

# A.S.C.F. SPECIFICATIONS

## INTRODUCTION

### 1. INTERPRETATION:

The Australian Saloon Car Federation Inc. shall direct the enforcement of these specifications in all aspects.

It shall be the sole authority for the interpretation of the specifications as contained in this book and any circularised amendments.

Specific decisions made by Federal/State/Zone Officers shall be subject to ratification by the Federal Technical Committee, after due notice of the decision and reasons have been given.

All enquiries must be directed to your local Club Scrutineer.

ASCF Inc. cars must only race with ASCF Inc. Registered cars, with ASCF Inc. Licenced drivers with ASCF Inc. approved Insurance

### 2. AUTHORITY TO EXCLUDE:

If an ASCF Inc Official determines prior to the race that the Race Car does not meet the applicable specifications, the car will not be allowed to compete unless, in the discretion of the official, the deficiency:-

- a. will not adversely affect the orderly conduct of the race.
- b. cannot be corrected in time prior to the qualifying heat/race for that event.
- c. will not provide the competitor with a significant competitive advantage over other competitors.
- d. is so insubstantial as not to warrant a determination that the car is ineligible to race.

If the Official permits the car to compete under these circumstances, the Official will advise the competitor in writing of the deficiency, and if the deficiency has not been corrected, the car will be prohibited from competing in any future event.

### 3. GENERAL

Specifications listed in this book are of a general nature only. If "IT" is not in the book, then it cannot be used.

Before constructing cars of unusual or unconventional design, full details are to be submitted in writing to the ASCF Inc Technical Committee via Club and State Secretary.

If requested, this submission shall be handled "CONFIDENTIAL", and approval or required modification before approval shall be given in writing to the applicant. A fee applies.

### 4. CONSTRUCTION:

Workmanship on race cars is to be of professional standard. All materials used must be of good quality.

Bolts are not to be used through structural tubing in the roll cage cabin area unless a welded sleeve is provided. No tek screws or self tappers to be used. No pop rivets in roll cage tubing.

All material sizes quoted are minimum unless a maximum is stated.

### GLOSSARY OF TERMS & DEFINITIONS:

#### Material:

**CHS** - Circular Hollow Section.

**RHS** - Rectangular Hollow Section.

**W.T.** - Wall thickness.

**AS1163 Gr300** - Australian Standard 1163 for structural steel tubing Grade 300

**FMS** - Flat Mild Steel

**O.D.** - Outer 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.

**ENGINE** - All of the components making the engine function, meaning complete engine, including rocker covers, excluding exhaust.

**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 carburetor venturi being lower than atmospheric pressure, allows fuel then to flow from the bowl to the carburetor venturi as the pressure in the carburetor throat decreases. Fuel is then drawn down the venturi and carburetor throat by vacuum provided by the rotation of the engine.

Carburetors that are of different configuration than that of the above must be submitted to the Federal Technical Committee for permission to use. A complete description must accompany the submission to substantiate your request.

## **5. DECLARATION OF COMPLIANCE:**

The PERSON RESPONSIBLE for the LEGALITY of the car, will complete an ASCF Inc DECLARATION OF COMPLIANCE ANNUALLY.

Declaration will cover ELIGIBILITY for class and ALL points of SAFETY including material specification and sizes.

Details of the declaration are to be placed in the log book.

REGISTRATION IS NOT COMPLETE UNTIL Pages 2 to 7 of the LOG BOOK are completed and signed by both the Owner/Driver AND the Scrutineer/Machine Examiner or Registrar.

Structural or other specification changes made during the year MUST be notified to the respective Officials and adjustments will be made to the Log Book if required.

The Driver must have an ASCF inc. licence.

## **6. REGISTRATION:**

An ASCF Inc new registration can only be issued for a race car, provided that the car conforms to the ASCF Inc Specification Book for the Class in which the car is to be registered.

The car must pass an annual registration examination and a registration decal will be issued and must be attached to a prominent location on the car.

A car being re-registered must have the log book from the immediate previous season otherwise the chassis area and roll cage will be subject to new car specifications.

A complete metal body shell including roll cage is the basis for the registration of a race car. Transferring a roll cage from one body shell to another constitutes a new registration.

The DRIVER is responsible for having the log book further endorsed before participation in each official practice session or race meeting.

A log book without endorsement by the Machine Examiner is equivalent to a no-race ticket.

## **7. MEASURING OF CARS:**

All cars are subject to engine and general measurement at any time by a Scrutineer, State or Federal Technical Committee OR at the direction of the Federal Technical Director, or the Federal Technical Committee, or the Chief Steward, or the Racing Disputes Committee.

The ASCF Inc. reserves the right to impound and inspect any race car at any time.

Cars can be selected and ordered to the impounded area for dismantling. The entrants of the cars must deliver them immediately upon request and supply the necessary manpower and hand tools to accomplish dismantling.

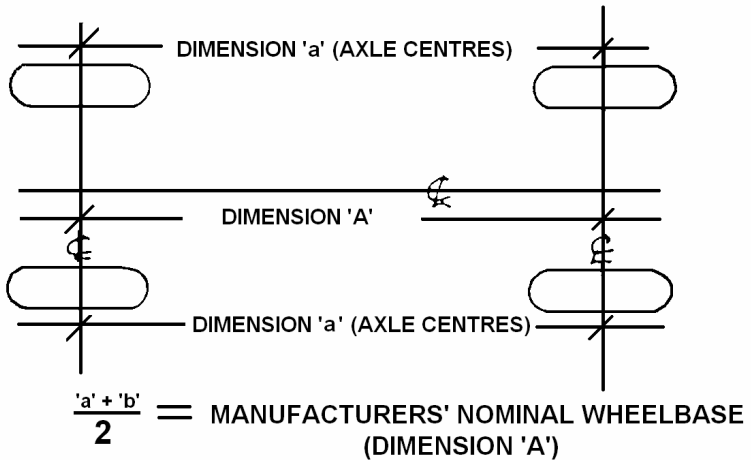
Only persons actually involved in dismantling the car will be allowed in the immediate area of a vehicle being checked. Persons associated with other cars being checked are to remain with their own car.

Any persons not having cars in the impound area, and gaining entry without authorisation, will be ejected.

If there are no facilities for ready check of any parts of a vehicle, sealing of parts under question can be carried out and vehicle taken to a mutually agreed venue for examination at another time, but within fourteen (14) days.

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

**Fig.1.**



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, divide by 2. Allowable tolerance +/- 1%.

Provision exists within the ASCF Inc for any competitor to have their engine physically checked, including measurement of bore and stroke and if details are correct for the class then ASCF Inc seals can be affixed to that engine certifying it meets class restrictions.

**All engines are to be sealed to enter events.**

## **8. PENALTIES:**

This Manual must be read in conjunction with the ASCF Inc. Racing Rules and Regulations and/or notices issued by the ASCF Inc. from time to time.

Ignorance of these Regulations and Specifications and notices shall be deemed as no defense in regard to breaches and/or appeals of same.

## 9. DRIVER SAFETY:

All protective clothing and safety equipment must be used and/or worn in the approved and accepted manner while competing or testing/practice.

All racewear/equipment to be inspected at each practice/race meeting.

### PROTECTIVE CLOTHING:

**DRIVING SUIT:** Driver must wear a fire retardant driving suit and underwear. Suit to be manufactured of either wool, nomex or other material as recognized by the ASCF Inc., a snug fit at ankles, collar and cuffs, and must be fully fastened at all times whilst in the car.

Driving suit to be in a clean and tidy condition and free of holes. Repairs must be to a professional standard. Only suits manufactured by recognized manufacturers will be accepted.

Wool and Nomex suits previously approved by ASCF Inc are accepted.  
Two piece suits or single layer cotton suits NOT ACCEPTABLE.

Wool or Nomex or treated cotton underwear must be worn, high neck and long sleeves. Underwear to be separate from driving suit.

