



## 2025 National Sports Sedan Series Sporting and Technical Regulations



Version 1

Published 06/03/2025

# 2025 National Sports Sedan Series

## Sporting and Technical Regulations

These 2025 National Sports Sedan Series Sporting and Technical Regulations are published by *Motorsport Australia* (Registration Number 2025/010) and come into effect on 1 January 2025. They replace all previous National Sports Sedan Series Sporting and Technical Regulations. Any subsequent Version of the Sporting and Technical Regulations published by *Motorsport Australia* will supersede the previous Version.

A *Capitalised* and *italicised* word in this document is defined in the FIA International Sporting Code (*Code*), the National Competition Rules (*NCR*), including their Appendices or Attachment A of this document.

Any **HEADING** is for reference only and has no regulatory effect.

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# 2025 National Sports Sedan Series

## Sporting Regulations

### S1 TITLE AND JURISDICTION

#### S1.1 Title

This *Series* will only be known as and referred to as the “2025 National Sports Sedan Series”.

#### S1.2 Authority / Jurisdiction

- 1.2.1 Each *Round* in the 2025 National Sports Sedan Series (*Series*) will be held under the FIA International Sporting Code including Appendices; the National Competition Rules (NCR) and Circuit Race Standing Regulations (*CRSR*) of *Motorsport Australia*; the Sporting Regulations issued for this *Series* by *Motorsport Australia*; the Technical Regulations as published by *Motorsport Australia*; *Supplementary Regulations* and Further *Supplementary Regulations* issued by the *Organiser* for each *Round*; Bulletins issued by the Stewards, and any Driver Briefing Notes and instructions issued by the Clerk of the Course at an *Event*.
- 1.2.2 This *Series* has been sanctioned by *Motorsport Australia* as an *Authorised Series*.
- 1.2.3 Sports Sedans Pty Ltd has been appointed as the Category Manager (*CM*) by *Motorsport Australia* for this *Series*.

#### Contact Details:

Sports Sedans Pty Ltd  
35 Fenton Street  
Huntingdale VIC 3166  
Tel: 0418 505 635

<mailto:info@sportssedansnational.com.au>

### S2 ADMINISTRATION

#### S2.1 Personnel

The following personnel have been appointed to the *Series* by the *CM* and have the authority to administer the various aspects of these regulations as detailed in the *CRSR*.

Technical Delegate ( <i>TD</i> )	Laurie Griffin
Category Administrator ( <i>CA</i> )	Michael Robinson

### S3 COMPETITOR ELIGIBILITY

To be eligible to compete in the *Series*, each *Competitor* must hold a current Motorsport Australia Competitor Licence.

## S4 AUTOMOBILE ELIGIBILITY

Each *Automobile* must comply with the Technical Appendix of the *Manual* and the technical regulations as specified in Article S4.1 of these regulations and have a weight (*Racing Weight*) to power (engine power at the flywheel) ratio greater than 1.5 kg/hp. Each *Competitor* must lodge a [Vehicle Performance Declaration](#) form for each of their *Automobiles*.

### S4.1 Automobile Classes

4.1.1 Each *Automobile* will be allocated into one of the following classes:

4.1.1.1 Class SS: Spaceframe chassis and floorplan Sports Sedan complying with the requirements of the Circuit Race Appendix, Specifications of Automobiles, 3<sup>rd</sup> Category - Touring Cars - Group 3D - Sports Sedans of the *Motorsport Australia Manual*.

4.1.1.2 Class TA: Trans Am type *Automobile* complying with the 2025 National Sports Sedan Series Technical Regulations for Class TA.

4.1.2 Other *Automobiles* may be invited to compete at a *Round* at the discretion of the *CM* but will be ineligible for *Series* points.

### S4.2 Replacement *Automobile*

Following the commencement of the first qualifying session of each *Round*, any *Automobile* that has been entered to compete at that *Round* may not be replaced with another *Automobile*.

