

CARIBBEAN

TIME ATTACK
CHALLENGE



TECHNICAL REGULATIONS FOR ALL VEHICLES

Version 2.2 Updated 29th July 2015

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The technical regulations of the Caribbean Time Attack are designed to ensure the highest level of safety. All drivers and vehicles must comply with all written and oral directions of the event promoters. Failure to comply may result in immediate exclusion from the event, with no refund of entry fees.

A. PREAMBLE

- i. Each automobile must remain in compliance with all provisions of the technical regulations contained herein and relevant TTASA sporting regulations at all times during the event. Vehicles may be checked for compliance at any time throughout the event, refusal to comply will result in penalty up to exclusion.
- ii. Any aspect relating to the construction, modification and/or preparation of each automobile that is not specifically authorized in these regulations or the relevant TTASA approved document, is not permitted.
- iii. Any freedoms permitted in a lower class are also permitted in the higher classes. Example: If Club class allows carbon bonnet all other classes can also use a carbon bonnet along with additional freedoms documented in each category.

B. VEHICLES

- i. All vehicles must be a recognised model from a vehicle manufacturer (see definitions).
- ii. Open Wheel vehicles, and center-steered vehicles are NOT permitted, unless OEM designed or as determined by Management.
- iii. All vehicles must have only four (4) wheels with the steering acting on the front wheels only unless rear wheel steering is originally fitted, in which case the original system may remain.
- iv. Vehicles may only contain one engine, unless OEM design contains a (KERS) Kintec Energy Recovery device.

C. DRIVER SAFETY APPAREL

C.1 As a minimum, drivers are required to wear the following which must be presented for inspection at pre-event scrutiny:

- i. Helmets complying with a minimum AS1698 or as per the requirements of the organizers of the event. Must be in good condition without any perforations to the outer surface.
- ii. Footwear, socks and gloves made from flame retardant material complying with FIA 8856-2000.
- iii. In open cars, goggles or a visor with a lens material other than glass (i.e. to AS1609-1981) are mandatory.

C.2 Club Class:

- i. Non-flammable clothing extending from neck to wrist to ankles (apparel of nylon or similar material is forbidden).

C.3 Club Pro & Pro Classes:

- i. One piece driving suits made from flame retardant material complying with at least FIA 1986.
- ii. Underwear, recommended to be made to FIA standard.
- iii. A balaclava complying with FIA 8856-2000 must be worn.
- iv. The use of a frontal head restraint (e.g. HANS) in compliance with TTASA - Apparel is compulsory in Pro Class and Pro Am Class and is strongly recommended in Open Class.

D. COMPETITIONS

The event will comprise of three competitions:

D.1 Club Class:

- i. Designed to be the entry level class for Caribbean Time Attack with modification restrictions and tyre limits to contain costs.
- ii. Professional drivers as determined by CTAC are not permitted in Club or Club Pro class.
- iii. Supercars as determined by the vehicle list within these regulations are not permitted.
- iv. All vehicles must use the Control tyre as determined by CTAC.
- v. All vehicles in Club Class must carry current road registration.

D.2 Club Pro Class:

- i. Further freedoms allowed beyond Club class, whilst retaining some restrictions below Pro class vehicles.

- ii. All vehicles must use the Control tyre as determined by CTAC.

D.3 Pro Class:

- i. The highest level of Time Attack racing.
- ii. Pro class is by invitation only by application to the organizers. Invitations will be at the sole discretion of CTAC.
- iii. Drivers must be nominated on the entry form and may not drive more than two cars within this class.
- iv. All vehicles must use the Control tyre as determined by CTAC.

E. VEHICLE MODIFICATIONS

All vehicles must be presented as originally manufactured (see definitions) apart from the freedoms allowed in these regulations.

FURTHER NOTE

Any vehicles that do not meet the definitions listed will need to be considered on a case-by-case basis. If your vehicle does not have shock towers, frame rails, or any other items listed or you are unclear (for example a vehicle which came equipped with push rod suspension) you must submit your vehicle modifications for approval.

E.1 BODY

All convertible type vehicles must be equipped with a hard top or a roll cage that complies with TTASA Standing Regulations, and/or meets the approval of the Chief Scrutineer.

