

TIME ATTACK RULES – 2022

TRACK TUNED CLASS

Track Tuned Class:

General Rules:

1. Nitrous prohibited.
2. The same driver must drive the same vehicle for the duration of the series. The combination of vehicle and driver shall collect points.
3. Modifications must not be made which reclassify the vehicle during the series. Points are not transferable between classes. If the car is modified such that it changes the classification, points will be zeroed and started in the new classification.
4. Engine capacity shall be taken from the vehicle manufactures technical specification (not the sales brochure). If the engine capacity has been modified, the driver shall declare the new engine capacity for correct classification.
5. Tyres must be within the bodywork of the vehicle and not protruding.
6. Vehicle manufacturing definition: Make = Manufacture, Model = Vehicle Type, Release Model = Series release within Model (e.g. Make = Mitsubishi, Model = EVO, Release Model = X) For vehicles without clearly defined release models, these will be as per the manufactures stated generations. Such as WRX first generation 1992-2000, second generation 2000-2007 and their associated model numbers.

The Time Attack rules are to be used for the sole purpose of vehicle classification for the Time Attack competition classes. They do not constitute a statement, guide, advice or direction about how a vehicle should be modified for safety, road use or any other purposes. Any modification to a vehicle should be performed and assessed by a trained professional. The safety of any vehicle present at a Time Attack event is the sole responsibility of the driver/owner of the vehicle. Where modifications are carried out in order to enable a vehicle to be eligible for inclusion in a specific Time Attack class, the owner/driver of the vehicle is responsible for ensuring that those modifications are carried out in a manner which meets any safety or other requirements/obligations the owner/driver has or is required to comply with. Time Attack does not encourage or endorse, and is not responsible for, modifications to vehicles in circumstances where the modifications cannot be carried out in such a way that the owner/driver's safety or other requirements/obligations are met. Time Attack is not responsible for any modifications to vehicles generally.

Track Tuned Class:

Vehicle:

1. The vehicle must be manufactured by a major manufacture. Kit cars or custom race cars are not allowed.
2. Manufacture super cars shall be moved into performance class, such as Nissan R35 GTR, Porsche 911, McLaren. These will be on a case-by-case basis.

Tyres:

1. The tyre tread wear rating must be 120 or above and must be printed on the tyre or shown in manufacture documentation.
2. The tyre must be no wider than 265 for AWD and 295 for 2WD and must be printed on the tyre.

Interior:

1. Must have OEM top half of dash. Removal of center console, glove box and lower dash trim is allowed.
2. Aftermarket instruments are allowed.
3. Aftermarket front seats are allowed. Removal of the passenger seat and rear seats is allowed.
4. In cabin adjustable brake bias or aftermarket pedal box are not allowed.
5. Roll cages are allowed.
6. Removal of the boot liner is allowed.
7. Removal of the back seats is allowed.
8. Must have basic interior in the front half of the cabin (removal of carpet, stereo etc and liner is allowed).

Chassis:

1. Swapping of OEM components between years of the same vehicle model is permitted (e.g. all EVO components from any EVO, is allowed on any other EVO). The fitment of factory options (such as rear wings) that were not originally optioned is allowed unless covered by another rule.
2. Aftermarket replica copies of factory components are allowed, unless covered by another rule.
3. The exhaust must be rear exiting (further back than the rear wheel). Screamer pipes are not allowed.
4. All glass in the vehicle must be OEM.
5. Must have OEM doors.
6. Widebody guards are allowed. The hubs remain in the original position. The widebody must be no wider than 50mm of the original bodywork.
7. Wheel spacers are allowed with a maximum of one metallic spacer of up to 30mm behind each wheel provided extended wheel studs are used such that effective wheel stud length is not reduced over OEM. The wheel and tyre must remain within the bodywork.
8. Adjustable camber, castor and toe control arms are allowed.
9. Fully adjustable shock absorbers and coil overs are allowed.
10. Changing the suspension spring rates is allowed.
11. Battery relocation is allowed.
12. Headlight removal is not allowed.