## S5 DRIVER ELIGIBILITY

To be eligible to compete in the *Series*, each *Driver* must be a minimum of 17 years of age and hold a Motorsport Australia Circuit Licence without Provisional endorsement or higher (unless noted otherwise in the *Supplementary Regulations* for a particular *Round*) and be a member of NASSA Inc.

**Note:** Each *Driver* competing in their *State Competition* in conjunction with the *Series* is not required to be a member of NASSA Inc.

### S5.1 Substitute Drivers

Prior to the commencement of the first qualifying session at each *Round*, a *Competitor* may nominate a substitute *Driver* who may be permitted to compete in the remainder of that *Round* subject to the approval of the Stewards.

## S6 SERIES ROUNDS

6.1 The *Series* will be conducted over 5 *Rounds* as detailed in the Series Calendar below.

6.2 Each race conducted as a part of the *Series* will count in determining the final results.

## S7 SERIES CALENDAR

The *Series* will be conducted over the following *Rounds*:

<i>Round</i>	<i>Date</i>	<i>Circuit</i>
1	21 – 23 March	Sydney Motorsport Park, NSW
2	30 May – 1 June	Queensland Raceway, QLD
3	22 – 24 August	Winton Motor Raceway, VIC
4	25 – 26 October	Shell V-Power Motorsport Park, SA
5	21 -23 November	Phillip Island Grand Prix Circuit, VIC

**Note:** The above calendar is subject to change. The *CM* will advise each *Competitor* of any change.

## S8 ROUND FORMAT

The number, length and format of *Track* sessions will ultimately be negotiated and determined by the *Organiser* prior to a *Round* and will be advised in the *Supplementary Regulations* issued for an *Event*.

### S8.1 Round Format

Generally, the format for each *Round* will be as follows:

- 8.1.1 Practice 3 x 20-minute sessions.
- 8.1.2 Qualifying 1 x 20-minute session.
- 8.1.3 Races 3 races as detailed in the *Supplementary Regulations*.

### S8.2 Variations to Timetable

The timetable may be varied at any time due to exceptional circumstances only with the prior approval of the *Stewards*.

## S9 GRID DETERMINATION

The grid for each race will be determined as detailed in the *CRSR*.

## S10 START PROCEDURE

The *Start* procedure for each race will be as detailed in the *CRSR* – Non-Championship Start – Rolling Start.

## S11 AWARDS AND POINTSCORE

### S11.1 Prizes and Trophies

Prizes, trophies and awards will be as advised to each *Competitor* by the *CA*.

### S11.2 Series Pointscore

- 11.2.1 Points will be awarded to *Drivers* for each race in each *Round* on their outright finishing position except for a *Driver* of any invited *Automobile*.

Finishing Position	Points		
	Race 1	Race 2	Race 3
1 <sup>st</sup>	30	45	60
2 <sup>nd</sup>	28	42	56
3 <sup>rd</sup>	26	39	52
4 <sup>th</sup>	24	36	48
5 <sup>th</sup>	22	33	44
6 <sup>th</sup>	20	30	40
7 <sup>th</sup>	18	27	36
8 <sup>th</sup>	16	24	32
9 <sup>th</sup>	14	21	28
10 <sup>th</sup>	12	18	24
11 <sup>th</sup>	10	15	20
12 <sup>th</sup>	8	12	16
13 <sup>th</sup>	6	9	12
14 <sup>th</sup>	4	6	8
15 <sup>th</sup> and below	2	3	4

- 11.2.2 Points for each race will only be awarded to *Drivers* classified as finishers in the final results of that race.
- 11.2.3 The results for each *Round* will be determined by the total number of points scored by each *Driver* at that *Round*.
- 11.2.4 If there is a tie at the end of any *Round*, the final positions for that *Round* will be determined by comparing the results of each of the tied *Drivers* in the final race of that *Round*. The higher place in the *Round* results will be awarded to the *Driver* with the higher finishing position in the final race.
- 11.2.5 The *Driver* gaining the highest outright points total over the 5 *Rounds* will be declared the winner of the *Series*.
- 11.2.6 If there is a tie at the end of the *Series*, final positions will be determined by comparing the race results achieved by each tied *Driver*, with the *Driver* with the highest number of first places being awarded the higher *Series* position. If at this stage a tie still exists, it will be resolved by comparing the number of second, third or fourth places (and so on) achieved by each tied *Driver* until each position has been determined.