E.1.a Club Class:

- i. Alternative materials are permitted for the Front Bar, Bonnet, Side Skirts, Rear Bar and Boot provided they follow the same shape as the original part.
- ii. Alternative materials are permitted for front and rear flares.
- iii. Localized modifications of OEM fenders to allow fitment of the control tyre.
- iv. OEM fenders must be of original material however flare extensions are permitted to cover control tyre.
- v. The top 1/3 of the tyre must not protrude outside the guard/flare when the wheels are facing forwards.
- vi. The remainder of the vehicle body must remain as original from the manufacturer. (No wide body kits)

E.1.b Club Pro Class:

- i. Alternative materials are permitted however all bodies must follow the same shape and retain the original look and style of the vehicle.
- ii. Front and rear bars may be modified to incorporate aero design. Front bar may not extend further than 150mm forward and rear bar no further than 100mm rearward than the vehicles bodywork.
- iii. Total Vehicle width in front view (measured at its widest point, excluding mirrors) must not exceed 250mm wider than original.
- iv. Headlights may be removed but replaced with suitable decals where possible in the original location.
- v. Windows and Windscreen may be replaced with Lexan but must be in original position.

E.1.c Pro Classes:

- i. Total vehicle width (measured at its widest point, excluding mirrors and front winglets/canards as outlined for Pro class) must not exceed 350mm wider than original).
- ii. Windows and Windscreen may be replaced with Lexan but must be in original position.
- iii. Original tail lights must be retained in original position and must be visible from rear (cannot be decals). The addition of a single working brake light may be fitted as a minimum if original lights are inoperable.
- iv. B pillar may be moved only to improve driver access and must be retained.

E.2. CHASSIS

- i. All vehicles must retain the original firewall.
- ii. Modifications can be made for transmission clearance, wiring or roll cage, however the resulting bulkhead must resemble the original and continue to be both structural and create seal between the forward area and the cockpit. Any replacement material must be of the same thickness as the original firewall and of similar material (e.g., steel for steel, aluminum for aluminum).
- iii. Original shock towers must be retained.
- iv. No fully tubular construction are allowed except in Pro Class.

E.2.a Club Pro Class:

- i. The rear most part of the engine block may be no more than 2 inches rearward of the most forward point of the firewall. If the vehicle is rear engine, the front most part of the engine block may be no more than 2 inches forward of the most rear point of the mainly vertical firewall
- ii. The Firewall may be modified for clearance of engine but must remain in original position.

- iii. Aftermarket sub frames are permitted to be used provided they are bolted in and acceptable to CTAC and the Scrutineers.
- iv. Wheel arch "tubbing" or removal of material is permitted front and rear for the sole purpose of bump clearance for tires or cooling system ducting forward of the front shock towers.
- v. Allowance for removal material for fitment of fuel or fluid tanks associated fittings and exhaust is permitted in the rear section of the vehicle

E.2.b Pro Classes:

- i. Composite/ Carbon fiber materials can be used only in non-structural components unless originally fitted.
- ii. Forward retention of the original chassis:

Original frame rails (see definitions) and shock towers must be retained from the upper portion of the shock towers and back. Modifications are allowed solely for the addition or relocation of suspension pickup geometry.
- iv. Rear retention of the original chassis:

Original floor pan and frame rails must be retained from the firewall to the forward most point of the rear wheel arch. Allowance for removal material for fitment of fuel or fluid tanks and associated fittings is permitted.
- vi. Modifications are allowed only as needed for exhaust, driveshaft clearance, mounting of roll cage, seat or other safety items. Under no circumstances can any portion of the frame rails or floor pan be removed or modified from the rear of the driver's seat forward to the firewall except as required for exhaust clearance, transmission clearance, tail-shaft clearance or the detailed addition of bushes or brackets in mounting under surfaces.

E.3. MINIMUM VEHICLE WEIGHTS

Minimum weight will be deemed to include all liquid tanks at normal levels and with a maximum of 5 liters of fuel. All weights are without driver. All vehicle weights must be based on a "production vehicle status" and not a "factory special" with a minimum of 250 of the vehicle produced worldwide. Minimum weights for vehicles is detailed in Appendix A - Vehicle Weights Table

E.3.a Club Class:

Minimum weight for Club Class will be determined by the manufacturer's original specifications for the lightest version of that particular model of vehicle, minus 5%. E.g. Mitsubishi Lancer Evo 9 not merely Mitsubishi Lancer. Vehicles with original weight exceeding 1500kg will not apply the 5% rule but will have a minimum allowed competition weight of 1425kg. For LBS Multiply by 2.20