### TABLE 1. RACEWEAR APPROVALS

RA001	AUSSIE TRACKWEAR
RA002	OMP Nomex single & triple layer suits TOPGEAR pyrovatex triple layer suits MSW single layer suit
RA003	SAVIC Zirpro products range
RA004	R & R Speed Sports
RA005	WOOLSAFE
RA006	R & R Speed Sports PREXPORT driving boots
RA007	B & D RACEWEAR
RA008	FASTMAN
RA009	CUSTOM CLOTHING Nomex suit
RA010	WALDEN MILLER Nomex suit
RA011	REVOLUTION RACEGEAR RPM range of race suits
RA012	SONICPOWER woollen suit
RA013	SPRINTSTAR fire retardant race suit
RA014	PARASPORT Sports Wear
RA015	BRENDA CURLE Racing Suit
RA016	RAMRODS COOL WOOL CLOTHING underwear

Approved underwear must also be worn with Wool or Nomex suits. Underwear carrying the approval identification of ISO 6940 is accepted.

Flame protection (suit) + Thermal protection (underwear) = Driver Protection.

Fire retardant long underwear, separate to driving suit, must be worn irrespective of weather conditions, only eyes to be visible.

**NO FLAMMABLE SYNTHETIC MATERIALS AGAINST THE SKIN.**

Balaclava, socks, boots and gloves must be worn.

**BALACLAVA** must cover mouth and nostrils to prevent inhalation of flames.

**SOCKS** to be of fire retardant material only.

**BOOTS** to be leather or fire retardant material, must cover the ankles and be high enough to permit coverage by the driving suit cuff. Rubber sole boots permitted. No elastic sided boots permitted.

**GLOVES** to be of fire retardant material only. To assist with tear-offs; one glove may have the thumb and index finger removed down to the first joint.

**HELMET:** Driver must wear an approved and correctly fitting helmet, which meets or exceeds AS1698-1988, or Snell Foundation which meets or exceeds SA85 standards.

Suggested helmet life is as per the manufacturer, however, if helmet is misused, neglected, or damaged, it may be rejected and impounded by Machine Examiner or Technical Committee at any time, and if considered to be unsafe, approval stickers shall be removed before return.

Chin cup on helmet not permitted.

Spectacles, visor or sunglasses, when worn, must have lenses of non-splinterable material.

**HORSE COLLAR** neck brace must be used. Correctly fitting to suit the driver and helmet used, leaving a nominal 15mm gap between helmet and collar to prevent leverage injuries.

Collar to be worn as recommended by manufacturer. The Horse Collar is to be of high density foam covered with Nomex, wool or similar fire retardant material.

**SEAT BELT:** Five or six mounting point restraints are mandatory. Shoulder and Hip Belt width 50mm minimum, 75mm highly recommended. Only belts with over centre lever lock buckle to be used.

An approved type racing harness must be fitted, using a minimum of four major belts and four mounting points, plus one or two anti-submarine/crotch straps. Anchor bolts to be 10mm steel min.

Shoulder belts to have separate anchor points/adjusters. Fig 2 (i).

Shoulder belt mounting points shall be positioned to the rear and below the point at which the shoulder belts come through the seat and be not more than 300mm from that point, attached to 38mm x 3mm tube.

Fig 2 (ii)

Lower seat belt mounting brackets (anchor points) must be on roll cage and chassis or substantial barwork using a minimum construction of 25x25x3mm RHS or 25mm OD CHS.

Seat belt attachment tag to be 3mm minimum mild steel.

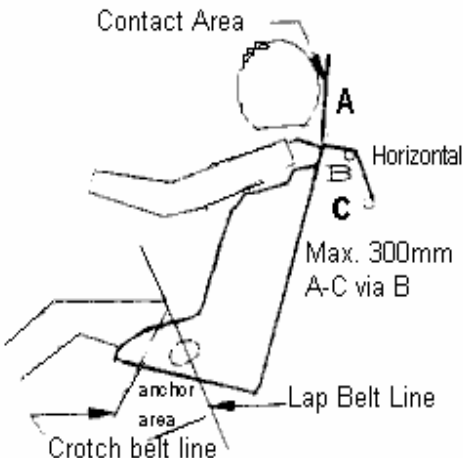


Fig. 2 (i)

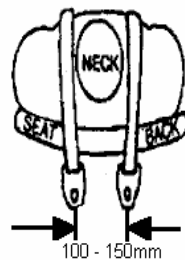
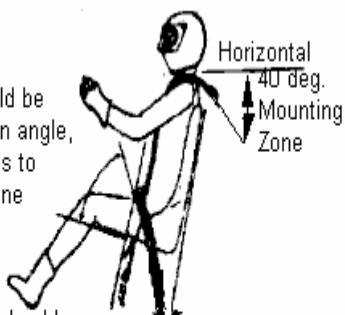


Fig. 2 (ii)

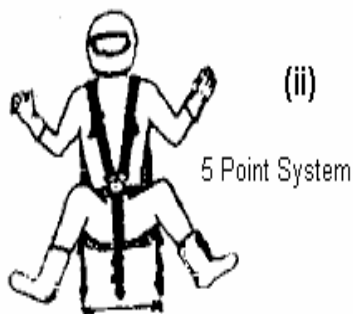
**Fig 3**

(i)  
Lapbelt should be installed at an angle, 45-55 degrees to the tangent line of the thigh.

Crotch strap should be anchored in-line with the chest.



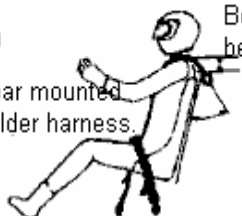
The seat belt anchor should be 65mm forward of the back line of the driver.



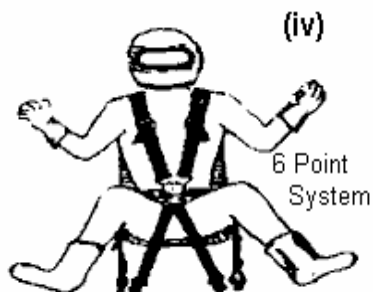
Seat belts should be anchored apart the same distance as the driver is wide. Mounting brackets should be angled the same direction as belts pull and not tilted in or out.

(iii)  
Rollbar mounted shoulder harness.

Shoulder harness should be anchored at a 45 degree angle from the seat. If mounted to a roll bar cross brace, located 100mm below the shoulder line.



**Fig. 3**



Crotch strap mounts as far apart as comfortable.

**Fig 3 Simple Seat only shown for clarity.**

See "Installation of Restraint System".

See "Adjustment of Driver Restraints".

### **INSTALLATION OF DRIVER RESTRAINT SYSTEMS: Fig 3**

In order for the driver restraint system to be fully effective, considerable thought must be given to the location of mounting points, and to proper installation.

With the seat, roll cage and belt anchors all part of the same structure, deformation of the remainder of the car does not put driver at serious risk.

The mounting points must be solid and should remain so even if the vehicle is deformed due to an accident. The mounting points should also not put undue strain or twist on the belt system hardware.

The lap belt should be positioned so it rides across the solid pelvic area and not the soft stomach area or down on the thighs. The shock absorbing ability of the pelvic area and its ability to protect internal organs make it the preferred location for the lap belt. See Fig 3 (i) & (iii).

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

The required minimum 50mm from the top of the driver's helmet to the roll cage roof/hoop bar does not leave much leeway for the shoulder harness to prevent the helmet from striking the head plate or bar work in the event of a rollover. The shoulder harness is a major means of preventing injury in such an incident.

Anti-submarine straps serve two purposes.

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

When the driver is seated in a semi-reclining position a six point system (two anti-submarine or crotch straps) is preferable. Most drivers find the two anti-submarine strap system more comfortable.

In many instances, the anti-submarine straps are mounted much too far forward of the seat. This practice could cause unnecessary injury as the body can slide partially out of the seat before being restrained when the strap contacts the groin. It is much more practical to cut a slot in the seat bottom so the anti-submarine strap can be anchored in line with the chest. (Fig i)

Because of the differences (often vast) in competition vehicles, a 'standard' method of mounting is impractical. Good judgement and common sense in inspecting restraint system mounts is needed.

Safety equipment is often neglected in favour of performance equipment, but its proper operation when the need arises is essential to survival.

### **ADJUSTMENT OF DRIVER RESTRAINTS:**

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

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

Adjust the anti-submarine strap/s to ensure that the buckle is held flat and close to the body over the pelvis. When satisfied that the lap belt is OK, put on the helmet and check just how far the helmet (with visor) can reach, head plate clearance, helmet net etc.

Slacken the seat belt, engage the shoulder belts into the buckle and tension the seat belts again, checking position of the buckle and adjusters.