## S12 EVENT OPERATIONS

### S12.1 Series Registration and Entry

The *Series* will operate under the Motorsport Australia Series Registration and Entry Process.

### S12.2 Driver/Team Manager Briefings

- 12.2.1 Each *Driver* and Team Manager (i.e. an appropriately authorised representative of the *Competitor*, other than the *Driver*) must attend the compulsory Drivers' briefing.
- 12.2.2 The time and location of this briefing will be detailed in the *Supplementary Regulations* for the *Event*.
- 12.2.3 The attendance sheet must be signed by each *Driver* and Team Manager to confirm attendance.
- 12.2.4 Other compulsory briefings may be convened as required and will be advised to each *Competitor* accordingly.

### S12.3 *Parc Fermé*

- 12.3.1 Each *Automobile*, including those remaining in *Pit Lane*, must proceed directly to the designated *Parc Fermé* area via the most direct route (or as directed by Officials) at the conclusion of qualifying, without returning to pit or paddock areas and without interference from any third party (other than an Official).
- 12.3.2 Each *Automobile* completing each race must proceed directly to the designated *Parc Fermé* area (or as directed by Officials) at the conclusion of the race, without returning to pit or paddock areas and without interference from any third party (other than an Official).
- 12.3.3 *Automobiles* may not be removed from *Parc Fermé* except with the express permission of the *TD*.

### S12.4 *Qualifying*

During qualifying, an *Automobile* may not return to the paddock area without the express permission of the *TD*. If an *Automobile* exits *Pit Lane* to the paddock during qualifying it will not be permitted to re-join that session and will be subject to a penalty of *Disqualification* from the results of the qualifying session.

### S12.5 *Pit Lane*

- 12.5.1 Each pit crew member is required to sign a *Pit Lane* Indemnity Form prior to the first *Track* session and to display identification as and if required by the *Organiser*.
- 12.5.2 Each *Competitor* must appoint a Car Controller for each of their *Automobiles* who will be solely responsible for the stopping of, and the safe release of the *Automobile* at all times whilst the *Automobile* is in *Pit Lane*.

### S12.6 *Removal of Automobile from the Circuit*

Following the commencement of the first qualifying session, it is prohibited to remove any *Automobile* from the *Circuit* prior to the completion of the *Event* without the prior express written approval of the *TD*.

### S12.7 *Practice Starts*

Practice starts are prohibited.

### S12.8 *Automatic Timing*

- 12.8.1 The *Organiser* utilises an automatic timing system that requires each *Automobile* to be fitted with a timing transmitter.
- 12.8.2 It is the responsibility of each *Competitor* to maintain the timing transmitter for each of their *Automobiles* in working order at all times when their *Automobile* is on the *Track* at a *Round*.

## S13 TYRES

### S13.1 *General*

- 13.1.1 Except where the tyre size/s required for an *Automobile* are not available from the Series Tyre Supplier, each *Automobile* must be fitted with the control dry weather tyres listed below and supplied by the Series Tyre Supplier.

Rim Diameter	Tyre Brand construction / compound	Tyre Size
18 inch	Hankook F200	280/660R18 280/680R18 300/660R18 300/680R18 320/710R18
17 inch or less	Any <i>CM</i> approved brand	Any size sourced from the Series Tyre Supplier



13.1.2 The use of any tyre heating, heat retention device or chemical treatment to any tyre is prohibited.

### **S13.2 Series Tyre Supplier**

The Series Tyre Supplier is Hankook Tyres – Garys Motorsport Tyres.

