



Aus Time Attack generally uses and follows the World Time Attack Technical Regulations.

You will need to abide by the Regulations as they relate to each class of competition. However, Aus Time Attack has made some minor modifications to these Regulations:

- No driver classifications;
- Four (4) classes of competition: ATA Clubsprint, ATA Open, ATA Pro Class (No Pro Am) and Unlimited Supercar class.
- Classes relate solely to levels of car modification.
- No stipulations on the use of tyre brands.

World Time Attack Challenge as amended by Aus Time Attack*

TECHNICAL REGULATIONS FOR ATA OPEN CLASS
VEHICLES

*20th May 2019 - Aus Time Attack Amendments

TECHNICAL REGULATIONS

GENERAL REGULATIONS

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The regulations of the Aus Time Attack Event (ATA) are designed to ensure the highest level of safety. Each driver and vehicle must comply with all written and oral directions of the event promoters and/or event officials. Failure to comply may result in immediate exclusion from the event, with no refund of entry fees.

1. PREAMBLE

1.1 Each vehicle must remain in compliance with all provisions of the regulations contained herein and relevant 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 a penalty up to exclusion in conjunction with the Stewards.

1.2 Any aspect relating to the construction, modification and/or preparation of each vehicle that is not specifically authorised in these regulations or the relevant regulations is not permitted.

2. VEHICLES

- (a) Each vehicle must be a recognised model from a vehicle manufacturer (see definitions).
- (b) A vehicle defined as an Open Wheel vehicle, Clubman, Kit Car or centre-steered vehicle are NOT permitted, as determined by the event promoter.
- (c) Each vehicle 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.
- (d) Each vehicle may only contain one conventional internal combustion engine, save for a Pro Class vehicle which may be fitted with a KERS or electric power type device.
- (e) Each vehicle must comply with the WTAC Safety Regulations.

3. COMPETITIONS

THE EVENT WILL COMPRISE 3 COMPETITIONS:

3.1 ATA Clubsprint:

- (a) Designed to be the entry level class for Aus Time Attack with modification restrictions and tyre limits to contain costs.
- (b) A Supercar as determined by the vehicle list within these regulations is not permitted without prior approval.
- (c) Each Driver must be nominated on the entry form and may not drive more than two vehicles within the ATA Clubsprint class.

3.2 ATA Open:

- (a) Further freedoms allowed beyond ATA Clubsprint, whilst retaining some restrictions.
- (b) Each Driver must be nominated on the entry form and may not drive more than two vehicles within the Open class.

3.3 Pro:

- (a) The highest level of Time Attack racing for professional teams. Additional freedoms are allowed beyond ATA Open Class.
- (b) ATA Pro is only by invitation, by application to the event promoter. Invitations will be at the sole discretion of the event promoter.
- (c) Each Driver must be nominated on the entry form and may not drive more than two vehicles within the ATA Pro class.

3.4 ATA Supercar

- (a) This category is for road registered supercars, kits cars and replicas that would be ineligible for Clubsprint and Open class regulations.
- (b) Vehicles must comply with ATA Clubsprint Class safety regulations & permitted vehicle modifications with the following exceptions.
- (c) Semi Slick tyres permitted

4. VEHICLE SIGNS

- (a) Each compulsory event sponsor and event promoter decal, including numbers, as supplied by the event promoter must be placed on the vehicle as per instructions provided by the event promoter. A vehicle found to be on track without each compulsory decal may be excluded from results.

5. GRANDFATHER CLAUSE

In certain and restricted circumstances the event promoter may allow a vehicle of significant competition history to compete under the previous regulations. This will be at the sole discretion of the event promoter and any vehicle approved may be subject to a penalty as determined by the event promoter. This penalty may include the addition of weight over the minimum required, a tyre restriction or other penalty as determined and advised by the event promoter.

SAFETY REGULATIONS

1. DRIVER SAFETY APPAREL

1.1 As a minimum, each driver is required to wear the following which must be presented for inspection at pre-event scrutiny:

- (a) a Helmet complying with AS1698 or higher, as detailed in section G5.6(a) of the AASA NCRs. If using a Frontal Head Restraint (FHR, then the helmet must be compliant for use with a FHR;
- (b) footwear, socks and gloves each compliant with SFI 3.3; and
- (c) in an open car, goggles or a visor with a lens material other than glass to a minimum of AS1609-1981 standard are mandatory.