Tension each shoulder belt, checking that the adjustment range is suitable to the driver, that the belts and hardware don't foul the seat and that the natural line of the belts holds the driver as with the lap belts. Note also any change in the buckle location and lay. If there is too much variation with the buckle it would appear that lap anchors are not in optimum position.

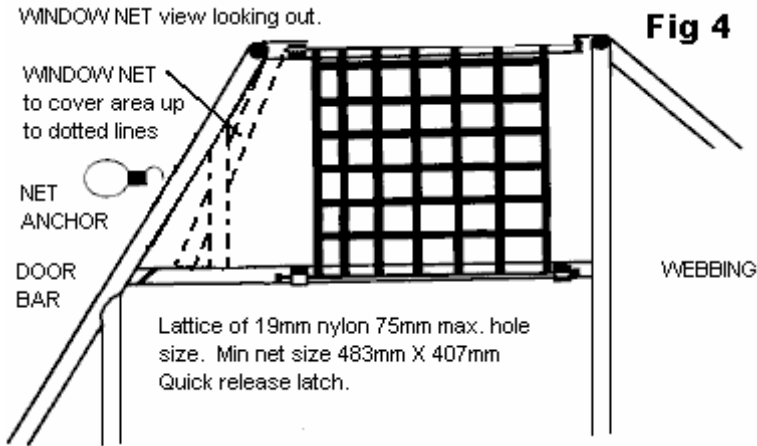
Before drivers releases the buckle he should slacken shoulder belts with the adjusters, keeping the area of the adjuster supple, accessible for cleaning and making entry to the car a simple routine.

While lining up for restarts, it becomes a simple exercise to tug the adjusters to snug up the belts and stay in control of the car.

## WINDOW NET:

### Window net is mandatory.

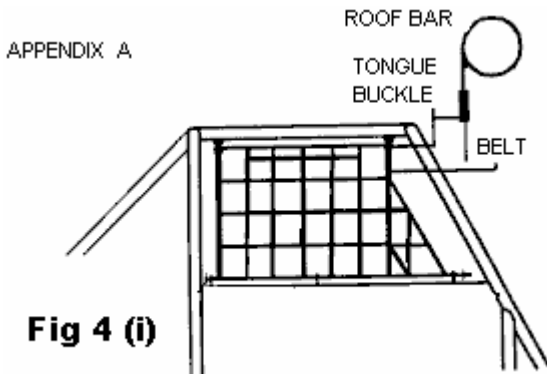
Net to be a minimum 19mm woven webbing with 75mm max hole size. See appendix A (or ASCF Inc approved window net Fig 4)



It is recommended that the window net be hinged from the bottom.

Window net must be mounted directly to the roll cage bar (top) and NASCAR bar (bottom) from the quarter window bar (if fitted) back.

Window net - A lattice of 19mm woven webbing



This design uses two push button seat belt buckles and belts. Tongues are welded to side of roof bar. 25x3mm FMS welded to rear of buckles. Tubing at base of net fixed with bonnet lock pins.

### **PADDING:**

The driver must be protected, in the race car, from all sharp edges and projections or barwork, which could cause injury in an accident.

### **FIRE EXTINGUISHER:**

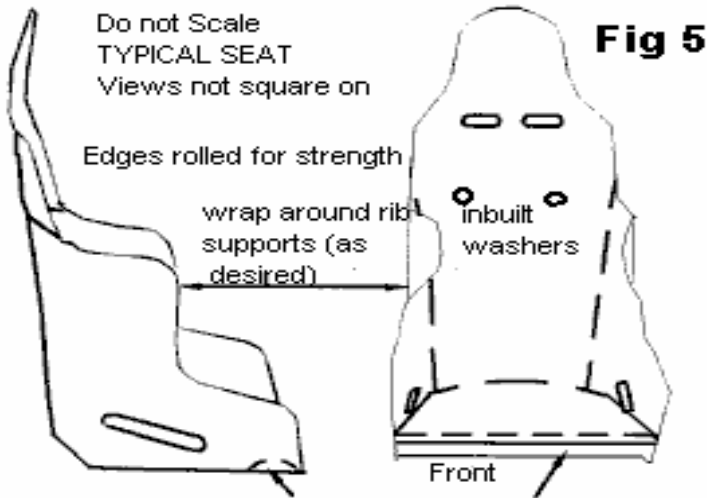
On board fire extinguisher permitted. It must be securely mounted and be of the correct type for the fuel being used.

## **10. SEAT:**

Minimum 50mm clearance helmet to roll cage roof/hoop bar.

- a) Seat to be mounted totally on the right hand side of the vehicle centreline measured at waist line of body.
  - (i) 4 DOOR CARS. No part of the seat may be more than 125mm behind the centre pillar.
  - (ii) 2 DOOR CARS. Must not be further back than rear of "B" pillar, both measured at window sill height
- b) Seat base to be mounted to roll cage chassis at a minimum of two points using 8mm bolts and minimum of 40mm diameter body washers. Four points recommended.
- c) Seat back to be braced to, and attached to the roll cage approx 75mm below shoulder height using a minimum of two 8mm bolts and 40mm body washers.
- d) A "Purpose Built" one piece, solid (i.e. no lightening holes), fibreglass, steel or aluminium bucket type seat incorporating a substantial head rest must be used. Approved proprietary line competition seats and mounts permitted. Eg Kirkey/Butler.
- e) Spring upholstered or magnesium alloy seats not permitted.
- f) Lateral (sideways) support must be given to hips and above waist.

Concave seat to support back to minimum of TOP of shoulder height and width.



- g) Top of head rest to be at least 50mm above helmet contact point. Head rest must be padded. At the discretion of the Scrutineer the head rest will need a form of support if it is deemed too flexible and/or the area between seat and rollcage is too great. Upper support (mounting bolts) should not exceed 75mm below shoulder height.
- h) Cut-outs for belts to be suitably grommetted and have adequate clearance.
- i) All seats may be padded and covered, the covering being securely attached. Maximum padding thickness 50mm.
- j) Driver to be able to reach pedals mounted in the original OEM mounting position.

# CLASS SPECIFICATION

## STREET STOCK

### 11. CLASS CRITERIA

- a) A 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 general public, through authorised Dealer sales and service networks throughout Australia
- b) “Base model” body is used for silhouette, measurements and Specifications. If unsure of base model options refer to Glasses Dealers Guide or a car park check, if required. Forced induction models 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.

### 12. DIRECTION OF RACING

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

### 13. STREET STOCK DERIVATION

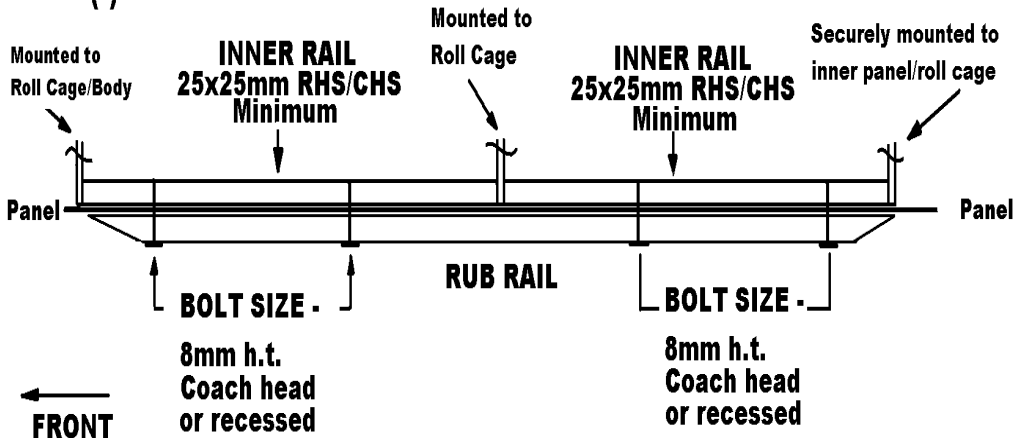
- a) Race Car - To be of the base model of a series, as deemed by the manufacturer.
- b) Basic SPECS of CAR: Four or Six cylinder only, EXCLUDING Turbo/Supercharged models. Four Wheel Drive (4WD) and/or Four Wheel Steer (4WS) models are not permitted.
- c) Age limit on Street Stock Eligibility – 5 years. For 2004 – competitor can only build up to 1999 model car.
- d) O.E.M. Original Equipment Manufacturer – means for make and model unless otherwise stated.

## 14. BODY

Transferring a roll cage from one body shell to another constitutes a new registration.