Gary Harrison

Phone – 0418 968 613

Email – [garydunlop@ozemail.com](mailto:garydunlop@ozemail.com)

### **S13.3 Practice**

There is no limit to the number of dry or wet weather tyres that can be used in the practice sessions.

### **S13.4 Qualifying and Race – Dry Weather Tyres (slicks)**

13.4.1 From the commencement of the first Qualifying session at each *Round*, if dry weather tyres are being used, each *Automobile* that is eligible for the *Series* must only be fitted with the dry weather tyres listed in the table above, supplied by the Series Tyre Supplier and marked by the *TD* or their nominee. No *Automobile* will be permitted on the *Track* in any qualifying or race unless it is fitted with the marked tyres for that *Round*.

13.4.2 A maximum of 4 new or used (previously marked or unmarked) dry weather tyres (must be 2 front and 2 rear) will be marked for each *Automobile* for each *Round*.

13.4.3 In addition to S13.4.2, the following tyres may be marked for each *Automobile* for each *Round*:

13.4.3.1 A maximum of 4 used dry weather tyres (must be 2 front and 2 rear) previously marked for use in the *Series*; or

13.4.3.2 A maximum of 2 unmarked used dry weather tyres (must be 1 front and 1 rear); or

13.4.3.3 For the first *Round* of the *Series* that an *Automobile* is to have Hankook F200 tyres marked, 4 new dry weather tyres (must be 2 front and 2 rear) that have been used in testing or practice at that *Round*.

13.4.4 A *Competitor* may be permitted to replace a marked tyre if the *TD* is satisfied that due to exceptional circumstances the tyre in question can no longer be used. The *TD* will ensure that the tyre to be replaced has been rendered unusable and that the replacement tyre is of the same specification and of similar wear to the tyre being replaced. A penalty may be imposed for the use of a replacement tyre.

### **S13.5 Wet Weather Tyres (treaded)**

Wet weather tyre brand is free and there is no limit to the number of tyres that can be used.

### **S13.6 Tyre Marking**

13.6.1 Within 1 hour from the completion of the final practice session at each *Round*, each *Competitor* must present each tyre to the *TD* (or their nominee) for marking at the front of their respective garage/paddock bay.

13.6.2 The outer wall of the tyre must remain natural prior to marking (i.e. no tyre shine).

13.6.3 Each *Competitor* is responsible for ensuring that each tyre is marked or re-marked as appropriate.

13.6.4 If tyre markings have been removed or are not visible when fitted to the *Automobile*, they are deemed to be unmarked.

13.6.5 If the tyres are not marked for any reason or the markings become faded or un-readable the *Competitor* must notify the *TD* immediately and re-present the tyres for marking.

13.6.6 If tyres are turned on the rim, they must be re-presented for remarking on the visible outer wall.

### **S13.7 Penalty**

Penalty for non-compliance to the tyre rules in S13 will be *Disqualification* from the *Event* and loss of all *Series* points for that *Round*.

**Note:** The *TD* will be the sole arbiter with regard to the interpretation and application of these tyre regulations and any decision made by the *TD* in this regard will not be the subject of any protest.

## **S14 FUEL**

### **S14.1 General**

- 14.1.1 Each *Automobile* must only use the specified control fuel approved by the *CM*, if a control fuel is nominated by the *CM*.
- 14.1.2 No other substance may be added to the specified fuel.
- 14.1.3 With the exception of ambient atmospheric air and the specified control fuel, no other substance may be added to the intake charge of the engine.
- 14.1.4 A fuel sample may be taken from an *Automobile* at any time.
- 14.1.5 Each *Competitor* is responsible for a fuel sample being able to be obtained safely and promptly upon request by the *TD*.
- 14.1.6 Any fuel sampled will be compared with that provided by the official fuel supplier and any discrepancy will be reported to the Stewards.