2. APPAREL FOR ATA OPEN

2.1 For ATA Open, in addition to Article 1 Driver Safety Apparel, as a minimum each driver shall be required to wear the following which must be presented for inspection at pre-event scrutiny:

- (a) a one piece driving suit complying with, as a minimum, SFI 3.2a;
- (b) a balaclava complying with SFI 3.3 must be worn; and
- (c) A Frontal Head Restraint of which each element of the device must comply with SFI 38.1.

2.2 The following is highly recommended for ATA Open Class:

- (a) The use of apparel of a higher standard.

3. VEHICLE SAFETY

Each vehicle must comply, as a minimum, with sections G5.3, 5.4 & 5.5 and section G7 of the AASA

NCRs. The following is also required for ATA Open:

- (a) a minimum of one (1) hand held fire extinguisher complying with AS 1841 (except AS1841.2) or higher, with a minimum capacity of 900g.
- (b) a convertible type vehicle must be equipped with a hard top or a roll cage that complies with AASA Safety Cage Regulations, and/or meets the approval of the Chief Scrutineer;
- (c) a minimum of a five (5) or six (6) point Safety Harness in compliance with SFI 16.5 or 16.6;
- (d) a seat for the driver that is of a fixed back design and recognised for use in motor sport. The use of a motor sport seat compliant with SFI 39.2, as a minimum, is highly recommended;
- (e) a battery isolation (master) switch, which effectively isolates all electrical circuits from the battery and stops the engine. There must be a second switch, or a remote means of operating the main switch, from the vicinity of the base of the A pillar on the driver side, and clearly marked.
- (f) original brake lights fitted which must operate when the brake is applied; and
- (g) fitted with a minimum of two functional rear vision mirrors.

4. ROLLOVER PROTECTION

- (a) a convertible type vehicle must be equipped with a hard top or a roll cage that complies with AASA Safety Cage Regulations, and/or meets the approval of the Chief Scrutineer

5. PRE EVENT SCRUTINY REQUIREMENTS

- 5.1 Each vehicle must present for scrutiny in a clean, tidy and ready to start condition. Scrutiny must be completed before the vehicle shall be permitted to take part in the competition or an on-track activity.**
- 5.2 Each vehicle that holds a AASA Vehicle Passport or Log Book must present the passport at scrutiny.**
- 5.3 Following Scrutiny each vehicle will be fitted with a sticker confirming that the vehicle has passed scrutineering prior to it being able to compete.**
- 5.4 The event promoter will be the sole judge of eligibility for each vehicle in each ATA class, in conjunction with the Chief Scrutineer.**
- 5.5 The following details further requirements for each vehicle:**
 - (a) ensure all loose objects are removed from the vehicle;
 - (b) have each battery firmly clamped and the battery location identified by a blue triangle;
 - (c) be fitted with two separate fastening systems on any bonnet or other panel where the leading edge can be raised;
 - (d) be fitted with a visible towing point (capable of accepting a 40mm OD cylindrical test object) fitted forward of the front axle and rearward of the rear axle and capable of towing the automobile on a sealed surface with its wheels locked. Where a tow point is obscured, each tow point shall be marked with the word "TOW" of a contrasting colour marking the location of each tow point;
 - (e) have fitted an adhesive cover to any forward facing glass components, save for the windscreen;
 - (f) have the engine compartment sealed completely from the cockpit;
 - (g) be constructed to minimize the entry of foreign matter into the driving compartment from the road or road wheels;
 - (h) have any propeller shaft and/or universal joint, if passing through the cockpit, fitted in a fixed casing;
 - (i) be fitted with a device or devices that shall protect any longitudinal propeller shaft from striking the ground in the event of a component failure;

