

TIME ATTACK RULES – 2027

SPORTS CAR CLASS

VERSION 1

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:

1. Nitrous prohibited.
2. 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.
3. Rules state what can be done. If a modification is not mentioned, then it is not allowed.
4. All measurements have a tolerance of +/-3mm to allow for inaccuracy of the measurement.

Event Rules:

1. The driver can change vehicles during the series if they all qualify for Sports Car Class.
2. The driver must run in the nominated series class to collect points at the special events.
3. The driver can enter more than one car at an event, in the same or multiple classes.
4. The same driver cannot enter the same car more than once in an event.
5. The same car can be shared by more than one driver in an event in the same class.

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.

Driver:

1. The primary driver must be the owner of the vehicle. A family member or friend can double enter a car.
2. Professional drivers (someone whose job is performance driving related) are not allowed. To clarify, if you are paid to do laps of any kind, then you are of a skill worth paying for. Therefore, you are not allowed.

Vehicle:

1. The vehicle must be manufactured by a major manufacturer. Kit cars or custom race cars are not allowed.
2. The car must be road registered. If it is not registered it will be assessed on a case-by-case basis.
3. Must run in this class if eligible.

Power to Weight:

1. Power to weight is to be taken from the manufactured OEM specification for classification.
2. Power to weight calculation does not include any modifications to increase power.
3. Power to weight ratio:

Requirement	kW/kg	Hp/lb
Must enter class from	0.205	0.125
Maximum for class	0.362	0.220
Data Source	Manufacture Specs	www.powertoweight.com

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 tyre tread wear rating (TW) must be standard as delivered on the vehicle by the manufacturer, or 120 or above, and must be printed on the tyre or evidence provided.
3. The tyre width shall be within 15% on the front and 10% on the rear, of the standard manufacture listed size. The tyre size can be rounded up to the closest tyre manufacture tyre size (eg. 293.25 can be rounded to 295)

Wheels:

1. Each wheel if free and size is unrestricted but must be suited to the tyre size used.
2. Wheel spacers are allowed with a maximum of one metallic spacer of up to 15mm behind each wheel provided extended wheel studs are used such that effective wheel stud length is not reduced over OEM.
3. Wheel offset is allowed where the wheel and tyre remain within the bodywork.

Interior:

1. Aftermarket gauges are allowed.
2. Must have both front seats in the vehicle (aftermarket seats are allowed).
3. Must not have in cabin adjustable brake bias or aftermarket pedal box.
4. Roll cages are allowed.
5. Removal of the back seats is allowed for the fitment of a roll cage, harness bar, or harness to mount points.
6. Must have full interior in the car, Interior trim and carpet may be modified or removed to allow for fitment of a roll cage.
7. Must have OEM doors unmodified. Aftermarket or modified door cards are allowed for fitment of roll cage side intrusion bars.
8. Removal of the Boot liner is allowed.

ECU:

1. Aftermarket ECUs are not allowed. Tuning the factory ECU is allowed.

Exhaust:

1. The exhaust must be rear exiting (further back than the rear wheel).
2. Screamer pipes are not allowed.

Chassis:

1. Swapping of OEM components between years of the same vehicle Release Model is permitted.
2. The fitment of factory or OEM options that were not originally optioned is allowed. Options that were available on other trim variants of the vehicle or made available on a later/earlier build date are allowed, provided it is or was a factory option (or dealer option). Proof of marketing may be required.
3. Aftermarket replica identical copies of factory components or factory options are allowed.
4. All glass in the vehicle must be OEM.
5. Must have full OEM dash including center console, glove box and lower dash trim.
6. Widebody kits, flared guards, rolled guards, pumped guards or changes to the shape of the vehicle are not allowed.
7. Battery relocation is allowed.
8. Headlight removal is not allowed.

Engine:

1. Must have the engine as fitted by the manufacture, with the same capacity and configuration. No engine conversions are allowed unless the engine is available in the same make and Release Model (e.g., Only Honda Civic engines can be used in a Honda Civic) and has the same capacity and configuration as the original engine. (Cylinder oversize bore of up to 1mm allowed for engine rebuilding).
2. Adding forced induction to a naturally aspirated engine is not allowed.
3. Changing the boost level of the turbo charge or super charger is allowed.
4. The turbo must remain in the original location with an internal waste gate.
5. Dry sump conversions are not allowed.
6. Fitment of an Accusump is allowed.

Transmission, Differential and Driveline:

1. Aftermarket sequential shifters are not allowed.
2. Aftermarket short shifters are allowed.
3. Aftermarket dog boxes are allowed.

Brakes:

1. Swapping brake calipers between years of the same vehicle Release Model is permitted.
2. Two-piece brake rotors are allowed.
3. Fitment of passive brake cooling ducts is allowed.
4. Vehicles with drum rear brakes can upgrade to a disc rear brake option from a higher specification of the same Release Model vehicle.
5. Braided brake lines are allowed.