### **S14.2 Refuelling – Garage/Paddock**

- 14.2.1 When refuelling or undertaking any activity with fuel, each *Competitor* must comply with the following procedure:
  - 14.2.1.1 The *Automobile*'s engine must be switched off;
  - 14.2.1.2 At least 1 crew member must be designated as a fire attendant and in possession of at least 1 x 4.5 kg dry powder fire extinguisher;
  - 14.2.1.3 The designated fire attendant must not perform any other task during the refuelling procedure;
  - 14.2.1.4 A drip/catch mat/tray capable of containing any spillage must be positioned below the refuelling point of the *Automobile*.

## **S15 MINIMUM RACING WEIGHT AND ENGINE REV LIMITS**

- 15.1 Each *Automobile* must comply with the minimum *Racing Weight*, Maximum Engine Revs and Maximum Boost specified in the table below at all times during each *Round*.
- 15.2 Each *Automobile* must be fitted with an effective rev limiter and that rev limiter must be set at or below the applicable limit specified in the table below.
- 15.3 At the request of the *TD* the rev limiter must be displayed to the *TD* along with any data logging or rpm data supplied via the ECU. The penalty for non-compliance with such a request will be *Disqualification* from the *Event*.

Class	Engine Capacity (cc)	Minimum Racing Weight (kg)	Maximum Engine Revs (rpm)	Maximum Boost (psi)
SS	0-3500	As detailed in the <i>Motorsport Australia Manual</i> for Group 3D Sports Sedans	9000	35
	3501-5099		8500	35
	5100-6000		8500	35
TA	0-5100	1175	8500	35
	5101-6000	1200	8500	35

## S16 AUTOMOBILE MARKINGS

- 16.1 In addition to the requirements detailed below, each *Automobile* must comply with Technical Appendix - Schedule K of the *Motorsport Australia Manual*.
- 16.2 Each *Automobile* must provide space and/or display the following *Series* markings, appropriately attached and positioned as detailed below at all times during each *Round*:
- 16.2.1 The top of the windscreen for a windscreen banner (provided by the *CM*)
  - 16.2.2 A sponsor decal (provided by the *CM*) above or below the competition number on both sides of the *Automobile*.

# 2025 National Sports Sedan Series

## Technical Regulations

### Class TA only

#### T1 PREAMBLE

- 1.1 The requirements of these Technical Regulations only apply to each *Automobile* competing in Class TA of the 2025 National Sports Sedan Series (*Series*). Each *Automobile* may be modified only to the extent specifically permitted under these regulations.
- 1.2 Each *Automobile* competing in Class SS of the *Series* must comply with the requirements of the Circuit Race Appendix, Specifications of Automobiles, 3<sup>rd</sup> Category - Touring Cars – Group 3D - Sports Sedans of the *Motorsport Australia Manual*.
- 1.3 It is the intent of these Technical Regulations to allow construction or modification useful and necessary in the preparation of an extremely high-performance road racing *Automobile*.
- 1.4 In addition to these Technical Regulations, each *Automobile* must conform to the requirements of the Technical Appendix of the *Motorsport Australia Manual*.
- 1.5 Changes may be made to these Technical Regulations at any time, subject to the prior approval of *Motorsport Australia*, in the interests of safety, fairness and cost containment and to maintain parity.

#### T2 ELIGIBILITY

Each *Automobile* allocated to Class TA of the *Series* must comply with the requirements of these Technical Regulations to be eligible for the *Series*.

#### T3 CHASSIS

- 3.1 Each *Automobile* must be of steel tube space frame construction with adequate strength to withstand the forces placed upon it from *Competition*.
- 3.2 The wheelbase at the hub centreline must be 2590 mm +/- 20 mm.
- 3.3 The maximum *Track* must be 2040 mm.