- (j) have any driving chain effectively guarded;
- (k) 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 isolating it from the cockpit;
- (l) have each fuel tank vented externally to the bodywork;
- (m) be fitted with a bulkhead constructed from a flame - and liquid-proof material. This bulkhead shall effectively seal the cockpit from any fuel tank, fuel system pumps/collectors or refuelling system. If the material is constructed from polycarbonate it shall be a minimum of 6mm thick.;
- (n) if fitted with any crankcase breather discharging to the atmosphere, each breather be vented into a catch tank of minimum capacity of two litres for engines up to a swept volume of 2000cc or three litres for over a swept volume of 2000cc;
- (o) if fitted with any engine radiator coolant vent discharging to the atmosphere, each coolant vent be vented to a catch tank of a minimum capacity of one litre;
- (p) each window or windscreen fitted made from a material which is clear or, if tinted compliant with Australian Standards AS2080;
- (q) if fitted with rigid brake pipes have such pipes made of steel bundy tubing or equivalent. The installation must be such to protect the pipes against vibration and damage;
- (r) if fitted with any camera/video recorder attached to the vehicle it must be securely mounted and approved by the Chief Scrutineer. Suction cup mounts will not be permitted to be fitted to the external surfaces of the vehicle without the addition of a secondary tether secured to the vehicle;
- (s) be fitted with a return mechanism which, in the event of any throttle linkage failure, will close each throttle;
- (t) be fitted with a driver-operable reverse gear;
- (u) be fitted with a steering wheel not incorporating any wood, unless such is the original component of the vehicle.

6. DURING EVENT SCRUTINY

Each vehicle may be required, at the request of a scrutineer, to undergo any further check or inspection at anytime during the event;

- (a) any vehicle found to be leaking oil or fluids whilst competing will be suspended from the event until the Chief Scrutineer / Clerk of the Course is satisfied that action has been taken to rectify the leak;
- (b) **any vehicle involved in any on track incident, including fluid leaks, component failure or any form of accident must have the vehicle checked and cleared by the Chief Scrutineer before it will be allowed to continue to compete in the event. Failure to do so may result in exclusion from the event;**
- (c) **should there be a further reoccurrence of any on track incident whilst competing then that vehicle will be deemed in breach of the regulations and may be applied a further penalty that may include exclusion from the event.**

PERMITTED VEHICLE MODIFICATIONS

All vehicles must be presented as per the OEM vehicle (see definitions) apart from the freedoms allowed in these regulations.

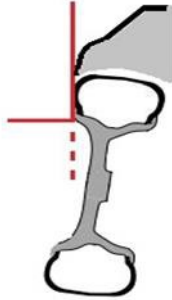
FURTHER NOTE:

Any vehicle that does not meet the regulations, requirements or 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 prior to the event. Any approval granted will be at the discretion of the event promoter.

1. BODY

- (a) 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 automobile when viewed vertically from above, see Drawing 1



Drawing 1.

- (b) Alternative materials are permitted for removable panels including the centre roof section however all bodies must follow the same shape and retain the original look and style of the vehicle.
- (c) It is permitted to modify the front fenders to permitted total vehicle width.
- (d) It is permitted to replace the external sheet metal of the rear quarter panel with an alternate material which may include the permitted increase to the total vehicle width. The replacement material shall be fitted no higher than the horizontal centre line point of the rear window glazing of the "C" pillar.
- (e) All internal sheet metal must remain as originally fitted except where it is permitted to be modified or removed in these regulations.
- (f) Front and rear bars may be modified to incorporate aero components. The front bar must not extend further than 150mm forward and the rear bar no further than 100mm rearward than the bodywork of the vehicle.
- (g) Total Vehicle width in front view (measured at its widest point, excluding mirrors) must not exceed 250mm wider than the OEM bodywork.
- (h) Headlights may be removed but must be replaced with suitable decals in the original location.
- (i) Windows may be replaced with Lexan, except for the OEM windscreen which must be retained.

2. CHASSIS

- (a) Each vehicle must retain the original firewall.
- (b) Modifications can be made to the firewall for transmission clearance, wiring or roll cage, however the resulting firewall must:
- resemble the original;
 - continue to be structural;
 - create a seal between the forward area and the cockpit; and
 - only use a replacement material that must be of the same thickness as the original firewall and of a similar material (e.g., steel for steel, aluminium for aluminium).
- (c) Original shock absorber (i.e. Macpherson Strut) towers must be retained.
- (d) No fully tubular construction or composite monocoques are permitted.
- (e) The rear most part of the engine block must be no more than 51mm rearward of the most forward point of the mainly vertical firewall. If the vehicle is rear engine, the front most part of the engine block must be no more than 51mm forward of the most rear point of the mainly vertical firewall.
- (f) The firewall may be modified for clearance of the engine but must remain in the OEM position.
- (g) Aftermarket sub frames are permitted to be used provided they are bolted in.

