabricated – All metal tanks to be constructed of min 1.0mm steel or min. 3.0mm aluminum. - Maximum capacity 8 US Gallons 30.28 litres. (17/09/22)
Jerry can or boat fuel tank must comply with the above metal thickness. Maximum capacity 8 US Gallons 30.28 litres. (17/09/22) Plastic marine tanks accepted.

d) Proprietary Fuel cells are highly recommended. When using a proprietary fuel cell, e.g., RCI. The pickup supplied in the side or bottom should be used. Plastic fuel tanks fitted with a metal filler ring must be fitted with anti-static earth wire. A fuel tank that is marketed as an 8 US Gallon tank is accepted. (01/07/23)

e) 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 body. (01/07/2020)

f) Fuel tank must not be mounted using brackets welded to the fuel tank. Fuel tank is to be isolated from the driver by a minimum 0.9mm metal firewall. If using a proprietary fuel cell, it must be mounted against rear firewall and may protrude past rear wheel arch and must be mounted in a cradle. The minimum strap size to be 25x3mm FMS. For all cars that do not have an OEM firewall to separate the fuel tank from the driver – the fuel tank must be fully enclosed – this includes the base as well as the sides and top. (14/09/19)

f) Fuel tank area must be accessible for scrutineering.

g) Tank must have a non-spill breather pipe passing through a hole in the floor away from the exhaust system.

h) All fuel tanks may be covered/wrapped in insulation material product such as heat mat/wrap to deflect heat. This must be removable for inspection/testing when requested. (01/07/23)

i) Pick up and breather pipes to enter top, bottom, or side of tank. Except proprietary Fuel Cells. (17/09/22)

j) Fuel line/pipe from fuel tank to engine, is to have a flexible section close to the tank, and to be securely fastened. Must be fitted with a driver operated tap, except EFI and to be suitably marked ‘FUEL’ and the tap positions “ON/OFF”.

k) The original fuel system may be used, or Neoprene, reinforced plastic or black fuel line may be used. OEM type Bundy steel tubing may be used through the car or under the car. Flexible fuel lines can pass through the cabin area. 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. (01/07/2020)

l) The use of cooling systems for fuel is not allowed.

m) A flexible fuel line section must be fitted within 75mm of fuel tank and all fuel lines to be securely fixed in position.
   i) Barbed fittings of the correct size must be used in conjunction with screw type clamps when connecting flexible fuel line. (Genuine SAE R6 fittings and hose exempted). Neoprene, reinforced plastic, or black fuel line may be used.
   ii) OEM type Bundy steel tubing may be used through the car or under the car.
   iii) Flexible fuel lines can pass through the cabin area. High pressure lines are to use high pressure hose and fittings.
   iv) The fuel line to the engine must be fitted with a quick action NON-LEAK fuel tap or valve in working order – Carburettor cars only.
   v) The fuel tap, actuator or switch is to be mounted within easy reach of driver and crash crew, and clearly marked "FUEL" and the positions ON/OFF. Solenoid valves or remote mounted fuel taps are permitted.
   vi) If a return line is used, it must be fitted with a one-way valve.

n) Electric fuel pumps must be wired with an independent earth. The pump MUST be controlled by the 'KILL' switch and by an engine monitoring relay. Fuel pump and filter/s must be mounted as far forward as possible and mounted to the fuel tank cradle for protection. (01/07/23)

o) Fuel lines passing through cabin area are to be secured and isolated from electrical wiring and be positioned in such a manner so as potential damage is avoided. (01/07/2020)

p) **Fuel tank protection must be fitted if boot and fuel tank area altered from OEM.** Fuel tank protection bar must be constructed of minimum 38x3mm CHS or 40x40x3mm RHS with 25x3mm CHS OD MINIMUM angled brace bars to be fitted on each side and be mounted to bar work 25mm clear all-around tank and filter, projecting a line from the rear wheel centre to the bar. (24/11/18 **& 01/07/25)**

18. TABLES

TABLE 1. LIST OF APPROVED/ACCEPTED MAKES/MODELS – if the car you are interested in is not listed here you must make application for inclusion – prior to commencing building – your car may not be automatically accepted. Click Here

CHRYSLER/MITSUBISHI	**FORD**
Magna V6 6G74 TF-TH-TJ-TL-TW (01/08/21)	Cortina TD-TE-TF
Mitsubishi DB 380 Series 1-3 10/05-03/08 (01/07/24)	Falcon XC-XD-XE-XF
	Falcon EA-EB-ED-EF-EL-AU-BA-BF-FG-FGX
NISSAN	
Skyline R31	
HOLDEN	
Commodore VB-VK-VL	
Commodore VN-VP-VR-VS-VT-VY-VZ-VE-VF	
Torana LC-LH-LX-LJ	