- a) MONO-construction sedan, coupe or hatchback vehicle ONLY.
- b) Full chassis cars or convertibles NOT permitted.
- c) Parts to be removed: All glass, interior trims, grille, door handles, ornamentation, bull bar, tow-bar and helper springs. (Glass apertures must not be covered with fibreglass or other material)
- d) The only panels which may be replaced with fibreglass/metal/plastic replica:- max. 2mm thick:- are doors, bonnet, boot, front guards, nose, head and tail light apertures. Under panel reinforcement plate not permitted. Replacement panels must be securely fastened. Self drilling (tek) screws not to be used.
- e) If replica panels used: - To assist with the fitting of door panels, maximum of 25mm x 25mm x 3mm RHS, may be welded at window sill height from A to C pillars.
- f) All body-work, including any subsequent repair of any race day damage, shall be to a tradesman-like standard and must permit the vehicle to be presented in as near to original condition as possible.
- g) To assist with 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.
- h) The door pillars may be notched for bar-work but otherwise must remain intact.
- i) Only interior parts which may be removed:- dash panel - to assist with the roll cage installation. If the rear radiator mounts against the rear firewall, the core area of the rear firewall may be removed.

## Fig5 (i) RUB RAILS



- j) Doors to be securely bolted or welded.
- k) Data logging dashes are not permitted.
- l) Mild Steel rubbing strip between wheel arches 25x25X3mm mild steel RHS or alternately a nylon (urethane, nolathane) rubbing strip 50mm x 12mm thick, to be securely mounted against body, at a minimum of four points.  
Bolts must be minimum 8mm coach head (cuphead) or recessed bolts and be bolted horizontally to barwork. Bolts at each end must be no more than 50mm from the end of rub rail. Inner mounting bar minimum 25 x 25 x 3mm, to be returned to the chassis or roll cage at each end. Rubbing rail ends to be closed and taper to 45 degrees as not to become a 'spear'.  
Fig. 5(i) Rub strips not to be used on quarter panel behind rear wheel.
- m) Rear View mirror - not permitted
- n) Ballast of any description is not to be carried. e.g. water in tyres etc.
- o) Grille - If grille is fabricated it must be of a steel welded wire mesh, no thicker than 5mm diameter x 25mm minimum aperture OR panel steel, 1.6mm maximum. Folded sections, for strength, are not permitted.

- p) Light apertures may be filled using max. 1.6mm metal sheet, fibreglass or plastic.
- q) 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.
- r) Bonnet - bonnet to be securely fastened. Four bonnet pins (five for fibreglass) to be 12mm minimum to 15mm maximum mild steel or approved equivalent. Bonnet pins are to be in the bonnet not sides of mudguards. No mounting pins in side of panels, i.e., mudguards.  
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.  
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.
- s) Hinged bonnet and boot lid permitted, using minimum of two pins. Skeletonising not permitted on hinged panels within 50mm of hinges. The hinged panel to be welded to the bonnet or boot skin.
- t) Bumpers: ORIGINAL front and rear bumpers to be attached to sub-frame of vehicle using original mounting brackets. Where an original type bumper is not available, a bumper of similar profile and weight must be used. Plastic Bumpers, to be retained, may be attached using a maximum 40mm x 3mm flat aluminium and cup head bolts.
- u) Paint-work and Sign-writing: All paint-work, sign-writing and numbers to be neat, attractive and of a professional standard. Fuel Tap - to be clearly marked, indicating FUEL and the positions ON/OFF. Engine Kill Switch - to be clearly and suitably marked with a contrasting colour, and must be fitted in the centre of the cowl panel.
- v) All vehicles must carry the identification number as issued by their club. This number may be displayed on each side of car and on the roof. Club prefix, if required, to precede number. Identification number to be visible from front of car (for pit Marshall). The name of the driver will appear on the roof over RH door or on visor strip, in letters of a minimum of 75mm high.

w) **ADDITIONAL FIREWALLS**

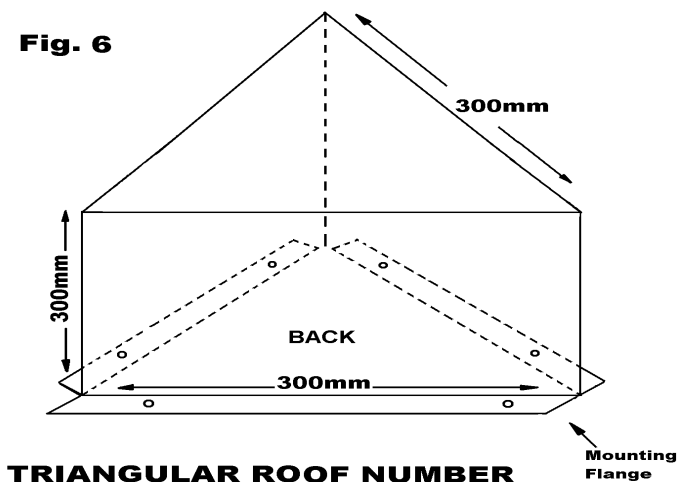
The driver must be protected and isolated from mechanical, fuel, electrical, including battery and exhaust components, by metal fire-walls, min. 1mm thick.

x) **Roof Plate.**

The use of a roof plate number is mandatory for all race meetings, State and National titles.

It shall be a metal plate, 30cm square with a 5 cm right angle fold at the bottom, where 2 holes, at 20cm centres shall be drilled to take 6mm bolts. The number on the plate shall be painted using a black background & white number/s. Number to be minimum 250mm high in block font.

A triangular 3 sided roof number is optional. Plate to be 300mm x 300mm x 300mm. Black background with white number. Fig 6.



**15. ROLL CAGE**

All new cars must be fitted with a complete roll cage built to the NASCAR design as used in other classes within A.S.C.F. Inc. Refer also Fig 6(i-v)

- a) The roll cage is to prevent the collapse of the cabin area under impact. Roll cage to enclose the driver, to be full width and full height of the cabin area. Self drilling (tek) screws etc., or self tapping screws are not to be used and no pop rivets.

- b) The roll bars are to constitute a cage type framework, braced fore and aft.
- c) The cage must extend from behind the driver's seat forward to the windscreen area and incorporate protection for the driver's feet. All roll-cage bar-work is to be inside the body.
- d) All roll bar material must be of a good quality mild steel, minimum AS1163 Gr300. MINIMUM 38mm OD x 3.0mm wt. CHS. (Sonic tester reading, at not less than 2.70mm ABSOLUTE). Aluminium based materials not permitted.
- e) All bends to be made using a pipe bender with the correct size former. Galvanised tubing or welding over threaded tubing not permitted in any structural bar work. Water pipe fittings or malleable fittings are not permitted.
- f) Roll cages built using other than fusion welding techniques will not be accepted. Gussets on welded joints may be required (Daylight Inspection).
- g) The rear main hoop and the main roll cage bars will each be made of one continuous length of tubing, with smooth continuous bends and no evidence of crimping, wall failure or significant weakening. (Fig. 6(v)).
- h) Main roll cage hoop to be within 50mm of sides of roof at narrowest point. Top windscreen bar to be within 50mm of windscreen.
- i) **Roll Cage legs**  
Roll cage legs - to be welded to top of a sub-frame of tubular or angle section running fore and aft. The sub-frame is to be securely welded or bolted to the floor pans/sills using at least four 12mm steel bolts through the sub-frame and using 100mm x 100mm x 3mm minimum plates under the floor, or bolted on the spreader bar no more than 150mm from sub-frame.
- j) To assist in the fitting of roll-cage bars in the dash area, the dash panel may be removed.