E.3.b Club Pro Class:

Minimum weight for Open Class will be determined by the manufacturer's original specifications for the lightest version of that particular model of vehicle, minus 15%. E.g. Mitsubishi Lancer Evo 9 not merely Mitsubishi Lancer. Vehicles with original weight exceeding 1500kg will not apply the 15% rule but will have a minimum allowed competition weight of 1275kg. For LBS Multiply by 2.20

E.3.c Pro Class:

Minimum weight for Pro Class will be determined by the manufacturer's original specifications for the lightest version of that particular model of vehicle, minus 20%. E.g. Mitsubishi Lancer Evo 9 not merely Mitsubishi Lancer. Vehicles with original weight exceeding 1500kg will not apply the 20% rule but will have a minimum allowed competition weight of 1200kg. For LBS Multiply by 2.20

E.4. ROLLOVER PROTECTION

E.4.a Club Class:

Rollover protection is strongly recommended for Club Class but not Mandatory.

E.4.b Club Pro Class:

Rollover protection is Mandatory and must be of a minimum 6-point construction that complies with TTASA regulations, and/or meets the approval of the Chief Scrutineer.

E.4.c Pro Class:

Rollover protection is Mandatory and must be of a minimum 6-point construction that complies with TTASA regulations, and/or meets the approval of the Chief Scrutineer.

E.5. AERODYNAMIC AIDS

All aerodynamic additions must be within the body parameters outlined for the relevant vehicle class.

Strength and method of aero component fastening will be checked thoroughly at scrutineering and if found to be unsuitable the vehicle will not be permitted to start until improvements are made to meet approval of the Chief Scrutineer.

Active aero includes hydraulically or electronically actuated or movable components ***are not permitted in any class.***

All measurements have a tolerance of +/-3mm to allow for inaccuracy of hand measurement and thermal expansion.

It is permitted to fit the following:

E.5.a Club Class:

- i. Front under tray/splitter must follow the outline of the front bar and may extend 50mm ahead of the vehicle's bodywork, no further rearward than the front axle and no wider than the front OEM guards.
- ii. Front canards/winglets are permitted but must not extend wider than 50mm beyond OEM coachwork.
- iii. OEM rear wings or aftermarket rear wings with up to two separate elements may be used in an unmodified form. The width of the wing must not exceed the widest part of the body. Only one aftermarket wing per vehicle is permitted.
- iv. Rear wing must be fitted as such to be over the body or boot in plain view, except in case of a hatchback, the rear wing assembly is only required to begin over the body. No portion of the wing can be higher than the horizontal line from the highest point of the roof sheet metal 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.
- v. Rear diffuser/ under tray must not extend beyond the vehicles bodywork and forward only to the rear axle.
- vi. Aftermarket side mirrors are permitted.

E.5.b Club Pro Class:

- i. Front under tray/splitter must follow the outline of the front bar and may extend only 150mm beyond the original coachwork longitudinally forward. It can extend rearwards to the front axle centerline.
- ii. Front aero is permitted but must not extend higher than the top of the bonnet or 100mm beyond the vehicle bodywork at its closest point; whichever is smallest.
- iii. Front canards/winglets are permitted but must not extend more than 75mm beyond the coachwork and must remain within the maximum vehicle width defined in section E1 vehicle modifications - Body
- iv. Rear Wing assembly design is free and may have up to two elements. It must extend no higher than the horizontal line from the highest point of the roof, no wider than 100mm per side wider than the body width and 100mm further rearward than the original coachwork except in the case of a hatchback where the wing can be no higher than 250mm from the highest point of the wing to the roofline and must be on the rear portion of the roof.
- v. End plates are measured separately with a maximum thickness of 10mm.
- vi. Rear diffuser/under tray may extend up to 100mm beyond the vehicles bodywork and forward only to the rear axle.

- vii. Original under body floor between the axles is required, no flat bottoms, diffusers, etc. may extend forward of the rear axle or aft of the front axle.

