



Welcome to NSW Sports Sedans

Sports Sedans are a category unique to Australia, in which vehicles are based on a production sedan, with modifications allowable under the rules to enable them to be more suitable for racing. The category caters to a wide variety of vehicle makes, body and engine combinations and budget levels amongst competitors.



While the cars look similar to road sedans, that is where the similarities end. The front-running cars can only be described as BIG. Big engines, big wings, big tyres and big performance. The rules allow great freedom in this category and as a result Sports Sedans are the most awesome form of racing cars going. They have wide, low profile tyres and massive front air dams which provide down-force to the front of the car and at the rear, huge rear wings that keep the rear tyres glued to the track.



In Sports Sedan racing, power-to-weight is everything. To promote that philosophy, body panels are often made of lightweight materials, the wheels made from magnesium alloy and even the side windows and windscreens are made from polycarbonate. Underneath their smooth skins, they are pure race car, designed and built in many cases from the ground up to be fast, light, agile and stunningly effective racers.

Construction methods vary according to a competitor's budget. The front running Sports Sedans feature a fully fabricated space-frame chassis, with the engine pushed well back into the passenger's compartment to aid in handling, leaving not a lot of room for the driver to sit - and it can get pretty hot as well!



Suspension technology has progressed over the years to a point where the modern, higher budget Sports Sedan handles more like an open-wheeler due to them utilising a double wishbone coil-over front suspension or a rocker arm system. Rear suspension depends once again on budget; most front running cars use an independent rear suspension setup. Some competitors use a live rear axle setup with a watts-linkage/coil-over rear suspension.

With the engine capacity limit of 6 litres or 6000cc, for the front running cars the most popular engine used is the 350c.i. Chev, primarily in the SB2.2 NASCAR variant. However, there has also been an increase in the use of other NASCAR engines, including Ford and Dodge units. Many of the leading competitors are now extracting 700+ horsepower out of these engines by using sophisticated engine management systems. Technologically advanced multi-valve and turbo-charged engines have been used with mixed success over the years, however with continuing development there is no doubt these engines have plenty of potential with their level of success increasing.



Sports Sedans are raced in each state of Australia. There is a National Series and a NSW State Championship, which in particular offers race fans the spectacle of incredible, close and exciting racing. There are some well-known Australian drivers who have competed in the Sports Sedan category over the years, including Peter Brock, Alan Jones, Alan Grice, Jim Richards, Mark Skaife, Glenn Seton, Dick Johnson and Frank Gardner, plus many others too numerous to mention.

Sports Sedans also cater for almost any budget, with the front running National cars in some cases costing hundreds of thousands of dollars to build, and some of the more conservative cars costing as little as \$5000-\$10,000, with the rest of the field having price tags that fit anywhere in between. So even if you are just starting out in motor sport and don't have hundreds of thousands to spend, you can still be competitive and have a great time racing in Sports Sedans – once you commence with a basic Sports Sedan package you can enhance and improve it as your budget permits.

The open rules of Sports Sedans allow for the inclusion of many types of and currently competing cars. Owners of Commodore Cup, V8 Supercars and the various Time Attack style cars are all welcome to enter and run in our races. Drivers currently competing in Super Sprints with cars that don't fit into existing racing categories can often find a home in the ranks of Sports Sedans. Recently introduced 4WD rules allow production based floor pan (no space frames) 4WD cars such as Nissan Skyline, Subaru WRX, Mitsubishi Lancer EVO, etc. to come and race with Sports Sedans.



Our front-running cars are some of the fastest of any category in the country and as a result of their sheer speed offer great viewing for spectators. On average the quicker Sports Sedans are some 2 seconds a lap quicker than the V8 Supercar lap record at any Australian circuit. Mix in the greatest variation of makes, models and speeds of any category in Australia and you have a truly great and interesting race happening, with an appeal to a broad cross-section of spectators.



For NSW Sports Sedan competitors there is an extremely high level of satisfaction from racing in the category. The racing is the closest, most competitive and most exciting that many drivers have experienced, so they just can't wait to get back out there on the track and race again.

The driving and racing experience is enhanced by the divisions and points system used in NSW Sports Sedans. With 3 Divisions, based on lap times, you are certain to be on the track racing alongside drivers with whom you are also competing for points in the Club Championship. So, while outright wins will score the points for the State Championship, the NSW Sports Sedan Club Championship is up for grabs by anyone competing in any of the 3 Divisions.

Add to that the great mateship and camaraderie that is present amongst the drivers, teams and their families, and NSW Sports Sedans is just a fantastic category to race in – regardless of your budget, vehicle type or racing experience. Contact a member of the committee if you would like to know more about joining the greatest motor racing category – NSW Sports Sedans.