- k) The front roll-cage legs are to follow the “A” pillar line. Exception: Cars with severe rake of the windscreen. Angle of roll cage “A” pillar bar to be of not less than 45° down from roof bar. (fig. 6(ii)). Quarter window bar be installed from the top NASCAR bar to top half of pillar bar using minimum 25 x 3mm CHS (38mm x 3mm CHS recommended). Alternately, a 38 x 3mm O.D. bar may be fitted from top of ‘A’ pillar bar to top of NASCAR bar at 45° of the top bar on both sides. 6(i)

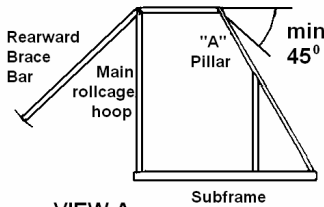
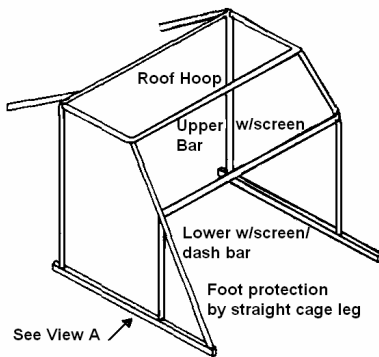
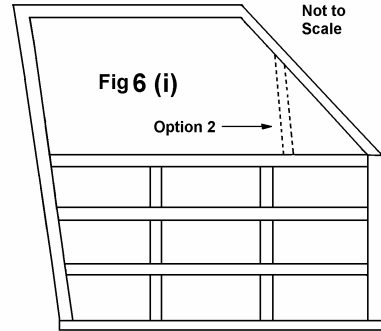
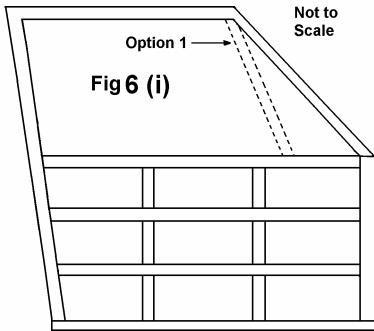


Fig. 6 (ii)

Not to Scale

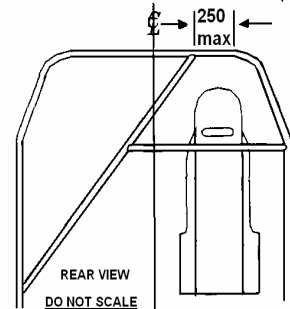
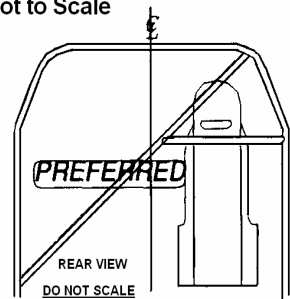


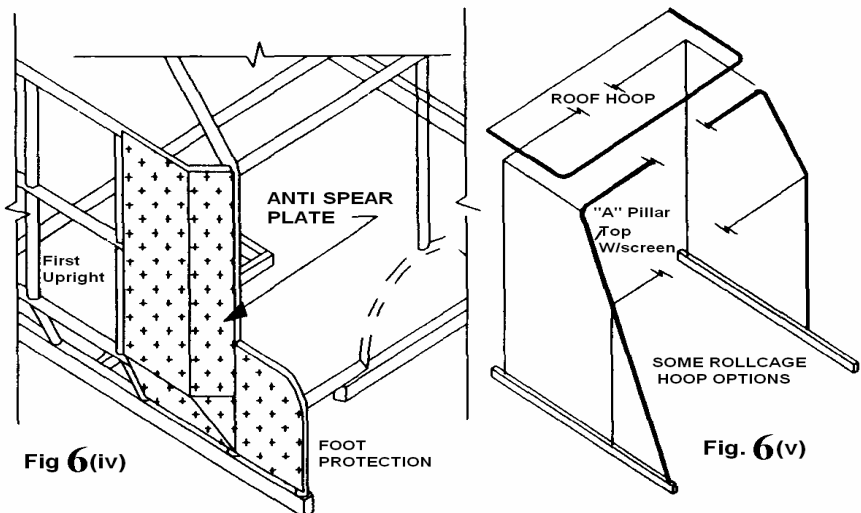
Fig. 6 (iii)

- l) **Sub-frame Material Sizes**
- (i) Tubular min. 38mm x 3.0mm wt. CHS  
or 50mm x 50mm x 3mm wt. RHS
  - (ii) Angle minimum 50mm x 50mm x 5mm.
- m) A one piece diagonal brace, min. 38mm OD x 3.0mm wt. CHS., will be fitted in the main roll cage hoop behind the driver's head, within 250mm of the corner and down onto the left side roll cage leg. (Top right to Bottom left) Fig 6 (iii).  
A second brace may be fitted in cruciform for passenger option. The diagonal brace, top right to bottom left, must be one piece. If a cruciform type bracing is used a minimum of 32mm OD x 3.0mm wt. CHS. may be used.
- n) **ADDITIONAL MINIMUM BARWORK**  
Material size - 38mm OD x 3.0mm wt. CHS.  
Top windscreen bar.  
Lower windscreen/dash bar.  
Seat back support/Shoulder belt mounting bar.
- (i) **Nascar Door Bars**  
On the driver's (right) side - three horizontal side bars, curved out to the door skin, are to be placed between the front and the rear cage legs, evenly spaced between the window sill and the roll-cage sub-frame.  
A minimum of two vertical spacer bars, evenly spaced between the front and rear roll cage legs, are to be fitted between the cage sub-frame and the top horizontal bar.  
The top horizontal NASCAR bar will be within 50mm of the window sill ("NASCAR" bars in Fig 6(i))  
(Left) side: Two bars fitted between the front and the rear roll cage legs. One must be horizontal within 50mm at window sill height.
  - (ii) **Cross Braces** - A minimum of two sub-frame cross braces at the roll-cage legs, either 38mm OD x 3mm wt. CHS or 35mm x 35mm x 3mm wt. RHS.
  - (iii) A quarter window bar, if required because of excessive rake or a long roll cage, be fitted to both sides and be installed from the top NASCAR bar to top half of pillar bar using minimum 25 x 3mm CHS (38mm x 3mm CHS recommended).

Alternately, a 38 x 3mm O.D. bar may be fitted from top of 'A' pillar bar to top of NASCAR bar at 45° of the top bar on both sides.

- (iv) Centre roof bar, 32mm OD x 3.0mm wt. CHS
  - (v) Centre windscreen bar, 25mm OD x 3.0mm wt. CHS
  - (vi) Rearward brace bars from the top rear of main hoop down onto rear sub frame (approx 45°), no closer to the rear boot panel than 300mm. May be crucifix. Must attach to the rearward side of the hoop within 100mm of the centre of the top radius, To be of 34mm CHS. May have one spreader bar as long as it is of pipe material. Maximum 34mm x 3mm brace bar must not be welded to floor/subframe.
- o) Mesh screen, in front of the driver, will be securely fitted to the roll cage/body. Maximum mesh size 50mm x 50mm. Minimum size 3mm. Mesh screen to cover entire area from "A" pillar to center bar and from dash to roof bar. Windscreen mesh to be welded, or clamped with metal clamps to the roll cage "A" pillar and centre windscreen bar. Minimum of four clamps. Mono cars may be welded to body.

**Fig 6 (iv), (v) Roll Cage alternative**

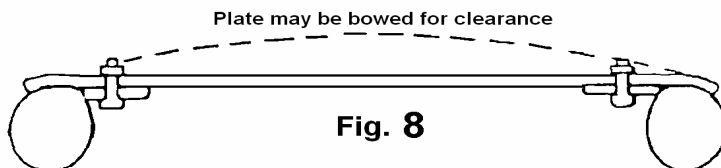


- p) One piece anti spear external door plate 3mm steel or 5mm alloy, (NOT to be lightened by drilling) to be fitted on driver's side, from floor-line to window sill bar, forward of the first vertical door bar to the front leg of roll cage. (Fig. 6 (iv)). If bolted on, a one piece external door plate to use a minimum of 6 - 50mm x 50mm x 3mm MS tags and bolted to either 8mm or 5/16<sup>th</sup> high tensile bolts with no protrusions. If individual pieces are used then a minimum of 4 - 50mm x 50mm x 3mm MS tags and bolted to either 8mm or 5/16<sup>th</sup> high tensile bolts to each piece, with no protrusions.
- q) Minimum requirement for foot protection be a minimum of roll cage material. A plate may also be required. Fig. 6(iv)
- r) **Passenger Option:** - Roll cage left side must mirror right hand side and have full cruciform. Passenger handle for support, optional.

## 16. HEAD PLATE

To simplify the removal of an injured driver it is highly recommended that a removable full size head plate be used. Fig 8.