E.5.c Pro Classes:

- i. Front under tray/splitter may extend up to 300mm forward of the vehicles bodywork.
- ii. Front appendages may not be fitted higher than the bonnet. Front/rear winglets/canards cannot extend more than 300mm per side past the splitter/under-tray maximum overhang. End plates are measured separately with a maximum thickness of 10mm.
- iii. Rear wing assembly design is free and may extend up to 150mm per side wider than the original coachwork in front view and above the horizontal line from the highest point of the roof. End plates are measured separately with a maximum thickness of 10mm.
- iv. Rear diffuser/under tray may extend 300mm rearward beyond the furthest point of the vehicles bodywork.
- v. Flat floors are permitted in Pro class. The flat floor is not permitted to be part of the structural monocoque. Mechanical force is not permitted to be used with the design of the floor

E.6. ENGINE

- i. All vehicles must use unleaded fuel can be pump gas or race fuel. NO LEAD
- ii. Engine changes during the event are permitted subject to the approval of the Chief Scrutineer.
- iii. Nitrous systems are not permitted except in the PRO CLASS where the vehicles must meet all TTASA safety requirements regarding Nitrous Oxide and must display special markers located on the outside of the vehicle, in the area where the supply bottle is located and in the top left corner of the front windscreen. The marker shall be a yellow diamond, with N20 printed in black letters. **Nitrous is NOT permitted in Club or Club Pro Class.**
- iv. The Mazda 26B four rotor is considered a production engine by the promoter.

E.6.a Club Class:

Engine modifications are free except that vehicles must retain an engine from the same OEM manufacturer of that vehicle and the number of cylinders or in the case of a rotary engine, rotors must remain as per OEM however the use of a turbocharger or supercharger is allowed. For example if the vehicle is a Toyota that came with a four cylinder engine the vehicle can be fitted with any Toyota 4 cylinder engine and can also use forced induction.

E.6.b Club Pro & Pro Classes:

- i. Engine modifications are free save for the engine must be based on a production engine from a recognized vehicle manufacturer.
- ii. The crankshaft center line may be lowered. The engine positioning and mounts being free provided that its relationship to the firewall is not exceeded as in rule 2 (see chassis)

E.7 EXHAUST

The complete exhaust system may be modified or replaced as per:

E.7.a Club Class:

The exhaust must exit within 100mm of the original location and shall not protrude more than 100mm beyond the rear most portion of the bodywork.

E.7.b Club Pro & Pro Class:

For rearward facing exhaust the outlet(s) shall be between 75mm and 600mm above the ground and within 100mm longitudinally of the rear of the bodywork. If the exhaust is directed sideways the outlet(s) must be located rearward of the midpoint of the wheelbase and shall not project beyond the maximum width of the vehicles bodywork or terminate more than 50mm inwards of the coachwork. A side exit exhaust must exit in a direction away from the centerline of the vehicle.

E.8. TRANSMISSION, DIFFERENTIAL AND DRIVELINE

- i. Clutches and flywheel are free.
- ii. Gearbox and differential may be replaced by another of free design.
- iii. Internal components of transmission and differential are free.
- iv. The bell housing is free.
- v. Gearbox and differential oil coolers are permitted.
- vi. Automatic transmissions or Tiptronic type transmission if provided as OEM for that model are permitted.

E.8.a Club Class:

- i. Original mounting points for Transmission and Differential must be used.
- ii. Sequential change systems are not permitted unless originally fitted by manufacturer.

E.8.b Club Pro Class:

- i. Original mounting points for Transmission and Differential must be used.
- ii. Sequential shifting is permitted but Paddle style shifting mechanisms are not permitted unless originally fitted by manufacturer.
- iii. Transmission tunnel modifications necessary to allow the fitment of a transmission are permitted.
- iv. Replacement drive shafts are permitted.

E.8.c Pro Class:

- i. Driveline is free.
- ii. Mounting points are free.
- iii. Paddle shifting mechanisms are permitted.

E.9. SUSPENSION

- i. Springs and Dampers may be replaced however the number of dampers per vehicle must remain as original.
- ii. Suspension bushings are free.
- iii. Original mounting points may be reinforced and altered in design but not in location (except Pro).
- iv. Minimum ride heights apply as listed below. Each fully sprung part of the automobile must be at least the specified height above the ground when measured at any point within the wheelbase. The automobile ride height will be measured without the driver and tyre pressures at a minimum of 20psi.
- v. Sway bars are free.

All measurements have a tolerance of +/-3mm to allow for inaccuracy of hand measurement and thermal expansion.

