

TIME ATTACK RULES – 2026

CLUB SPEC CLASS

VERSION 2

Mandatory Rules:

To be read before attending an event:

1. AASA Regulations (www.aasa.com.au)
2. Read and follow the Supplementary Regulations for “Lap Dash/Sprint Events”
3. Read Time Attack (www.timeattack.com.au) Menu Item: Event Info -> Series Rules
4. The latest version of this rule sheet can be found on the website at Menu Item: Event Info -> Class Rules

General Rules:

5. Nitrous prohibited.
6. The same driver must drive the same vehicle for the duration of the series. The combination of vehicle and driver shall collect points.
7. 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.
8. Engine capacity shall be taken from the vehicle manufacturer's technical specification (not the sales brochure). If the engine capacity has been modified, the driver shall declare the new engine capacity for correct classification.
9. Rules state what can be done. If a modification is not mentioned, then it is not allowed.
10. All measurements have a tolerance of +/-3mm to allow for inaccuracy of had measurement.
11. 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 manufacturer's stated generations. Such as WRX first generation 1992-2000, second generation 2000-2007 and their associated model numbers. Another example would be Nissan Skyline R32 GTR to R34 GTR with the R35 GTR being a different Release Model.

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.

Vehicle:

1. The vehicle must be manufactured by a major manufacturer. Kit cars or custom race cars are not allowed.
2. Manufacturer hyper cars or super cars shall be moved into performance or Sports Car class, depending on their power to weight ratio and aerodynamics. Vehicles such as Nissan GTR, Porsche 911 and McLarens are some vehicles which may be subject to these class regulations. Vehicles which match the Sports car or performance class regulations, will be classed on a case-by-case basis.
3. Must not be eligible for Fast Front Wheel Drive Class.
4. Must not be eligible for Sports Car Class.

Tyres:

1. Each wheel and tyre must be fitted so that the upper part of the tyre, down to the flange over the wheel hub centre must be within the perimeter of the vehicle when viewed vertically from above.
2. The use of any tyre softening chemical or treatment on tyres is strictly prohibited and will result in immediate exclusion from the event.
3. The tyre tread wear rating must be 120 or above and must be printed on the tyre or shown in manufacturer documentation.
4. The tyre must be no wider than 265 for AWD and 295 for 2WD and must be printed on the tyre or shown in manufacturer documentation.

Wheels:

1. Each wheel if free and size is unrestricted but must be suited to the tyre size used.

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).
9. Must have OEM doors unmodified. Aftermarket or modified door cards are allowed for fitment of roll cage side intrusion bars.

Chassis:

1. Swapping of OEM components between years of the same vehicle Release Model is permitted.
2. The fitment of factory options (such as rear wings) that were not originally optioned is allowed.
3. Aftermarket identical replica copies of factory components are allowed.
4. The exhaust must be rear exiting (further back than the rear wheel). Screamer pipes are not allowed.
5. All glass in the vehicle must be OEM.
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.
8. Adjustable camber, castor and toe control arms are allowed.
9. Fully adjustable shock absorbers (including custom valved 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.
12. Aftermarket ECUs are allowed. Tuning the factory ECU is allowed.

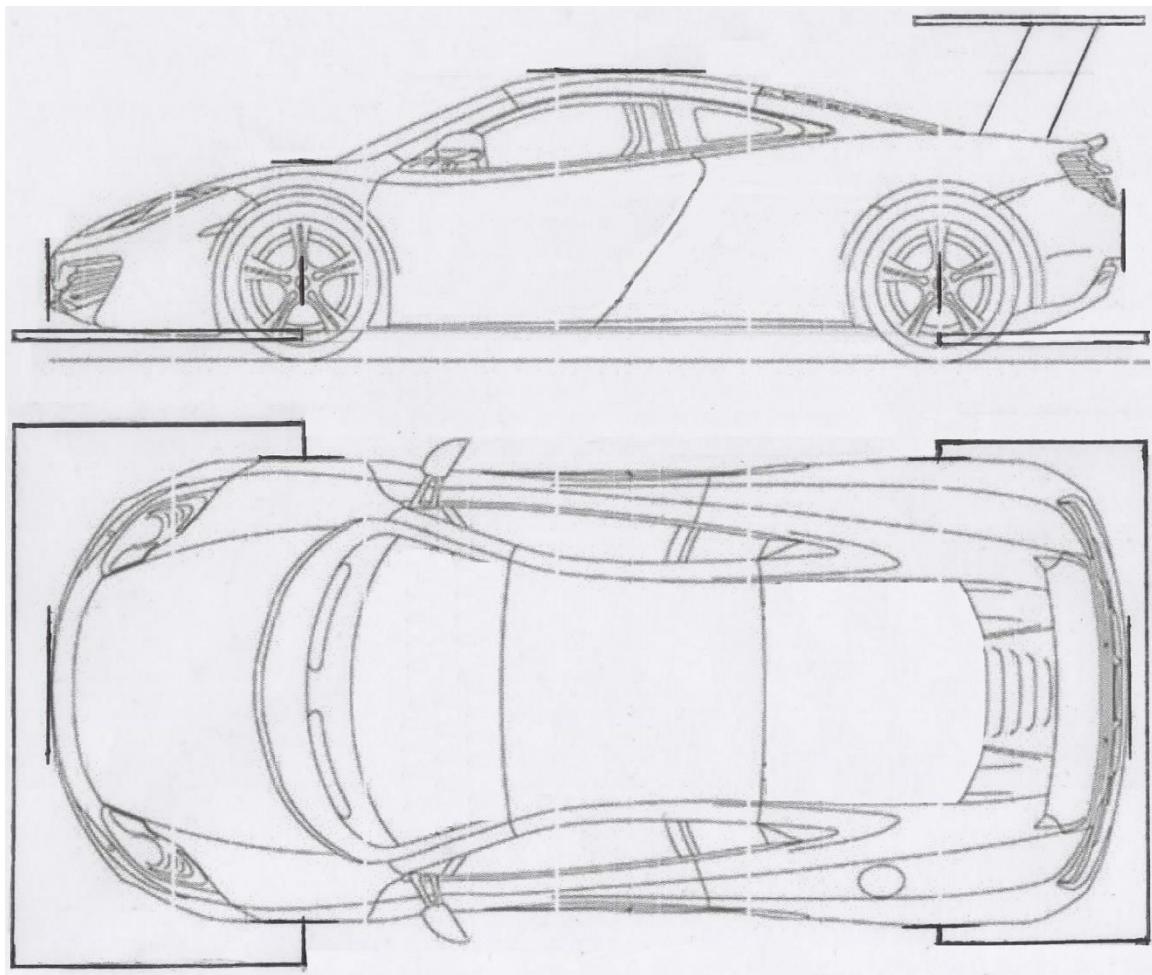
Brakes:

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

Drivetrain:

1. Drivetrain conversions are allowed such as 2WD to AWD.

Aerodynamics:



1. Bonnet vents are allowed solely for the purpose of engine bay cooling and provided they do not change the shape of the bonnet. Where a bonnet is integrated with the front fenders the area that covers the complete front wheel, and tyre must remain unmodified except where permitted for control tyre fitment.
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 rearmost 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.
14. Aftermarket side mirrors are allowed.