TABLE 2 ENGINE LIST FOR VEHICLE MODEL

Maximum Capacity Engine

HOLDEN	ENGINE
LC Torana	186
LJ Torana	202
LH – UC Torana	202
VB Commodore	202 Red
VC-VK Commodore	202 Blue or 3.3
VL Commodore	RB30 or 3.3
VN-VR Commodore	3.3 or series 1 and 2 V6
VS-VY Commodore	3.3 or series 1, 2 and Ecotec
VZ Commodore	3.3 or series 1, 2 and Ecotec
VE Commodore	3.3 or series 1, 2 and Ecotec
VF Commodore	3.3 or series 1, 2 and Ecotec
FORD	**ENGINE**
TD Cortina	200
TD Cortina	250 crossflow cast iron head or log head
TE-TF Cortina	250 cross flow alloy head
XC-XD Falcon	250 crossflow cast iron head
XE-XF Falcon	250 crossflow alloy head
EA Falcon	250 or 3.9
EB-EL Falcon	250, 3.9 or 4lt
AU-BA-BF Falcon	250, 3.9, 4lt or AU 4lt
FG-FGX Falcon	250, 3.9, 4lt or AU 4lt
MITSUBISHI - CHRYSLER	**ENGINE**
Magna TF-TH-TJ-TL-TW (01/08/21)	V6 6G74
Mitsubishi DB 380 Series 1-3 (01/07/24)	V6 6G75 – 3.8 litre SOHC
NISSAN	**ENGINE**
Skyline R31	RB30 Nissan Skyline

Note: VZ Commodore onwards only to use up to VY Ecotec engine – refer to Section 4.1
Note: BA Falcon onwards only to use up to AU Falcon engine – refer to Section 4.1

TABLE 3 BORE & STROKE

TYPE OF CAR	STANDARD BORE	STANDARD STROKE
HOLDEN		
LJ Torana 202	92.07	82.55
LJ Torana 186	92.07	76.20
Commodore 202	92.07	82.55
Commodore RB30	86.00	85.00
Commodore V6	96.52	86.36

TYPE OF CAR	STANDARD BORE	STANDARD STROKE
FORD		
4.1 Litre	93.47	99.31
3.9 Litre	91.86	99.31
4.0 Litre	92.26	99.31

TYPE OF CAR	STANDARD BORE	STANDARD STROKE
MITSUBISHI		
Magna V6 3.5 Litre	93.00	85.80
Mitsubishi DB 380 Series 1-3 (01/07/24)	95mm	90mm

TYPE OF CAR	STANDARD BORE	STANDARD STROKE
NISSAN		
Skyline R31	86.00	85.00

TABLE 4 VALVE SIZES

TYPE OF CAR	INTAKE VALVE SIZE	EXHAUST VALVE SIZE
HOLDEN		
LJ Torana 202	38.10	32.50
LJ Torana 186	38.10	32.50
Commodore 202	41.25	36.00
Commodore RB30	42.10	35.10
Commodore V6	43.40	37.80
Commodore Ecotec VS	45.50	38.50
Commodore Ecotec VT onwards	46.63	38.74

TYPE OF CAR	INTAKE VALVE SIZE	EXHAUST VALVE SIZE
FORD		
4.1 Litre up to Falcon XE	44.00	38.20
XF Falcon	45.70	38.20
Falcon 3.9 Litre	47.00	39.00
Falcon 4 Litre	47.00	39.00
AU Falcon	47.00	41.00
Cortina 250 ci	44.00	38.20

TYPE OF CAR	INTAKE VALVE SIZE	EXHAUST VALVE SIZE
MITSUBISHI		
Magna V6 6G74 TF-TH-TJ-TL-TW (01/08/21)	35.00	30.50
Mitsubishi DB 380 Series 1-3 (01/07/24)	36.5mm	32mm