E.9.a Club Class:

- i. Minimum ride height of 80mm measured as described in rule 9.iv above. Only the exhaust may sit lower than this height.
- ii. Vehicle must use original chassis mounting points and uprights but suspension geometry and arms are free
- iii. Original hub location must be retained.

E.9.b Club Pro Class:

- i. Minimum ride height of 65mm measured as described in article 10.d. above. This includes all side skirts, splitters, bodywork. Only the exhaust may sit lower than this height.
- ii. Suspension is free.

E.9.c Pro Classes:

- i. Minimum ride height of 50mm measured as described in article 10. D. above. Only the exhaust may sit lower than this height.

E.10 BRAKES

With the exception of computer controlled diagonal or transverse braking systems, which are not permitted in any class unless originally fitted, the complete braking system is free except for:

E.10.a Club Class:

Original mounting points must be used.

E.11 TIRES

- i. All tires must be marked by the organizers at scrutineering.
- ii. The use of any tyre softening chemical or treatment on tires is strictly prohibited and will result in immediate exclusion from the event
- iii. Random tyre checking will be conducted throughout the event, failure to comply will result in a penalty up to exclusion or disqualification and forfeiture of points.
- iv. Tyre sizes are defined by width (mm)/aspect ratio (profile)/diameter (inch)
- iv. Tyre restrictions will apply to all competition classes as follows:

E.11.a Club Class:

- i. Maximum of 8 tires may be used throughout the event.
- ii. Tires on all wheel drive vehicles must be no wider than 265 unless specified by the manufacturer for that particular vehicle in which case the tyre must match the manufacturers size specification. Two wheel drive vehicles must be no wider than 295 unless specified by the manufacturer in which case the tyre must match the manufacturers specification.
- iv. If the tyre is not available in the size range then the vehicle must use the original specification tires or a similar tyre deemed appropriate and this must be checked and approved by the organizers prior to competing.

E.11.b Club Pro Class:

- i. Maximum of 12 tires may be used throughout the event.

E.11.c Pro Class:

- ii. Maximum of 16 tires may be used throughout the event.

E.12. WHEELS

- i. Wheels are free and size is unrestricted.

- ii. A maximum of one metallic spacer may be used behind each wheel. Consideration must be given to wheel stud length when fitting spacers. For Club Class the maximum spacer size is 30mm per side.

E.13. INTERIOR

Local modification to interior for fitment of a roll cage is allowed. Interior is free save for the following exceptions:

E.13.a Club Class:

- i. Complete original dash must be retained; additional switches and gauges may be added.
- ii. Original door trims must be retained.
- iii. Replacement instrument cluster is permitted.
- iv. Removable steering wheels are permitted if the vehicle is fitted with a roll cage as a safety precaution with regard to entry and exit access.

E.13.b Club Pro Class:

- i. Replacement door trims in alternative material are permitted.
- ii. Driving position may be moved rearwards, but not beyond the rear foot well.

F. VEHICLE SAFETY

All vehicles must be equipped with the following:

- i. Hand held fire extinguisher(s) of 2kg capacity as a minimum, a Fire Suppression System is also recommended.
- ii. Two separate fasteners of adequate strength and limited extensibility which simultaneously hold any front opening panel closed.
- iii. A blue battery triangle to identify battery location.
- iv. A front & rear tow point clearly marked.
- v. All forward facing glass lenses to be covered by a protective film.
- vi. An approved 5 or 6 point safety harness mounted as per TTASA regulations (except Club Class where a 4 point harness is acceptable as a minimum).
- vii. A driver's seat from a recognized manufacturer that allows correct fitment of the harness.
- viii. Working original brake lights (except Pro).
- ix. It is advisable that all vehicles be equipped with a battery isolation (master) switch, which effectively isolates all electrical circuits from the battery and stops the engine.

F.1.a Pro Classes:

- i. At least one rear view mirror or camera.
- ii. A single mid mounted brake light of acceptable size as a minimum.