#### T4 SAFETY CAGE

- 4.1 Each *Automobile* must be fitted with a Safety Cage that complies with the requirements of Technical Appendix - Schedule J of the *Motorsport Australia Manual* and the requirements specified in 3<sup>rd</sup> Category: Touring Cars - Group 3D: Sports Sedans.
- 4.2 The Safety Cage Structure must incorporate the following additional elements for Side Impact Protection:
  - 4.2.1 A minimum of 3 side impact protection tubes on the *Driver's* side plus a minimum of 1 tube on the *Passenger* side.
  - 4.2.2 On the *Driver's* side each tube is to run fore/aft near horizontal and be joined to one another by at least 2 near vertical tubes.

## **T5 BODYWORK**

- 5.1 Each *Automobile* may be updated and/or changed from marque to marque by exchanging the approved *Bodywork* over a common wheelbase and *Track* measurement *Chassis*.
- 5.2 Each *Automobile* will be listed according to the *Bodywork's* intended make and model designation. Any eligible engine may be used in any *Automobile* designation.
- 5.3 Only SCCA Trans Am approved *Bodywork* shapes post 1990 will be permitted. Trans Am *Bodywork* must be in a configuration that is approved for past or present SCCA Trans Am *Competition*. The *Bodywork* may be constructed from composite materials such as Fibreglass, Kevlar and Carbon Fibre. The method of *Bodywork* attachment is free.
- 5.4 The maximum overall width of each *Automobile* must not exceed 2050 mm.
- 5.5 *Bodywork* that was manufactured without any hood louvres may have up to 2 hood louvres added. These louvres must be located on the hood/front fender between the radiator and the rearward edge of the hood. The maximum size of these louvres is 510 mm x 255 mm with a minimum of 5 slots.
- 5.6 The bonnet may be modified to provide clearance to the engine air intake air-box, provided that such alteration does not confuse the identity of the *Automobile*. The maximum height of this modification is 50 mm.
- 5.7 Polycarbonate windshields are permitted. Polycarbonate windshields must have a minimum of 1 inner support to prevent the windshield from collapsing inward. The rear quarter (side) and rear windows may be made of clear, transparent polycarbonate material.
- 5.8 Rear view mirrors providing visibility to the rear of both sides of the *Automobile* must be fitted.
- 5.9 Fresh-air ducts to the *Driver* may be added to the A-pillar area. They must be distinctly separate parts from the *Bodywork*. One only genesis technologies roof louvre vent (part number GA3125) is permitted for the express purpose of venting the *Driver's* compartment.
- 5.10 The area in the rear *Bodywork* that was intended to be covered by a number plate may be removed and utilised as a vent to exit air from inside the rear *Bodywork*.
- 5.11 Each door may contain 1 hole or slot to accommodate exhaust outlet/s. Any such opening in the door/s must be in the lower half of the door height and within 300 mm of the rear wheel arch opening.
- 5.12 Air may be ducted to the carburettor/s intakes or fuel injection intakes provided that the ducting is completely contained within the engine compartment and that the air to be ducted is supplied through normal openings in the *Bodywork*. Air may be ducted to a sealed air-box through an opening near the back of the bonnet, rectangular in shape, maximum width of 500 mm and maximum length of 100 mm.
- 5.13 Additional openings are permitted for the purpose of ducting air to the brakes, radiator, air-box and/or oil cooler(s). These openings may be placed in the lower half of the nose section panel.

## **T6 SPOILERS/WINGS**

- 6.1 A flat front air splitter is permitted and may extend up to 50 mm in front of the approved Trans Am *Bodywork*. A front "under-tray" is permitted and may incorporate a low pressure air diffuser but extend no further rearward than the centreline of the front hubs.