TYPE OF CAR	INTAKE VALVE SIZE	EXHAUST VALVE SIZE
NISSAN		
Skyline R31	42.10	35.10

TABLE 5 CARBURETTOR LIST

MAKE and MODEL OF CAR	CARBURETTOR PERMITTED
Torana (except HB) inc 3.3 “Red”	Single Throat Stromberg
Commodore includes 3.3. “Red”	Single Throat Stromberg
Commodore 3.3 “Blue”	Varijet 11
Commodore 3.3 “Black”	Varijet 11
Cortina TD 6 cyl. Non cross flow	Single Throat Stromberg
Cortina TD-TE-TF Cross Flow	Single Throat Stromberg
Falcon XK-XB all engines non cross flow	Single Throat Stromberg
Falcon XC-XD cross flow	Single Throat Stromberg
Falcon XE - AU 3.3 or 4.1	Weber 34ADM

TABLE 6 THROTTLE BODY - *Butterfly ID is to be measured parallel to throttle shaft.*

MAKE	THROTTLE BODY OUTER SECTION I.D.	BUTTERFLY SECTION I.D.
HOLDEN		
VK Commodore	68mm	65mm
VL Commodore	64mm	54mm
VN – VR Commodore	72mm	60mm
VS – VY Commodore	72mm	64mm

MAKE	THROTTLE BODY OUTER SECTION I.D.	BUTTERFLY SECTION I.D.
FORD		
XF Falcon	70mm	64mm
EA – AU Falcon	64mm	64mm

MAKE	THROTTLE BODY OUTER SECTION I.D.	BUTTERFLY SECTION I.D.
MITSUBISHI		
Magna V6 6G74	66mm	65mm
Mitsubishi DB 380 Series 1-3 (01/07/24)	66mm	65mm

MAKE	THROTTLE BODY OUTER SECTION I.D.	BUTTERFLY SECTION I.D.
NISSAN		
Skyline R31	64mm	54mm

TABLE 7 COMPUTER AND INJECTOR LIST

NOTE: *All commodore engines after VP are to use VP computer*
NOTE*: All Falcon engines after EA to use Ford Computer*
NOTE: **Mitsubishi Magna TF onwards to use Magna Computer. Falcon or Commodore computer can be used until 01/07/2026.**
NOTE: 380 to use Magna computer (01/07/25)

COMPUTERS

CAR TYPE	COMPUTER	COMPUTER BRAND	COMPUTER NUMBER
HOLDEN			
VK Commodore	550803	BOSCH	0280001305
HOLDEN	IGM206		
VL Commodore	550805	BOSCH	9260060002
HOLDEN	IGM112		
VN-VP Commodore	550801		
HOLDEN	1227808		

CAR TYPE	COMPUTER	COMPUTER BRAND	COMPUTER NUMBER
FORD			
XF Falcon	550703	FORD	84DA12A650MA
	550705	FORD	86DA12A650BA
EA Falcon	550706	FORD	87DA12A650C CFI only
EA Falcon onwards (01/07/2020)	550706	FORD	87DA12A650A/87DA12A650B
			87DA12A650D
	550707	FORD	90DA12A650A/90DA12A650B

CAR TYPE	COMPUTER	COMPUTER BRAND	COMPUTER NUMBER
NISSAN			
Skyline R31	550805	BOSCH	9260060002

CAR TYPE	COMPUTER	COMPUTER BRAND	COMPUTER NUMBER
MITSUBISHI			**MD360205 (01/07/25)** **MD362395 (01/07/25)** **MR507993 (01/07/25)** **MR560273 (01/07/25)** **MR561788 (01/07/25)** **MR988066 (01/07/25)** **MR988722 (01/07/25)** **MR988726 (01/07/25)**
Magna V6 6G74 3.5lt TF-TH-TJ-TL-TW (01/08/2021)	**May use Magna computer. (01/07/25) Competitors already using an approved Falcon or Commodore computer may continue to do so up until 01/07/26.**		
Mitsubishi DB 380 Series 1-3 (01/07/24)	**Can only use Magna Computer listed in the Tables. Conversion to Magna Distributor must also be completed. 380 can not use Falcon or Commodore computer. (01/07/25)**		

STANDARD FITMENT FUEL INJECTORS

CAR TYPE	FUEL INJECTOR
HOLDEN	
VN Commodore Series 1	0280150901 195 14.5
VN/P/R Commodore Series 2	0280150960 200 14.5
VS Commodore Ecotec	0280150973 203 12.0
VT/VX/VY Commodore	0280155777 200 12.0

CAR TYPE	FUEL INJECTOR
FORD	
XF Falcon Leaded fuel	0280150203 200 16.2
XF Falcon Unleaded	0280150726 204 14.5
EA/EB Falcon CFI	0280150065 812 1.3
EA-EL Falcon Multipoint	0280150736 199 or 0280150790 199 15.9
AU Falcon	0280155844 200 14.5