- (h) Wheel arch "tubbing" or removal of material is permitted front and rear for the sole purpose of bump clearance for tyres or cooling system ducting forward of the front shocktowers.
- (i) Allowance for removal of material for fitment of fuel or fluid tanks, associated fittings and exhaust is permitted in the rear section of the vehicle.
- (j) Rear floor may be modified to accommodate rear differential in vehicles that were originally front wheel drive vehicles.

3. MINIMUM VEHICLE WEIGHTS

Minimum weight will be deemed to include all liquid tanks at normal levels and with a maximum of 5 litres 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 500 of the vehicle produced worldwide. Minimum weights for vehicles is detailed in Appendix A - Vehicle Weights Table.

Minimum weight for ATA 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.

4. AERODYNAMIC AIDS

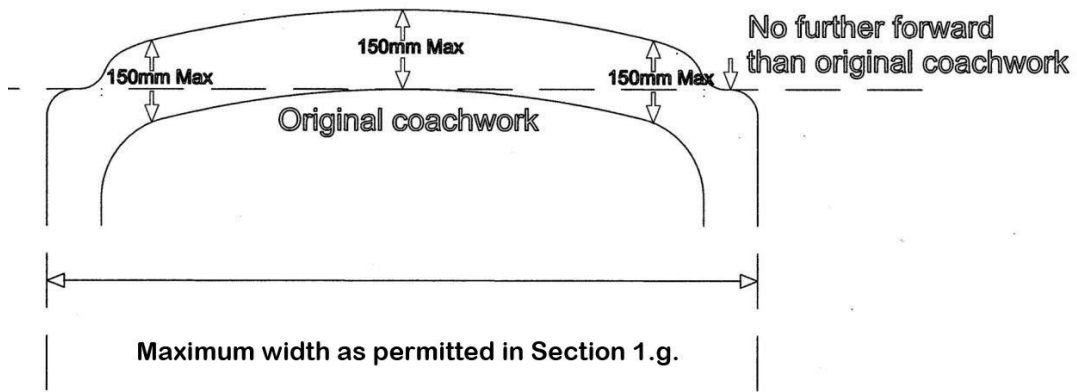
4.1 Strength and method of aero component fastening will be checked thoroughly at scrutineering and if found to be unsuitable the vehicle will not be permitted to start until improvements are made to meet approval of the Chief Scrutineer.

4.2 Active aero including any hydraulically or electronically actuated or movable components are not permitted in any class.

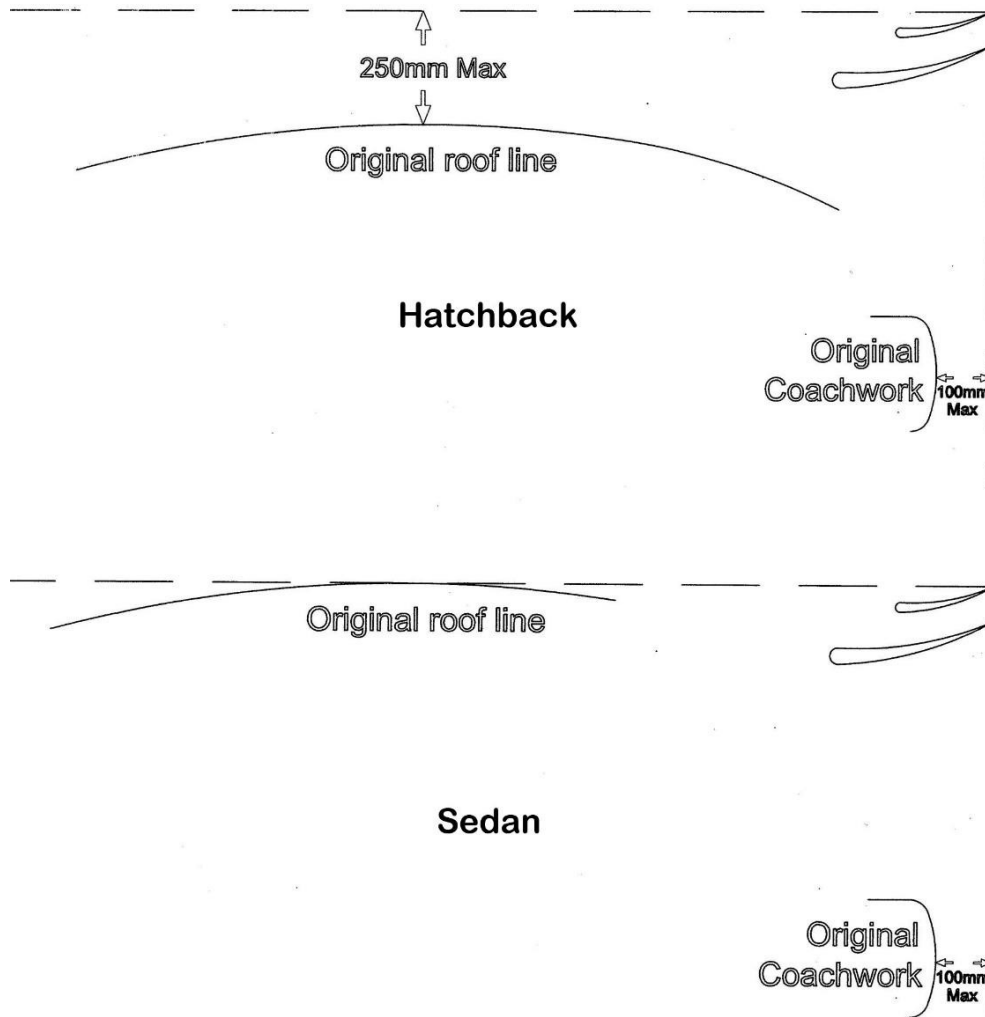
4.3 All measurements have a tolerance of +/-3mm to allow for inaccuracy of hand measurement and thermal expansion.