- a) Head Plate to be of 5mm ALUMINIUM ALLOY or 3mm STEEL 25mm x 3mm FMS strip to be welded to main hoop, top windscreen bar, centre roof bar and side roof bar. 10 of 50mm x 50mm x 3mm MS tags acceptable.
- b) Plate to be mounted, from above, with 10 x 8mm (5/16") dia. High Tensile bolts, 3 each side, 2 front, 2 rear. Heads of bolts to be downwards and spot welded,, e.g. no protrusions.



### ALTERNATIVELY

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

- d) Helmet clearance between roll cage roof/hoop bars for existing vehicles, may raise head plate as per drawing below, to obtain 50mm clearance. Fig 8 (i)

**Fig. 8(i)**



- e) Mounting procedure for raising of head plate (existing cars). 10 stubs 38mm x 3mm tube – stub length is determined by height required to gain 50mm clearance.
- f) Stubs to be end capped and threaded for mounting purposes.

## **17. ENGINE AND AUXILIARY EQUIPMENT**

### **ENGINE SEALING IS COMPULSORY**

**Engine Seals for Street Stock Class will be Red.**

**Engine Seals will be placed – 1 x each side of Sump and/or 1 x timing cover; and 1 x Cylinder Head.**

- a) In the engine bay one should see the basic items as in the road car, e.g. ignition, coil and distributor, fuel pump, air cleaner, radiator and charging system, all in use on the engine.
- b) ENGINE to be FOUR or SIX cylinder reciprocating ONLY. Rotary, turbo or supercharged engines not permitted. Mechanical fuel Injection systems are not permitted.
- c) Late Model Cars may fit earlier engine. E.g. EA Falcon onwards must use 4.1 alloy cross flow engine; VN Commodore onwards must use Holden 6 cylinder in-line 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. Others not included above must be approved by National Technical Committee prior to construction.

- d) 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 back to manufacturer's "base model" of the registered series.
- e) Engines will be inspected on the basis 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; with the exception of the listed permitted modifications. The owner/driver is responsible to prove the above and produce information when necessary to validate the claim.
- f) 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 (O.E.M.). The Conrods cannot have any metal removed or polished. The pistons cannot be machined or lightened.
- g) A standard engine is allowed no more than .060" overbore and .060" for head facing.
- h) Engine Block: The maximum allowable cylinder sleeves to be fitted to an engine block be two in total.
- i) OFFSET boring of bearings &/or cylinders, offset grinding of crankshaft or angled facing of head to block surfaces are considered as cheating.
- j) 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; port sizes and casting finish as for base model. E.g. 4.1cui Falcon must use 4.1 conrods & crankshaft, Holden blue/black engine must use counter balance crankshaft, not red engine crank shaft.

- k) 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, Valiant 22mm, GN Sigma 22mm, GH Sigma 34mm.  
Must use original cast flywheel with original markings.
- l) CAMSHAFT and camshaft timing parts are not restricted. Aftermarket camber kits are allowed for wheel alignment adjustments. Camshaft followers to remain hydraulic if as per base model.
- m) The use of performance parts in the valve train is prohibited, e.g. Roller rockers, cam followers etc.
- n) Engine sump to be visually standard externally.
- o) Oil Coolers, if used, are not to be mounted in the cabin area.

## **18 ENGINE – ELECTRONIC FUEL INJECTION:**

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

- a) ASCF Inc. approved and sealed ECU.
- b) Standard exhaust pipe size; must be fitted to beyond rear of drivers seat, then free from there.
- c) All standard sensors must be fitted and be operating (can easily be checked)
- d) All engine components must be fitted (aircleaners etc.)
- e) Engine specifications as in all other engines.
- f) 2005/2006 introduction into class.

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

- a) Standard size OEM fuel injectors are to be used for make, model and series of engine. Inside diameter not to be increased or decreased.
- b) Premium or Standard unleaded fuel only to be used. No additives. Standard specific gravity 0.780. Premium specific gravity 0.780. The use of exotic fuels not permitted. E.g. ELF and VP.

- c) Passenger car fuel pumps only are permitted.
- d) A flexible fuel line section must be fitted within 75mm of fuel tank and all fuel lines to be securely fixed in position.
- e) 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)
- f) 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.
- g) Flexible fuel line can pass through the cabin area.
- h) High pressure lines are to use high pressure hose and fittings.
- i) The fuel line to the engine must be fitted with a quick action NON-LEAK fuel tap or valve, in working order.
- j) The actuator or switch is to be mounted within easy reach of driver and crash crew, and clearly marked “FUEL ON/OFF.
- k) Solenoid valves or remote mounted fuel taps are permitted.
- l) If a return line is used, it must be fitted with a one-way valve.
- m) See also Section 26 re top outlets on fuel tanks.
- n) Computer control units are restricted. If OEM unit includes ignition, must perform this function.
- o) 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)
- p) Checks will be on Fuel and OEM equipment. Any modification to throttle body or butterfly is not permitted.
- q) Radio telemetry TO or FROM a car to cars will not be permitted.
- r) Non OEM Fuel injection NOT permitted. Forced induction NOT permitted.
- s) Return Springs must be fitted to each butterfly shaft (in-built springs accepted), and one spring to accelerator pedal linkage.
- t) Protective wire gauze or air cleaner to be fitted over air intake to prevent entry of foreign objects to throttle body and also to act as a flame trap.

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

**The Above Items Are Subject To Review At Any Time.**

**19. CARBURETTOR**

- a) DEFINITELY not more than one carburettor as originally fitted .
- b) Refer Carburettor Listing in rear of Manual or use one only 1<sup>7</sup>/<sub>32</sub>" Stromberg carburettor with 25mm maximum adaptor.
- c) For all cars the carburettor 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 carburettor or vacuum system is illegal. Any vehicle found with these type of systems will be deemed illegal.
- e) A return spring MUST be fitted to each throttle shaft of the carburettor. (in-built springs acceptable).
- f) Air cleaner is to be of a passenger car type not a sports option. The air horn is to remain intact and not to be shortened.

**20. ELECTRICAL**

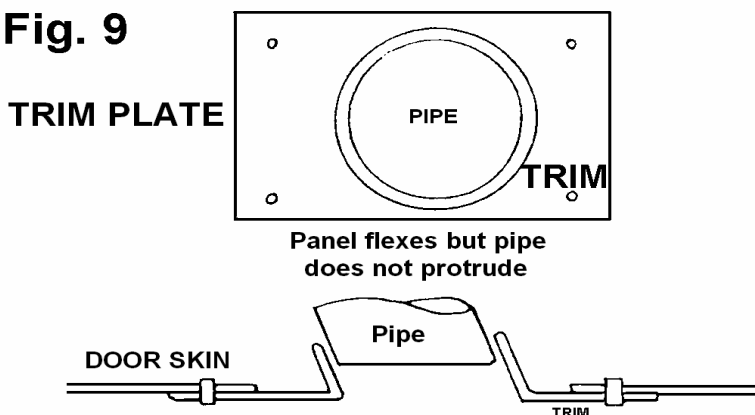
- a) Battery to be securely mounted in a box or steel frame secured to roll cage or bar-work. It is recommended that rubber covering be placed over the battery and the exposed metal of the cable terminals to reduce acid spillage, and to reduce the chance of arcing if metal contacts the battery in any incident.
- b) Suitable grommets must be fitted where electrical cables pass through metal fire-walls.

- c) At the commencement of a meeting car must be capable of starting with starter motor.
- d) Switches: Ignition switch and electrical fuel pump switch, if fitted, must be grouped together and be clearly marked.
- e) An engine “KILL” switch, suitably marked with a contrasting colour, must be fitted in the centre of “cowl panel”.
- f) Electrical switches NOT to be mounted through the floor.
- g) Electrical wiring not to be attached to fuel lines.
- h) Auxiliary Equipment: e.g. charging system etc., to be as per base model.

## 21. EXHAUST SYSTEM

- a) Exhaust Manifold - to be “base model” standard. Remainder of the exhaust system is free 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.
- 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.

**Fig. 9**



- c) Driver to be suitably insulated from exhaust system. Insulation and firewall sheeting not to exceed 150mm above the drive shaft tunnel.
- d) If exhaust system is under 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.