- 6.2 If a rear wing is used, it must comply with the single element wing specification in the *Motorsport Australia Manual – Circuit Race Appendix – 3<sup>rd</sup> Category: Touring Cars - Group 3D: Sports Sedans*. The maximum width of the entire wing assembly including endplates must be 1830 mm. The cord length must be no greater than 275 mm. Each wing endplate must be mounted parallel to the *Automobile* centreline and must be perpendicular to the ground. Each wing endplate must be parallel to the centreline of the *Automobile* with no curvature or openings.
- 6.3 A maximum 15 mm Gurney tab is permitted at the trailing edge of the wing element. The tab must be mounted 90 degrees to the upper wing surface. No air may pass between the tab and the wing.
- 6.4 The entire wing assembly must be mounted below the peak of the roof (measured at the highest point of the roof). The trailing edge of the wing cord must be located within the following area:
- 6.4.1 Forward - A maximum of 150 mm forward of the rearmost *Bodywork* measured at the *Automobile* centreline.
- 6.4.2 Aft - A maximum of 50 mm rearward of the rearmost *Bodywork* at the *Automobile* centreline.
- 6.5 2 wing mounting posts must be used.
- 6.6 *Cockpit* operable wing adjustment or any device that allows wing adjustment or movement whilst the *Automobile* is in motion is prohibited.
- 6.7 Vertical vanes may be fitted under the Trans Am homologated rear floor/rear bumper panel in order to develop a rear diffuser effect. The vanes fitted must be no wider than the inside of the rear tyres inflated to 1.7 bar (25 psi), no further forward than the rear axle centreline and no lower than the *Chassis* ride height at the rear axle centreline. These vanes must not protrude rearward of the rearmost point of the rear bumper.

## T7 WHEELS AND TYRES

- 7.1 Each *Automobile* must have 4 wheels.
- 7.1.1 The maximum wheel rim diameter is 18 inches and the minimum diameter is 16 inches.
- 7.1.2 The maximum width of any complete wheel assembly is 370 mm with at least 180 kpa pressure in the tyre.
- 7.1.3 Each wheel must be made of steel, aluminium, magnesium, or a combination thereof.
- 7.2 Each *Automobile* must only be fitted with the tyres specified in the 2025 National Sports Sedan Series Sporting Regulations at all times at each *Round*.

## T8 WEIGHT

- 8.1 Each *Automobile* must comply with the minimum *Racing Weight* (including driver with all apparel and remaining fluids in the *Automobile*) at all times at each *Round* as specified in the 2025 National Sports Sedan Series Sporting Regulations.
- 8.2 The minimum weight permitted (with *Driver* seated in the driving *Seat* in the normal driving position) over the front axle is 49% of the total *Racing Weight* of the individual *Automobile*.

## T9 ENGINE

- 9.1 Only pushrod valve actuation V8 engines up to 6000 cc are permitted.
- 9.2 The following engine blocks are permitted:
  - 9.2.1 General Motors Chevrolet, Ford & Dodge.
  - 9.2.2 All approved Nascar engine blocks prior to; Chev R07, Ford FR9 & Dodge R6.
  - 9.2.3 All aftermarket engine blocks manufactured by World Industries, Dart & Ford SVO.
- 9.3 Aluminium engine blocks are prohibited.
- 9.4 Each engine is to be naturally aspirated and the fuel fed via a carburettor/s or via a fuel injection system. All inducted air must pass through the carburettor/s or fuel injection throttle venturis. Air filters, velocity stacks, and or air boxes are free.
- 9.5 The maximum engine revolutions per minute (rpm) permitted at all times during each *Round* must be as specified in the 2025 National Sports Sedan Series Sporting Regulations.
- 9.6 The rearmost point of the engine block must be located forward of the most forward point of the front firewall.
- 9.7 Engine mountings are free.
- 9.8 Oil pumps are free provided that they are mechanically driven by the engine.
- 9.9 Water pumps are free provided that they are mechanically driven by the engine.
- 9.10 Only *Driver* operated electrical starter is permitted. The use of any ignition system (except magneto ignition) is permitted, provided the number of spark plugs remains the same as the number of engine pistons. The remaining components of the engine electrical system are free.
- 9.11 The components of the exhaust system are free.
- 9.12 Each exhaust outlet must exit the bodywork below the centreline of the door height and within 300 mm of the rear wheel arch opening.
- 9.13 Any water and oil radiator or heat exchanger is permitted, provided that there are no changes to the exterior *Bodywork* to accommodate its use. They must not be located in the *Driver/Passenger* compartment. Air may be ducted to said coolers only through normal openings in the approved *Bodywork*. Air ducts or other openings must not be added to body panels or windows.
- 9.14 Air may be ducted to coolers from free air under the *Automobile*, provided that such under *Automobile* ducting does not create aerodynamic down-force.