4.4 The following is permitted for ATA Open Class:

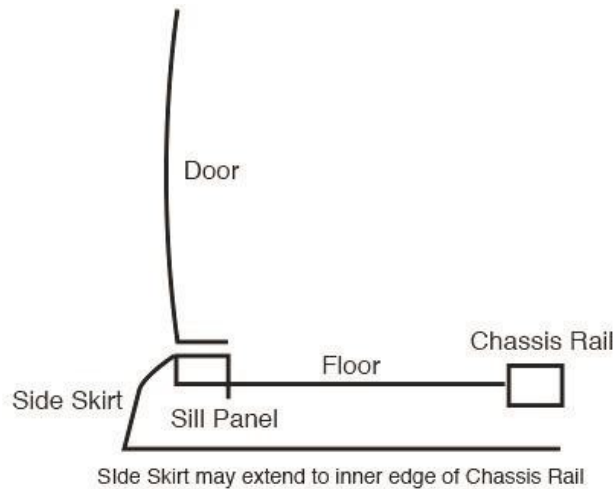
- (a) Front under tray/splitter must follow the outline of the front bar and may extend only 150mm beyond the OEM bodywork longitudinally forward. It can extend rearwards to the front axle centreline, see Drawing 2.
- (b) Front aero is permitted but must not extend higher than the top of the bonnet or 100mm beyond the OEM bodywork at its closest point, whichever is smallest.
- (c) Front canards/winglets are permitted but must not extend more than 75mm beyond the bodywork and must remain within the maximum vehicle width defined in Article 1 Body.
- (d) Rear Wing assembly design is free and may have up to two elements. It must extend no higher than a 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 OEM bodywork 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. End plates are measured separately with a maximum thickness of 10mm.
- (e) Rear diffuser/under tray may extend up to 100mm beyond the vehicles bodywork and forward only to the rear axle.
- (f) No part of the rear wing may extend any further rearwards than 100mm beyond the most rearward point of the rear bumper, see Drawing 3.
- (g) OEM under body floor between the axles is required, no flat bottoms, diffusers, etc. may extend forward of the rear axle centre line or aft of the front axle centre line.
- (h) **Side skirts may not extend inboard past the chassis rail under the vehicle, see drawing 4.**



Drawing 2.



Drawing 3.



Drawing 4.

5. ENGINE

5.1 Each vehicle must use a Commercial Fuel, E85 or Unleaded Racing Fuel.

Engine changes during the event are permitted subject to the approval of the Chief Scrutineer.

5.2 The Mazda 26B four rotor is considered a production engine by the promoter.

5.3 For ATA Open:

- 5.4 (a) Engine modifications are free save for the engine must be based on a production engine from a recognised vehicle manufacturer.
- (b) The use of a turbocharger or supercharger is allowed.
- (c) The crankshaft centre line may be lowered. The engine positioning and mounts being free provided that its relationship to the firewall is not exceeded as in Section 2 Chassis.