## **22. COOLING SYSTEM**

- a) Front Radiator, if used, to remain in original position.
- b) Different type radiator may be used as long as it is in the same position as original, (fitted in same hole without enlargement) and does not protrude through the body-work.
- c) Welded steel protection mesh of 25mm minimum aperture and 5mm maximum thickness may be used on both sides of the radiator. Mesh area to be not larger than radiator area.
- d) Cooling system to have a manual pressure relief tap fitted to the top tank of the radiator or a lever release type pressure cap to be fitted, not push-button.
- e) An additional radiator may be mounted in the cabin area but the top section of the radiator must not obstruct vision through the upper half of the rear window. When radiator is mounted against rear firewall it shall be against firewall in total with the core forming part of the firewall.
- f) Radiator can be converted to cross flow or vice versa. Cabin mounted radiators must have the tanks and cap shrouded to protect driver.
- g) 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.

- h) Rear Radiator Coolant pipes through the cabin area are to be on the inside of the roll cage and to be lagged or suitably covered. Hoses are to be kept as short as possible and to connect to the radiator from the rear.
- i) Pressure relief taps or caps to be fitted to both radiators.
- j) Cabin mounted cooling fans are to be fitted with guards.
- k) Sprinkler bar or any such like device used for the provision of cold water onto the exterior of the radiator - NOT permitted.
- l) Engine Fan – Optional
- m) Electric Fans permitted.

## **23. TRANSMISSION**

- a) Ratios are optional but must be from the same make or optional model.
- b) Gearbox housing is to remain as for the model being used, although where the three and four speed housings are the same, except for the extension housing, conversion one to the other is permitted.
- c) Clutch Assembly to be of the standard replacement for the model gearbox being used.
- d) Scatter-shield: min. 3mm steel must cover upper 180 degrees of bell housing and be securely attached to protect the driver's feet and legs from a clutch explosion.
- e) Tail Shaft Loops - Steel strap minimum. 40mm x 5mm 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.
- f) Conversion of two piece tail-shaft to one piece and vice versa is permitted. (Additional tail-shaft hoops required for two piece)

- g) **REAR AXLE BEARING RETAINING RINGS:** If using a rear axle assembly not fitted with floating axles, a new retaining ring must be fitted at replacement of 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.
- h) Differential - Must be locked. Ratios may be altered if the crown wheel and pinion only are changed. Housing to be from original model, not complete differential from another model. Differential pinion angle to remain O.E.M. standard for make and model.

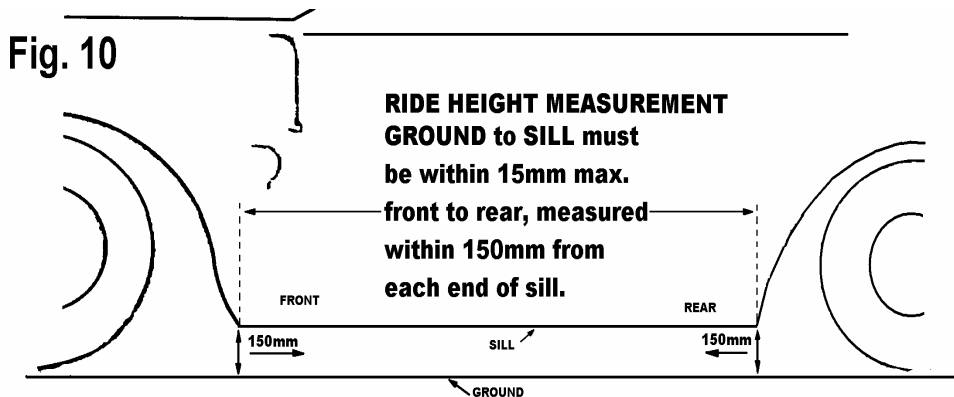
## **24. SUSPENSION / STEERING**

- a) A Street Stock race car must use a complete metal body with suspension mounting points in original position and being used.
- b) Suspension mounting points are defined as mounting points of suspension arm either end, shock absorber, either end, strut either end and springs either end.
- c) The use of jacking or other adjustments not permitted.
- d) 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, Bilstein, Koni, Pro, etc. Mounting ends to remain original.

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

- e) Measuring of Coil Springs: Spring coil outer diameter to be same as original spring.

- f) Suspension - To remain visually standard with the exception of the strengthening of lower control arms by the use of 1 only 300mm x 12mm solid rod, stitch welded along each side of control arm. Standard size anti-roll bars may be fitted in original positions. Adjustable suspension arms, pannard rod/watts linkage's etc. are not to be used.



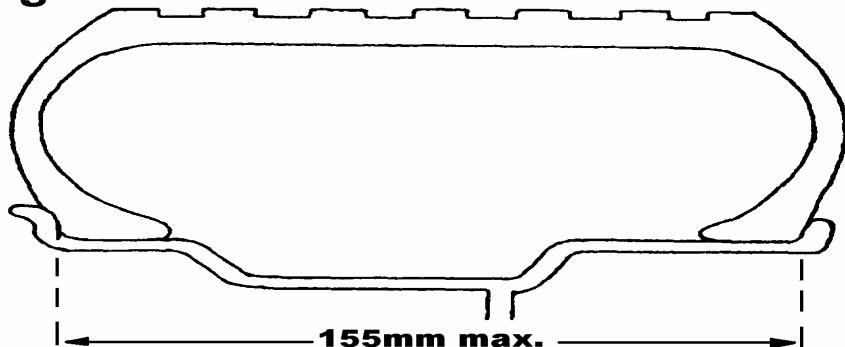
- g) Ride Height: Ride Height measured 15mm maximum variation front to rear. Sill measurement, measured within 150mm from each end of sill. Refer drawing Fig. 10. Sill panel to be parallel to the ground. Measurement taken at rear must be within 15mm of front measurement.
- h) Steering - must be standard. Modifications not permitted except for the replacement of LC/LJ rack with LH/LX rack. (Originals not available)
- i) Steering shaft/column to remain in original position in car. Steering column and pedals remain as per OEM for make and model, measured at waist line.
- j) Original steering shaft/column - must pass through a loop of 12mm dia. steel rod welded or bolted to the roll-cage dash bar. Self aligning bearing may be used.
- k) Power steering optional – power steering racks and boxes to be O.E.M and in original position.

- l) Hoses and mounting position of pump is optional. Power steering pulleys and coolers optional. Mechanical belt driven pumps only.
- m) The standard diameter steering wheel for the model must be used. Centre of the steering wheel to be padded. Removable steering wheel - permitted.
- n) Steering from lock to lock to remain O.E.M for make and model

## 25. WHEELS / TYRES

- a) Maximum rim width 155mm. All wheels must be steel or alloy construction.
- b) Alloy or Mag Wheels may be used, but must be of one piece construction.
- c) 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.
- d) Correct matching nuts must be used.
- e) Custom made offset wheels NOT permitted.
- f) Wheel diameter to be standard as per make and model.
- g) TRACK to remain STANDARD plus or minus 15mm. (see list Page 38)

**Fig. 11**



- h) TYRES: Radials only; 215mm side wall markings maximum; minimum 60 profile; speed rating H maximum; All details are to be visible in OEM markings on tyre side-wall, (e.g. 215/60 R15H or 215/75 R15H)
- i) Current use of retread tyres must have the correct remoulders speed rating etc. and be legible as per AS 1973 - 1985

## **26. BRAKES**

- a) Foot operated O.E.M hydraulic brake system to operate correctly on all 4 wheels and be effective at race speed.
- b) No brake isolation switch/s allowed.
- c) The use of brake bias adjustment not permitted

## **27. FUEL TANK / FUEL LINES**

- a) Original tank to be removed.
- b) Fuel tank; may be fabricated – All metal tanks to be constructed of min 1.0mm steel or min. 3.0mm aluminium alloy. - maximum capacity 25 litres.  
Jerry can or boat fuel tank must comply with the above metal thickness. Maximum. capacity 25 litres. Plastic marine tanks accepted.
- c) Rear of fuel tank to be not further back than the rear of the wheel arch, centrally mounted and securely mounted. Fuel tank is to be isolated from the driver by a metal firewall.
- d) Fuel tank area must be accessible for scrutineering.
- e) Tank must have a non-spill breather pipe passing through a hole in the floor away from the exhaust system.
- f) Pick up and breather pipes to enter top of tank only.
- g) Neoprene fuel line using proper clamping practices may be used, or the original fuel system.

- h) 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, and to be suitably marked FUEL and the tap positions ON/OFF.
- i) FUEL: Must be supplied by a commercial outlet, through a multi-volume network via bowser pump. No additives, maximum specific gravity 0.780, or standard unleaded (ULP), no additives, maximum specific gravity 0.780. Fuel may be tested by any means available. Ongoing research into fuel testing will continue.