F.2 SCRUTINY REQUIREMENTS

- i. All loose objects to be removed from vehicle.
- ii. Battery to be firmly clamped.
- iii. Vehicles with TTASA logbooks must present their logbooks at scrutineering. (Soon to be adopted by TTASA)
- iv. Vehicle must be constructed to minimize the entry of foreign matter into the driving compartment from the road or road wheels.
- v. Vehicle to have any propeller shaft and universal joints, if passing through the cockpit, fitted in a fixed casing.
- vi. Vehicle must have any driving chain effectively guarded.
- vii. Vehicle must have each fuel tank vented externally to the bodywork.
- viii. Any window or windscreen fitted made from a material which is clear or, if tinted compliant with international standards.
- ix. Vehicle must have any container within the cockpit which can hold more than 500mL of hot liquid (other than a series heater core) enclosed in a sealed compartment.
- x. Vehicle which is fitted with rigid brake pipes have such pipes made of steel tubing or equivalent. The installation must be such to protect the pipes against vibration and damage.
- xi. Any camera/video recorder attached to the automobile must be securely mounted to the roll cage with approved brackets by the Chief Scrutineer.
- xii. Vehicles need to be constructed in a way that any longitudinal propeller shaft is protected from striking the ground.
- xiii. Vehicles need to be fitted with a return mechanism which in the event of any throttle linkage failure will close each throttle.
- xiv. Vehicles must be fitted with a driver-operable reverse gear.
- xv. Vehicles must be fitted with a bulkhead constructed from a flame- and liquid-proof material. If the material is clear it shall be a minimum of 6mm thick. This bulkhead shall effectively seal the cockpit from the fuel tank or re-fueling system.

- xvi. Vehicles must be fitted with a steering wheel not incorporating any wood, unless such is the original component of the automobile.
- xvii. Competition numbers are to be positioned on the front and both sides of the vehicle, and must be of a contrasting color to the surrounding bodywork.
- xviii. Drivers and vehicles must be presented in a clean and tidy manner completely ready for the track including the driver's apparel and helmet. Any tyre or component changes to the vehicle after scrutineering must be approved by the Chief Scrutineer before the vehicle is taken onto the track.
- xix. Any vehicle found to be leaking oil or fluids whilst competing will be suspended from the event until the Chief Scrutineer / Clerk of Course is satisfied that action has been taken to rectify the leak. Should there be a re-occurrence of the leak then the vehicle will be excluded from the remainder of the event.
- xx. A sticker will be issued confirming that the vehicle has passed scrutineering prior to it being able to compete. The Promoter or the promoter's delegated representative will be the sole judge of eligibility for the categories.

G. VEHICLE SIGNS

- i. Event organizer's decals and compulsory event sponsor decals as supplied must be placed on the vehicle as per instructions provided at documentation. Any vehicle found to be on track without compulsory decals may be excluded from results.
- ii. Other than the event tyre supplier, no signage of any tyre company to be displayed larger than 500mm long and 200mm high on any competing vehicle and no more than four of these per vehicle

H. NOISE

- i. Club Class must comply with 95db @ 30m noise restrictions.
- ii. All other classes are exempt from noise restrictions however we do recommend the use of a muffler or silencer.

I. GRANDFATHER CLAUSE

In certain very restricted circumstances the organizers may allow a vehicle of significant CTAC competition history to compete under the previous CTAC regulations. This will be at the sole discretion of the organizers and may be subject to a weight penalty.

J. VEHICLE SUPERCAR LIST (ineligible for Club Class)

- Audi R8
- Ferrari All
- Lamborghini All
- Nissan GTR (R35)
- Porsche All except 924/944
- Chevrolet C6 Zo6, ZR1 Corvette
- Dodge Viper
- Aston Martin All
- Mercedes SLS or any Black series
- McLaren All
- Lexus LFA
- TVR All
- Ford GT

K. DEFINITIONS

TTASA - Trinidad & Tobago Automobile Sporting Association

Alternative Materials - Materials of suitable and acceptable strength and construction for use in motor vehicle parts and panels.

Body work - Refers to the exterior body of a motor vehicle.

Dashboard - A dashboard (also called dash, instrument panel, or fascia) is a control panel placed in front of the driver of an automobile, housing instrumentation and controls for operation of the vehicle.

Firewall - A firewall is a fire proof barrier that separates the engine from the driver and passengers.

Frame Rails - Two primary boxed sections running fore to aft on the vehicle.

Recognised Model - A model which the organizers, at their sole discretion, recognize as a model of vehicle produced by a manufacturer to a given specification.

Standard Specification - As originally supplied from the manufacturer, including allowable production tolerances.