6. COOLING SYSTEM

- (a) Each cooling system hose and clamping system may be replaced with an alternate hose, pipe and/or clamping system.
- (b) The engine coolant radiator and mounting is free provide it is contained within the vehicle bodywork and within the general location of the original (i.e. in front of the engine for a front engine vehicle). The original radiator support panel or structures may be removed or replaced with alternate materials. Cooling fans are free but must be contained with the bodywork.
- (c) A turbocharger/supercharger intercooler and mounting is free provided it is contained within the bodywork.
- (d) Oil cooling is free provided each cooler is fitted within the bodywork.
- (e) Additional ducting for cooling systems is free provided it is contained within the bodywork. Each duct fitted must respect the modifications permitted elsewhere in these regulations in regards to the removal of material from the chassis.

7. FUEL SYSTEM

7.1 All fuel systems must comply with all safety regulations required in these regulations.

- (a) Fuel System is free.

8. ELECTRICAL SYSTEM

- (a) Electrical System is free.

9. NITROUS OXIDE - IS NOT ALLOWED AT AUS TIME ATTACK EVENTS

Nitrous Oxide is not allowed at Aus Time Attack Events

- (a) **Nitrous Lines:** Must be outside of cockpit for the driver, except where the bottle is mounted in the driver's compartment, in which case the line must be plumbed outside the compartment as near as possible to the bottle outlet. Where lines pass converter or flywheel area, they must be encased in 3mm (1/8 inch) minimum thickness steel tubing. High pressure rated hose of minimum 1500 psi is required, and a sintered bronze filter, fit for purpose, must be fitted in the gas supply line.
- (b) **Bottle Mounting:** Bottles must be mounted outside of the engine compartment. Any bottle located in the driver's compartment must be mounted with metal brackets secured to a structural point of the vehicle, and a relief valve, vented outside the driver's compartment, to the atmosphere. Bottles must be upright or semi upright. Inverted bottles not permitted. Bottles must be equipped with on/off taps. Bottle shut-offs requiring special keys are not acceptable. Bottles used must be purpose built for use with nitrous oxide. Electric devices used for raising the temperature of nitrous oxide bottles must be produced for that purpose by an industry manufacturer, and may not be modified in any way.
- (c) **Switching:** Both solenoids must operate from a common switch and the system must be capable of being switched off by three means: (1) when the throttle is closed; (2) by a special arming switch that provides power to the solenoids; (3) through the normal ignition switch.
- (d) **Markers:** All vehicles using Nitrous Oxide must display special markers located on the outside of the vehicle, in the area where the supply bottle is located and adjacent to the vehicles WTAC competition No. on the side of the vehicle. The marker shall be a yellow diamond with 125mm sides, with N²O printed in black letters.



- (e) **Warning Light:** A prominent blue warning light, located on the dashboard of the vehicle and visible through the windscreen, must indicate when the system is armed.

10. EXHAUST

10.1 The complete exhaust system for Open may be modified or replaced in accordance with the following:

- (a) 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 centreline of the vehicle.

11. TRANSMISSION, DIFFERENTIAL AND DRIVELINE

- (a) Clutches and flywheel are free.
- (b) Gearbox and differential may be replaced by another of free design.
- (c) Internal components of transmission and differential are free.
- (d) The bell housing is free.
- (e) Gearbox and differential oil coolers are permitted.
- (f) Automatic transmissions if provided as an option by the OEM for that model are permitted.

- (g) Driveline is free save for original number of drive wheels must be retained e.g. 2WD, 4WD.
- (h) OEM mounting points for Transmission and Differential must be used except where front wheel drive has been converted to rear wheel drive.
- (i) Sequential shifting is permitted but Paddle style shifting mechanisms are not permitted unless originally fitted.
- (j) Transmission tunnel modifications necessary to allow the fitment of a transmission are permitted.
- (k) Replacement tail shafts are permitted.

12. SUSPENSION

12.1 Each measurement will have a tolerance of +/-3mm to allow for inaccuracy of hand measurement and thermal expansion.

12.2 Minimum ride height for ATA Open is 65mm: Each fully sprung part of the vehicle, except for the exhaust system, must be at least the specified height above the ground when measured at any point within the wheelbase, this includes all side skirts, splitters, bodywork etc. The vehicle ride height will be measured without the driver and tyre pressures at a minimum of 20psi.