CAR TYPE	FUEL INJECTOR
NISSAN	
Skyline R31	0280150105 (01/07/23)

CAR TYPE	FUEL INJECTOR
MITSUBISHI	
Magna V6 6G74 3.5lt TF-TH-TJ-TL-TW (01/08/21)	CDH275 (01/07/23)
Mitsubishi DB 380 Series 1-3 (01/07/24)	Bosch OEM CDH275 or HDB305F

TABLE 8 DIMENSIONS

*These are maximum measurements including 15mm absolute tolerance for track. These measurements are outside to outside of rim, maximum measurements measured at stub axle height. Measurements include a 190mm allowance to accommodate the SSA Wheel Track measuring tool. (01/07/17)

**Method of measuring wheelbase shall be; with each front wheel pointing straight ahead. Measure distance from front axle centre to rear axle centre on each side of vehicle. Add dimensions for left and right and divide by 2, allowable tolerance is +/- 1%.

MODEL	WHEELBASE STANDARD	**WHEELBASE MINIMUM/MAXIMUM	*FRONT TRACK MM	*REAR TRACK MM
HOLDEN		***Updated 01/07/2020***	Updated 01/07/17	Updated 01/07/17
LJ Torana	2540	2515 / /2565	1521	1495
LH/LX Torana	2586	2565 / 2627	1605	1577
VB-VK Commodore	2668	2641 / 2695	1656	1622
VL Commodore	2668	2641 / 2695	1656	1638
VN Commodore	2731	2704 / 2758	1656	1683
VP Commodore	2731	2704 / 2758	1656	1683
VR-VS Commodore	2731	2704 / 2758	1696	1696
VT-VY Commodore	2788	2760 / 2816	1774	1792
VZ Commodore	2789	2761 / 2817	1774	1782
VE Commodore	2915	2886 / 2944	1807	1823
VF Commodore (01/07/18)	2915	2885 / 2944	1807	1823

MODEL	WHEELBASE STANDARD	**WHEELBASE MINIMUM/MAXIMUM	*FRONT TRACK MM	*REAR TRACK MM
FORD		**Updated 01/07/2020**	Updated 01/07/17	Updated 01/07/17
TD Cortina	2578	2552 / 2604	1627	1627
TE Cortina	2578	2552 / 2604	1631	1631
TF Cortina	2578	2552 / 2604	1631	1631

XD Falcon	2818	2790 / 2846	1764	1732
XE Falcon	2818	2790 / 2846	1764	1732
XF Falcon	2829	2801 / 2857	1755	1730
EA Falcon	2794	2766 / 2822	1751	1738
EB- ED Falcon	2794	2766 / 2822	1759	1738
EF – EL Falcon	2791	2763 / 2819	1771	1752
AU Falcon	2793	2765 / 2820	1771	1752
BA-BF Falcon	2829	2801 / 2857	1758	1776
FG / FGX Falcon (20/10/19)	2838	2810 / 2866	1788	1803

MODEL	WHEELBASE STANDARD	**WHEELBASE MINIMUM/MAXIMUM	*FRONT TRACK MM	*REAR TRACK MM
MITSUBISHI		**Updated 01/07/2020**	Updated 01/07/17	Updated 01/07/17
Magna TF-TH-TJ-TL-TW (01/08/21)	2722	2695 / 2749	1750	1740
Mitsubishi DB 380 Series 1-3 (01/07/24)	2750mm	2723 / 2778mm	1775mm	1775mm

MODEL	WHEELBASE STANDARD	**WHEELBASE MINIMUM/MAXIMUM	*FRONT TRACK MM	*REAR TRACK MM
NISSAN		**Updated 01/07/2020**	Updated 01/07/17	Updated 01/07/17
Skyline R31	2615	2589 / 2641	1639	1615

TABLE 9 TYRE RATINGS

Tyres - Radial only. 215mm maximum width (on sidewall markings).
Speed rating H maximum. E.g., 215/60/R or 215/75/15H.

TYRE RATINGS	SPEED RATING	TYRE RATINGS	SPEED RATING
A1 – A8	5-40 kmh	M	130 kmh
B	50 kmh	N	140 kmh
C	60 kmh	P	150 kmh
D	65 kmh	Q	160 kmh
E	70 kmh	R	170 kmh
F	80 kmh	S	190 kmh
G	90 kmh	T	200 kmh
J	100 kmh	U	200 kmh
K	110 kmh	H	210 kmh
L	120 kmh		