

SPEEDWAY SEDANS AUSTRALIA INC.

PO Box 163
Holden Hill SA 5088



Web Site Address: www.speedwaysedans.com

Chief Executive Officer: Greg Lynd

Secretary: Beckie Jones

Phone: 0407 055 152

Phone: 0448 914 480

Email: ceo@speedwaysedans.com

Email: office@speedwaysedans.com

Release - 12 February 2015

Street Stock Technical Specification Release

Please be advised that the following Street Stock Technical Clarifications and specific rule changes have been accepted and will be implemented accordingly.

CLARIFICATION – immediate implementation

Commodore Coils

The use of MSD coils is not allowed. V6 commodore must run a standard coil or standard replacement, not a performance coil.

CLARIFICATION – immediate implementation

Engine and Auxiliary Equipment

No forged pistons permitted. No flat top pistons permitted unless OEM in base model e.g. Magna

Specification to read:

Refer Australia Standards "AS4182-1994 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

Suspension / Steering

All Commodore front shocks absorbers to have a maximum shaft diameter of 25mm where visible.
To be implemented 1st July 2015.

Specification to read:

Shock Absorbers / Strut Inserts:

Standard sealed replacement units only. No external adjustment/adjusters. E.g. no external reservoir/canister type or externally gas pressure adjustment. (e.g. increase/decrease gas pressure). No competition aftermarket 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, Autopro etc. Mounting ends to remain original. **All Commodore front shock absorbers to have a maximum shaft diameter of 25mm where visible.** During the life of this manual a controlled shock absorber may be implemented.

Fitment of KONI Shock Absorbers

"The top swaged section of the OEM housing maybe removed and a new insert bolted through the bottom".

The above additional wording has also been added to this paragraph:

Shock Absorbers / Strut Inserts:

Standard sealed replacement units only. No external adjustment/adjusters. E.g. no external reservoir/canister type or externally gas pressure adjustment. (e.g. increase/decrease gas pressure). No competition aftermarket 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, Autopro etc. Mounting ends to remain original. All Commodore front shock absorbers to have a maximum shaft diameter of 25mm where visible. **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.

Modification to Steering Shaft

"Delete the word column and add the word fabricated".

Specification to read:

Original or fabricated steering shaft must pass through a hoop of 12mm diameter steel rod or a self aligning bearing welded or bolted to the roll cage dash bar.

Sump Modifications – VE Commodore and FG Falcon

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

Delete wording, Ecotec engines in VE Commodores to use an SSA approved sump (eg. Castlemaine

Rod Shop sump).
Specification to read:

Engine and Auxiliary equipment

Late Model Cars may fit earlier engine or engine for model E.g. EA Falcon onwards may use 4.1 alloy cross flow engine or 4lt EFI engine. VN Commodore onwards may use Holden 6 cylinder in-line engine or V6 EFI engine. 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. Specification used for these engines will be based on engine model being used. No engines after AU or VY to be used. **VE Commodore and FG Falcon can fabricate a sump. It must be the same capacity and function as OEM sump for engine.** Others not included above must be approved by National Technical Committee prior to construction.

Engine approved for V6 Magna 6G74 3.5lt multivalve single cam per head. Must use approved Falcon computer and airflow meter may be replaced with Falcon map sensor to suit computer. Variable cam timing not permitted.

Electronic Fuel Injection

All Commodore computers sealed after **1st July 2015** are to be sealed with an ATFY Memcal only.

Specification to read:

1. E.F.I. is permitted to use the following restrictions:
 - a. SSA Inc approved and sealed ECU. All computers are to be sealed by Automotive Service Solutions only. **All Commodore computers sealed after 1st July 2015 to be sealed with an ATFY Memcal only.**
-

*Unless specified by an implementation date, all specification clarifications and changes are effective immediately.

Greg Lynd
CEO - Speedway Sedans Australia