## **TABLE 2 ENGINE LIST FOR VEHICLE MODEL**

If your model is not listed herewith refer inquiry to your State ASCF Technical Representative.

REFERENCE SOURCE - GLASS Dealer Guide

### **Maximum Capacity Engine**

#### **HOLDEN**

HQ on 202  
 LC Torana 186  
 LJ Torana 202  
 LH - UC 202  
 Commodore VB 202 Red  
 Commodore VC - VT 202 Blue or 3.3

#### **FORD**

**Falcon**  
 XD – AU 250 cross flow alloy head

#### **Centura**

XC - XD 250 cross flow cast iron head  
 XD - AU 250 cross flow alloy head

#### **Cortina**

TC - TD 200  
 TD 250 cross flow cast iron head or log head  
 TE - TF 250 cross flow alloy head

#### **SIGMA**

GJ on - 2.6 Litre

#### **CHRYSLER**

##### **Valiant**

VF - VJ 245 Hemi  
 VJ onwards 265 Hemi

##### **Charger**

265 Hemi  
 245 Hemi

**TABLE 3 BORE & STROKE**

Type of Car	Bore	Stroke
4.1 Ford (Cortina's)	3.68	3.91
Centura	3.760	3.680
L.J. Torana 202	3.625	3.25
L.J. Torana 186	3.625	3.00
C'dore 202	3.625	3.25
Sigma 2.6L	3.5866	3.8582
Charger 245	3.750	3.680
Charger 265	3.91	3.680

**TABLE 4 VALVE SIZES**

Type of Car	Valve Size	
	Intake	Exhaust
4.1 Ford up to XE	44.00	38.20
Ford XF	45.70	38.20
Cortina 250ci	44.0	38.20
Centura 245	46.72	38.1
L.J. Torana 202	38.1	32.5
Torana 186	38.1	32.5
C'dore 202	41.25	36.00
Sigma 2.6L	43.00	35.00
Sigma GN 2.6L	46.00	38.00
Charger 245	46.83	38.1
Charger 265	50.00	40.87

**TABLE 5. CARBURETTOR LIST****Make and Model of Car**

EH-HZ All Engines include 3.3 "Red"	Single Throat Stromberg
Torana (except HB) inc 3.3 "Red"	Single Throat Stromberg
Commodore include 3.3. "Red"	Single Throat Stromberg
Commodore 3.3 "Blue"	Varijet 11
Commodore 3.3 "Black"	Varijet 11
Cortina TC & TD 6 Cycl not cross flow	Single Throat Stromberg
Cortina TD-TE-TF Cross Flow	Single Throat Stromberg
Falcon XK-XB all engines no cross flow	Single Throat Stromberg
Falcon XC-XD cross flow	Single Throat Stromberg
Falcon XE - AU 3.3 or 4.1	Weber 34ADM
Valiant VG-CM all "Hemi" engines	Dual throat Carter Email
Centura All models all "Hemi" engines	Dual throat Carter Email
Sigma All engines	Mikuni Down Draught 2BBL

**TABLE 6 STANDARD DIMENSIONS**

These are maximum measurements including 15mm absolute tolerance.

<b>Model</b>	<b>W/base mm</b>	<b>Front-Track-Rear mm mm</b>	
<b>HOLDEN</b>			
LJ	2540	1336	1310
LH/LX	2591	1412	1387
VB-VK	2668	1465	1435
VL	2668	1465	1435
VN	1732	1470	1495
VP	2731	1466	1493
VR-VS	2731	1506	1506
<b>FORD</b>			
TE	2578	1441	1441
TF	2580	1535	1535
XD	2518	1575	1541
XE	2790	1567	1552
XF	2829	1562	1540
EA	2794	1561	1548
EB-EF	2794	1569	1569
EL	2791	1581	1562
AU	2793	1581	1562
<b>CHRYSLER-MITSUBISHI</b>			
KB/KC	2667	1422	1412
CL	2819	1496	1512
<b>SIGMA</b>			
GH	2515	1385	1363
GN	2530	1395	1365

# TABLE OF CONTENTS

## INTRODUCTION

<b>1.</b>	<b>Interpretation</b>	<b>1</b>
<b>2.</b>	<b>Authority To Exclude</b>	<b>1</b>
<b>3.</b>	<b>General</b>	<b>2</b>
<b>4.</b>	<b>Construction</b>	<b>2</b>
	Glossary of Terms & Definitions	2
<b>5</b>	<b>Declaration of Compliance</b>	<b>3</b>
<b>6.</b>	<b>Registration</b>	<b>3</b>
<b>7</b>	<b>Measuring of Cars</b>	<b>4</b>
	<b>Fig 1.</b> Wheelbase Calculation	5
<b>8</b>	<b>Penalties</b>	<b>5</b>
<b>9</b>	<b>Driver Safety</b>	<b>6</b>
	Protective Clothing	6
	<b>Table 1</b> Racewear Approvals	6
	Helmet	7
	Seat Belt	8
	<b>Fig 2.</b> Restraints	8
	<b>Fig 3</b> Restraint Systems	9
	Installation of Driver Restraint Systems	9
	Adjustment of Driver Restraint Systems	11
	Window Net	12
	<b>Fig 4 &amp; 4(i)</b>	12
	Padding	13
	Fire Extinguisher	13
<b>10</b>	<b>Seat</b>	<b>13</b>
	<b>Fig 5</b> Typical Seat	14

## CLASS SPECIFICATION:

<b>11.</b>	<b>Class Criteria</b>	<b>15</b>
<b>12.</b>	<b>Direction of Racing</b>	<b>15</b>
<b>13.</b>	<b>Street Stock Derivation</b>	<b>15</b>
<b>14.</b>	<b>Body</b>	<b>16</b>
	<b>Fig 5(i) Rubbing Strip</b>	<b>17</b>
	Additional Firewalls	19
	<b>Fig 6 Triangular Roof No</b>	<b>19</b>
<b>15</b>	<b>Roll Cage</b>	<b>19</b>
	<b>Fig 6(i)</b>	21
	<b>Fig 6(ii) &amp; 6 (iii)</b>	21
	Additional Minimum Bar Work	22

	<b>Fig 6(iv) &amp; 6 (v)</b>	<b>23</b>
<b>16</b>	<b>Head Plate</b>	<b>24</b>
	<b>Fig 8. Head Plate</b>	<b>24</b>
	<b>Fig 8 (i) Raised Head Plate</b>	<b>25</b>
<b>17</b>	<b>Engine &amp; Auxiliary Equipment</b>	<b>25</b>
<b>18</b>	<b>Engine – Electronic Fuel Injection</b>	<b>27</b>
<b>19</b>	<b>Carburettor</b>	<b>29</b>
<b>20</b>	<b>Electrical</b>	<b>29</b>
<b>21</b>	<b>Exhaust System</b>	<b>30</b>
	<b>Fig 9</b>	<b>30</b>
<b>22</b>	<b>Cooling System</b>	<b>31</b>
<b>23</b>	<b>Transmission</b>	<b>32</b>
<b>24</b>	<b>Suspension/Steering</b>	<b>33</b>
	<b>Fig. 10 Ride Height</b>	<b>34</b>
<b>25</b>	<b>Wheels/Tyres</b>	<b>35</b>
	<b>Fig. 11 Wheel &amp; Tyre Measurements</b>	<b>35</b>
<b>26</b>	<b>Brakes</b>	<b>36</b>
<b>27</b>	<b>Fuel Tank/Fuel Lines</b>	<b>36</b>
	<b>Table 2 Engine List</b>	<b>37</b>
	<b>Table 3 Bore &amp; Stroke</b>	<b>38</b>
	<b>Table 4 Valve Sizes</b>	<b>38</b>
	<b>Table 5 Carburettor List</b>	<b>38</b>
	<b>Table 6 Standard Dimensions</b>	<b>39</b>

PLEASE NOTE: Where possible the data in the Specification Manual has been taken from the Glass's Directories, which is the main reference book used by the A.S.C.F. Inc. Information that is not available in the Glass's Directories, is taken from Manufacturers Workshop Manuals. We have checked and cross checked the information in this Manual. If you do find something that does not seem to be right, anywhere in this Specification Manual, please let us know immediately, so that we can check it out and if it is wrong, we can change it.

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# YOUR NOTES