## T10 DRIVETRAIN

- 10.1 Only two-wheel drive via the rear wheels is permitted.
- 10.2 Only a single speed live rear axle is permitted, however, it may be modified to accommodate camber and toe adjustments.
- 10.3 “Quick change” drop gears are permitted.
- 10.4 Final drive units which permit ratio changes while the *Automobile* is in motion are prohibited.
- 10.5 The design of the transmission is free, save for the following:
  - 10.5.1 The transmission box front mounting surface must be located within 410 mm of the rear of the engine block.

- 10.5.2 The clutch must be controlled exclusively by the *Driver* by either mechanical or hydraulic actuation. The use of any electronic clutch actuation systems is prohibited.
- 10.5.3 The gears must be selected by the *Driver* exclusively via a mechanical linkage.
- 10.5.4 The use of any electronic, hydraulic or pneumatic gear selection device or assistance is prohibited.
- 10.5.5 A gear lever-mounted switch, which must only provide a gear shift cut signal to the ECU, may be fitted.
- 10.5.6 An operable reverse gear driven by the engine must be fitted.
- 10.5.7 The maximum number of forward gears is 6.
- 10.6 A minimum of 1 steel 360 degree “loop” must be installed of sufficient strength to prevent the driveshaft/s from entering the *Driver’s* compartment or the front of the shaft contacting the ground in the event of shaft and/or U-joint failure.

## **T11 SUSPENSION**

- 11.1 The minimum ride height of any part of the *Automobile* is 40 mm.
- 11.2 Suspension components are free provided that they are constructed from steel or aluminium.
- 11.3 Only coil springs may be used for springing the *Automobile*. A maximum of one shock absorber is permitted per wheel.
- 11.4 The front suspension is to be a double A-arm type suspension of equal or unequal length arms.
- 11.5 The rear axle is to be a closed tube beam, live axle suspension.
- 11.6 The front wheels only must be steered by the *Driver*. The type of steering is free. It is recommended that a collapsible steering column is used.

## **T12 BRAKES**

- 12.1 Each *Automobile* must be equipped with a dual braking system operated by a single control. In the case of leakage or failure to any point in the system, effective braking power must be maintained to at least 2 wheels. The use of any dual master cylinder and/or pressure equalising device is permitted. Servo assist braking systems are prohibited.
- 12.2 Brake cooling air ducts may be fitted, provided they extend only in a forward direction, and that no changes are made in the *Bodywork* for their installation save for 2 openings in the front bumper area to accommodate up to an area equal to 5 inches diameter for each opening.
- 12.3 Only brake discs manufactured from ferrous material may be used. Only 1 brake disc per wheel is permitted. Brake discs are to be mounted outboard of the rear axle housing and front uprights.
- 12.4 Brake calipers are free save that only 1 brake caliper per wheel with a maximum of 6 pistons per caliper is permitted.
- 12.5 Water cooled calipers are prohibited.
- 12.6 Air may be ducted to the rear brakes from free air under the *Automobile*, provided that such under *Automobile* ducting does not create aerodynamic down-force.



## ATTACHMENT A - DEFINITIONS

**Authorised Series:** A National Series authorised by *Motorsport Australia*

**CA:** Category Administrator for the *Series* appointed by the *CM*

**CM:** Category Manager for the *Series* appointed by *Motorsport Australia*

**CRSR:** Circuit Race Standing Regulations published by *Motorsport Australia*

**Round:** A round of the *Series*

**Series:** The 2025 National Sports Sedan Series

**TD:** Technical Delegate for the *Series* appointed by *Motorsport Australia*