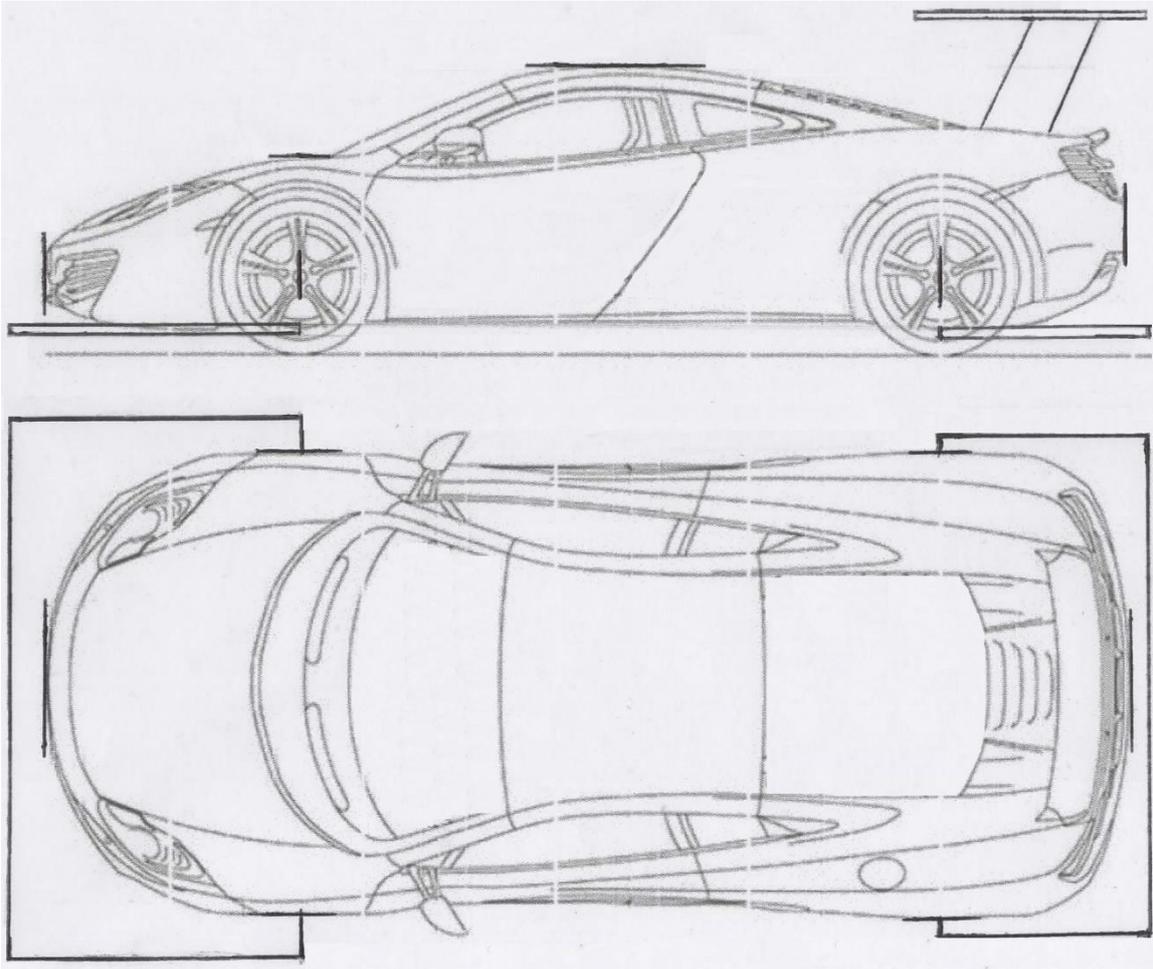
Engine:

1. Engine conversions are allowed. The new engine must have the same number of cylinders as the original engine.
2. Adding forced induction to a naturally aspirated engine is allowed (the vehicle would then be reclassified into a forced induction class). This includes any charge cooling required.
3. Removal of material to fit charge cooling is permitted.
4. Changing the boost level of the turbo charger or super charger is allowed.
5. High mount turbo conversions are allowed.
6. External turbo waste gates are allowed when plumbed back into the exhaust.
7. Dry sump conversions are allowed.
8. Fitment of an Accusump is allowed.
9. Aftermarket sequential shifters are not allowed.
10. Aftermarket short shifters are allowed.
11. Aftermarket dog boxes are allowed.

Brakes:

1. Brake caliper upgrades are allowed.
2. Two-piece brake rotors are allowed.
3. Fitment of passive brake cooling ducts is allowed.

Aerodynamics:



1. Bonnet vents for engine cooling are allowed.
2. Front aerodynamic components may project no farther forward than 50mm beyond the forward most point of the OEM bodywork, and no further back than the front axle centerline of the vehicle.
3. The front splitter may be no wider than the widest point of the front OEM bodywork on each side.
4. Front canards may extend no wider than 50mm from the widest point of the front OEM bodywork.
5. A ground clearance of 80mm between the wheelbase.
6. Side skirts may be no wider than 50mm from the widest point of the side of the OEM bodywork between the wheel axle center lines and go back under the vehicle no further than the inner edge of the chassis rail.
7. Dual element rear wings are allowed.
8. Rear wings may be no wider per side than the widest point of the OEM bodywork.
9. The highest point of the rear wing must be located no higher than the highest part of the OEM roofline. Except in the case of a hatchback where the wing can be no higher than 150mm from the highest point of the wing to the roofline and must be on the rear portion of the roof.
10. The rear most edge of the rear wing may be located no further rearward than 50mm past the rear most point of the OEM bodywork.
11. Rear diffusers may be located no further back than 50mm rearward of the rear most point of the OEM bodywork, and no further forward than the rear axle centerline of the vehicle. The floor pan must not be cut away to fit the diffuser.
12. Rear diffusers may extend no wider than 50mm from the widest point of the rear bodywork on each side.
13. Active aerodynamic aids are not allowed.