Sub Frame - A structural component of an automobile that uses an additional separate structure to carry certain components, such as the engine, drivetrain, or suspension. The sub frame is bolted to the original integral monocoque, chassis or frame rails of the vehicle and may be equipped with rubber bushings to dampen vibration.

Suspension Pick-Up Point - A bracket, lug or similar mechanical component attached to, or integral with, the fully sprung part of a vehicle, to which is attached a partially unsprung

suspension component, and about which such suspension component moves through an arc or solid angle consequential to normal suspension travel.

Original - A component which is the one originally fitted when manufactured E.g. OEM (Original Equipment Manufacturer).

Vehicle - A land vehicle propelled by its own means, running on at least four wheels not aligned, which are designed to be in contact with the ground. The steering must be controlled by at least two of the wheels, and the propulsion by at least two of the wheels.

APPENDIX A

Vehicle Weights

All weights in kg. Multiply by 2.20 for LBS.

If your vehicle is not listed contact the event organisers.

Make	Model	Weight	Club	Club Pro	Pro
BMW	E36	1,460	1387	1241	1168
Chevrolet	Corvette C5 ZO6	1,413	1342.35	1201.05	1130.4
Daihatsu	Charade	740	703	629	592
Holden	Astra	1,120	1,064	952	896
Holden	VL Commodore	1,250	1187.5	1062.5	1000
Honda	Civic EG Sedan	1,130	1073	960	904
Honda	Civic EG Hatch	925	879	786	740
Honda	CRX	886	841.7	753.1	708.8
Honda	DC5R	1,180	1121	1003	944
Honda	NSX	1,274	1210.3	1082.9	1019.2
Honda	Integra	1060	1007	901	841
Honda	S2000	1250	1187.5	1062.5	1000
Lexus	ISF	1,735	1648.25	1474.75	1388
Lotus	Exige	914	868.3	776.9	731.2
Lotus	Elise	860	817	731	688
Mazda	RX8	1,309	1243.55	1112.65	1047.2
Mazda	NC MX5	1,110	1054.5	943.5	888
Mazda	NB MX5	1,065	1011.75	905.25	852
Mazda	NA MX5	940	893	799	752
Mazda	FC RX7	1,190	1130.5	1011.5	952
Mazda	FD RX7	1,150	1092.5	977.5	920
Mazda	FB/SA RX7	1,000	950	850	800
Mercedes	C63	1779	1690.05	1512.15	1423.2
Mitsubishi	Colt	1,074	1020.3	912.9	859.2
Mitsubishi	Eclipse	1,305	1239.75	1109.25	1044
Mitsubishi	Evolution 5	1,260	1197	1071	1008
Mitsubishi	Evolution 6	1,260	1197	1071	1008
Mitsubishi	Evolution 6.5	1,260	1197	1071	1008
Mitsubishi	Evolution 7	1,320	1254	1122	1056
Mitsubishi	Evolution 8	1,320	1254	1122	1056
Mitsubishi	Evolution 9	1,310	1244.5	1113.5	1048
Mitsubishi	Evolution X	1,420	1349	1207	1136
Nissan	180SX	1225	1163.75	1041.25	980
Nissan	240Z	1,068	1014.6	907.8	854.4
Nissan	260Z	1111	1055.45	944.35	888.8
Nissan	Bluebird	1070	1016.5	909.5	856

Nissan	R31 Skyline	1310	1244.5	1113.5	1048
Nissan	R32 GTR	1,430	1358.5	1215.5	1144
Nissan	R33 GTR	1540	1463	1309	1232
Nissan	R33 GTST	1,390	1320.5	1181.5	1112
Nissan	R34 GTR	1,536	1459.2	1305.6	1228.8
Nissan	R35 GTR	1,740	1653	1479	1392
Nissan	S13 Silvia	1224	1162.8	1040.4	979.2
Nissan	S14 Silvia	1253	1190.35	1065.05	1002.4
Nissan	S15 Silvia	1253	1190.35	1065.05	1002.4
Porsche	Porsche 944	1180	1121	1003	944
Subaru	BRZ	1,190	1130.5	1011.5	952
Subaru	WRX GC8	1240	1178	1054	992
Subaru	WRX GD	1,310	1244.5	1113	1048
Subaru	WRX GE	1,394	1324.3	1184.9	1115.2
Toyota	FT86	1,190	1130.5	1011.5	952