12.3 For ATA Open:

- (a) Each spring and damper/shock absorber may be replaced however the number of each damper/shock absorber per vehicle must remain as OEM.
- (b) Suspension bushes are free.
- (c) OEM mounting points of the suspension may be reinforced and altered in design but not in location.
- (d) Aftermarket sub frames allowed.
- (e) OEM mounting points for suspension sub frames may be reinforced and altered in design but not in location.
- (f) Sway bars are free.
- (g) Suspension is free, save for the mounting points as per Article 10(c).

13. BRAKES

13.1 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.

14. TYRES

14.1 Tyre restrictions will apply to all competition classes as follows:

- (a) Each tyre must be marked by the organisers at scrutineering.
- (b) The use of any tyre softening chemical or treatment on tyres is strictly prohibited and will result in immediate exclusion from the event
- (c) Random tyre checking will be conducted throughout the event, failure to comply will result in a penalty up to exclusion.
- (d) Tyre sizes are defined by width(mm)/aspect ratio(profile)/diameter(inch)

14.2 Tyres for ATA Open Class:

- (a) Must use Soft or Medium compound.
- (b) Tyres must be DOT approved and must not say for racing use only.

14.3 Tyre Size Restriction for Ultra-Light Vehicles

- (a) An Ultra-light vehicle is a vehicle that in modified format, as per Appendix A for vehicle class weights, has a competition weight of less than 1001kg for 4WD vehicles, 901kg for RWD vehicles and 801kg for FWD vehicles.
- (b) Any vehicle falling into these categories the following tyre size restrictions will apply:

4WD (tyre width in mm)	RWD (tyre width in mm)	FWD (tyre width in mm)
<750kg = 205 tyre	<700kg = 205 tyre	< 700kg = 225 tyre
751kg-800kg = 225 tyre	701kg-750kg = 225 tyre	701kg-750kg = 255 tyre
801kg-950kg = 255 tyre	751kg-800kg = 255 tyre	751kg-800kg = 265 tyre
951kg-1000kg = 265 tyre	801kg-900kg = 265 tyre	>801kg = 295 tyre
>1001kg = 295 tyre	>901kg = 295 tyre	

15. WHEELS

- (a) Each wheel is free and size is unrestricted but must be suited to the tyre size used.
- (b) A maximum of one metallic spacer may be used behind each wheel. Consideration must be given to wheel stud length when fitting spacers.

16. INTERIOR

Interior is free save for the following exceptions:

- (a) Local modification to the interior for fitment of a roll cage is allowed.
- (b) Door trims of free material and design must be fitted.
- (c) Window nets may be fitted and are highly recommended.
- (d) Driving position may be moved rearwards, but not beyond the rear footwell.
- (e) Each vehicle must retain a full length dashboard.

17. DEFINITIONS

- (a) **AASA** – Australian Auto-Sport Alliance Pty Ltd
- (b) **Alternative Materials** - Materials of suitable and acceptable strength and construction for use in motor vehicle parts and panels.
- (c) **Body work** - Refers to the exterior body of a motor vehicle.
- (d) **NCRs** – the AASA National Competition Rules
- (e) **Chassis Rail** – Box section part of the vehicle floor structure that extends from the front of the vehicle to rear section.
- (f) **Dashboard** - A dashboard (also called dash, instrument panel, or fascia) is a control panel placed in front of the driver in a vehicle, housing instrumentation and controls for operation of the vehicle.
- (g) **Drive Types:**
 - (i) **4WD:** Four wheel drive, includes all wheel drive, any vehicle that has drive to both the front and rear wheels.
 - (ii) **RWD:** Rear wheel drive, any vehicle with drive only to the rear wheels.
 - (iii) **FWD:** Front wheel drive, any vehicle with drive only to the front wheels.
- (h) **Engine Control Module** – Any electronic device that controls engine operation.
- (i) **Firewall** - A firewall is a fire proof barrier that separates the engine from the driver and passengers.
- (j) **Frame Rails** - Two primary boxed sections running fore to aft on the vehicle.
- (k) **OEM** - Original Equipment Manufacture - is the original manufacture of the vehicle and/or any component which is the one originally fitted when manufactured.
- (l) **Recognised Model** - A model which the organisers, at their sole discretion, recognise as a model of vehicle produced by a manufacturer to a given specification.
- (m) **Standard Specification** - As originally supplied from the manufacturer, including allowable production tolerances.