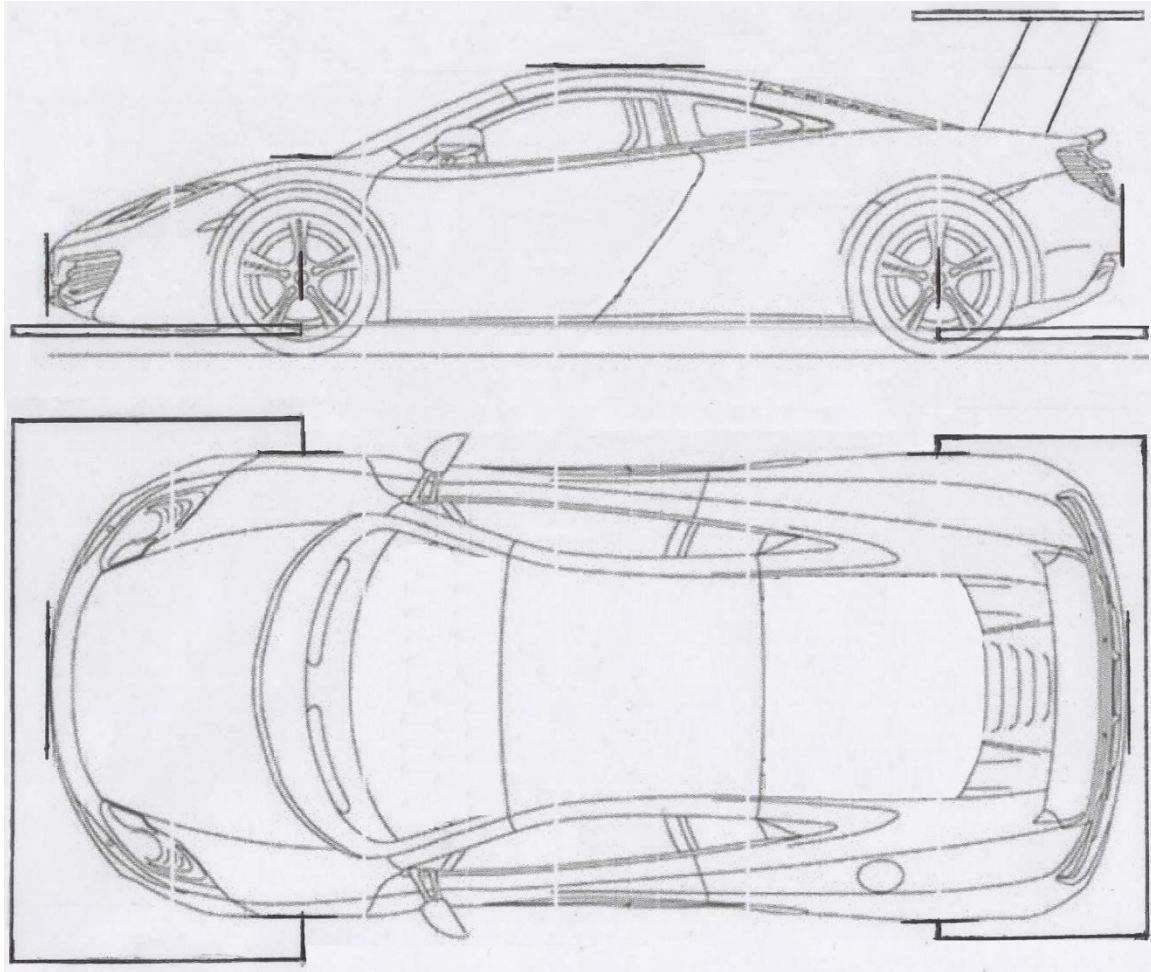
Suspension:

1. Street spec coil over suspension is allowed including units with single damping adjustment. Single damper adjustment between hard and soft settings is allowed.
2. Race spec coil over suspension with remote reservoirs and / or independent bump-rebound adjustable shock absorbers are not allowed. Custom valved shock absorbers are not allowed.
3. Adjustable camber, castor and toe control arms are allowed.
4. Changing the suspension spring rates is allowed.

Aerodynamics:

1. Any of the items in this section must comply with the section "Factory OEM Aerodynamics" for maximum dimensions of optioned factory OEM Aerodynamic parts.
2. The body of the vehicle must be as showroom delivered; factory options are allowed.
3. The fitment of factory or OEM aero components that were not originally optioned is allowed. Options that were available on other trim variants of the vehicle or made available on a later/earlier build date are allowed, provided it is or was a factory option (or dealer option). Proof of marketing may be required.
4. Aftermarket replica identical copies of factory aero components or factory aero options are allowed.
5. No aftermarket aerodynamic aids or body add on parts. For example, no rear wings, splitters, diffusers, air dams or canards are allowed.
6. Aftermarket equivalent parts are allowed if they only differ for fitment purposes and not functional shape and size. (For example, a later Release Model car might have an undertray that does not fit on the earlier Release Model car. It would be allowed to fit an aftermarket undertray if it only changed shape for fitment and did not extend or have add-ons that the factory item did not).

Factory OEM 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 were 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.