- (n) **Shock Towers** - The original manufacturer upper mounting points for the suspension shock absorber (i.e. Macpherson Strut)
- (o) **Sub Frame** - A structural component of a vehicle 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.
- (p) **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.
- (q) **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.
- (r) **WTAC** - World Time Attack Challenge.
- (s) **ATA** - Aus Time Attack

Appendix A

Vehicle Weights. All weights in kg. If your vehicle is not listed, contact the event organisers.

Make	Model	Weight	Clubsprint	Open	Pro AM	Pro
Audi	A3	1395	1325	1186	1116	1116
	R8	1525	1425	1275	1200	1200
	TT RS	1260	1197	1071	1008	1008
BMW	E36	1460	1387	1241	1168	1168
Chevrolet	Corvette C5 Z06	1413	1342	1201	1130	1130
Daihatsu	Charade	740	703	629	592	592
Falcon	AU	1437	1365	1221	1150	1150
Holden	Astra	1120	1064	952	896	896
	VE Commodore	1770	1425	1275	1200	1200
	VL Commodore	1250	1188	1063	1000	1000
Honda	Civic EG Hatch	925	879	786	740	740
	Civic EG Sedan	1130	1074	961	904	904
	Civic EK	1045	993	888	836	836
	Civic EP3	1246	1184	1059	997	997
	Civic F	1179	1120	1002	943	943
	CRX	886	842	753	709	709
	DC2	1087	1033	924	870	870
	DC5R	1180	1121	1003	944	944
	Integra	1060	1007	901	848	848
	NSX	1274	1210	1083	1019	1019
	S2000	1250	1188	1063	1000	1000
Lexus	ISF	1735	1425	1275	1200	1200
Lotus	Exige	914	868	777	731	731
	Elise	860	817	731	688	688
Mazda	FB/SA RX7	1000	950	850	800	800
	FC RX7	1190	1131	1012	952	952
	FD RX7	1150	1093	978	920	920
	NA MX5	940	893	799	752	752

	NB MX5	1065	1012	905	852	852
	NC MX5	1110	1055	944	888	888
	RX8	1309	1244	1113	1047	1047
Mercedes	C63	1779	1425	1275	1200	1200
Mitsubishi	Colt	1074	1020	913	859	859
	Eclipse	1305	1240	1109	1044	1044
	Evo 5	1260	1197	1071	1008	1008
	Evo 6	1260	1197	1071	1008	1008
	Evo 6.5	1260	1197	1071	1008	1008
	Evo 7	1320	1254	1122	1056	1056
	Evo 8	1320	1254	1122	1056	1056
	Evo 9	1310	1245	1114	1048	1048
	Evo X	1420	1349	1207	1136	1136
Nissan	180SX	1225	1164	1041	980	980
	240Z	1068	1015	908	854	854
	260Z	1111	1055	944	889	889
	350Z	1446	1374	1229	1157	1157
	370Z	1466	1393	1246	1173	1173
	Bluebird	1070	1017	910	856	856
	R31 Skyline	1310	1245	1114	1048	1048
	R32 GTR	1430	1359	1216	1144	1144
	R33 GTR	1540	1425	1275	1200	1200
	R33 GTST	1390	1321	1182	1112	1112
	R34 GTR	1536	1425	1275	1200	1200
	R35 GTR	1740	1425	1275	1200	1200
	S13 Silvia	1224	1163	1040	979	979
	S14 Silvia	1253	1190	1065	1002	1002
	S15 Silvia	1253	1190	1065	1002	1002
Porsche	944	1180	1121	1003	944	944
Subaru	BRZ	1190	1131	1012	952	952
	WRX GC8	1240	1178	1054	992	992
	WRX GD	1310	1245	1114	1048	1048
	WRX GE	1394	1324	1185	1115	1115
Suzuki	Swift	970	922	825	776	776
Toyota	FT86	1190	1131	1012	952	952
	MRS	996	946	847	797	797
	Supra	1460	1387	1241	1168	1168
VW	Golf	1395	1325	1186	1116	1116