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;
- Five (5) classes of competition: ATA Prodsprint, ATA Clubsprint, ATA Open, ATA Pro and 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 CLUBSPRINT

*4th April 2023 - Aus Time Attack Amendments

TECHNICAL REGULATIONS

GENERAL REGULATIONS

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

(a) 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.

(b) 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 ATA Safety Regulations.

3. COMPETITIONS

THE EVENT WILL COMPRISE 5 COMPETITIONS:

3.1 ATA Prodsprint:

(a) Designed to be an entry level class for Aus Time Attack with limited modifications allowed.

(b) This class is for road registered cars only

(c) Each Driver must be nominated on the entry form and may not drive more than one vehicle within the ATA Prodsprint class.

3.2 ATA Clubsprint:

(a) Further freedoms allowed beyond ATA Prodsprint whilst retaining some restrictions..

(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 one vehicle within the ATA Clubsprint class.

3.3 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 ATA Open class.

3.4 ATA Pro:

(a) The highest level of Aus 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.

3.5 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 promotor 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 of a FHR;

(b) footwear, socks and gloves each complaint 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 CLUBSPRINT

2.1 **For ATA Clubsprint, 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) non-flammable clothing extending from neck to wrist to ankles (apparel of nylon or similar material is forbidden).

2.2 **The following is highly recommended for ATA Clubsprint:**

(a) The use of a FHR device is highly recommended; and

(b) The use of apparel, such as a Race suit, 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 Clubsprint:

(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 four (4) point Safety Harness in compliance with SFI16.1 is highly recommended;

NOTE: If using a FHR the minimum requirement is a 5 point Safety Harness.

(d) a seat for the driver that is suited to the use and fitment of a Safety Harness. 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, is highly recommended;

(f) original brake lights fitted which must operate when the brake is applied; and

(g) be fitted with a minimum of two functional rear vision mirrors.

4. ROLLOVER PROTECTION

(a) Rollover protection is strongly recommended for each ATA Clubsprint vehicle.

(b) Each vehicle with a performance level, based on lap time, quicker than a 1.45 min lap of Sydney Motorsport Park Grand Prix Circuit must be fitted as a minimum with a AASA Class 1 (half cage).

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 a 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 solejudge 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 bluetriangle;

(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 towpoint;

(e) have fitted an adhesive cover to any forward-facing glass components, save for the windscreen;

(f) have the engine compartment sealed completely from thecockpit;

(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 thecockpit;

(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 a polycarbonate material 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 anddamage;

(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; and

(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 any time during the event, and:

(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

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

FURTHER NOTE:

A 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) Alternative materials are permitted for the Front Bar, Bonnet, Side Skirts, Rear Bar and Boot provided they follow the same shape as the OEM part.

(b) 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 (refer below).

(c) Alternative materials are permitted for front and rear flares.

(d) Wheel arch modifications of OEM fenders to allow fitment of the control tyre are permitted.

(e) OEM fenders must be of original material however flare extensions are permitted to cover the control tyre.

(f) 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:

(g) The remainder of the vehicle body must remain as per OEM.

(h) Headlight assembly must remain as per OEM and be fully operational.

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:

(i) resemble the original;

(ii) continue to be structural;

(iii) create a seal between the forward area and the cockpit; and

(iv) 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.

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 Clubsprint 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. Naturally aspirated vehicles are permitted an additional 10% decrease to the minimum weight.

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 Clubsprint:**

(a) A Front under tray/splitter which must follow completely the outline of the OEM front bar and may extend 50mm ahead of the vehicle OEM bodywork, no further rearward than the front axle and no wider than the original front guards, see Drawing 2.

(b) Front canards/winglets are permitted but must not extend wider than 50mm beyond the front OEM guards and must not extend forward of the original coachwork as described in Drawing 2.

(c) An OEM rear wing or an aftermarket rear wing 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.

(d) The rear wing must be fitted as such to be over the body or boot in plan view. No portion of the wing can be higher than a 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.

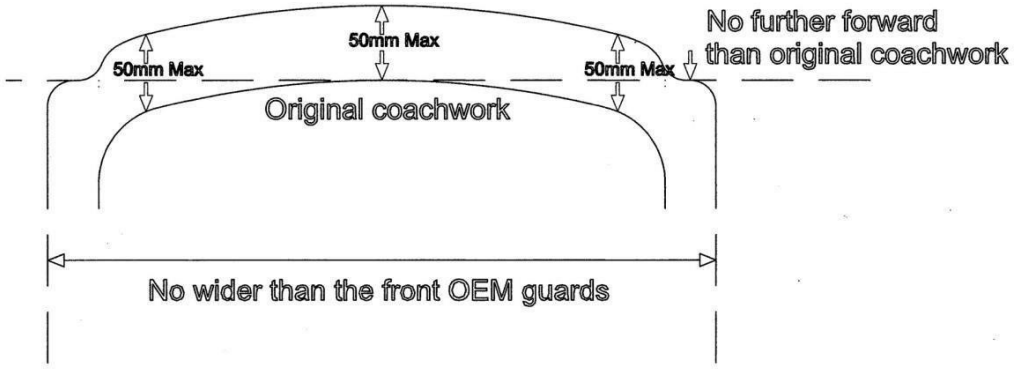
(e) No part of the rear wing may not extend any further rearwards than the most rearward point of the rear bumper, see Drawing 3.

(f) Rear diffuser/ under tray must not extend beyond the vehicles bodywork and forward only to the rear axle centre line.

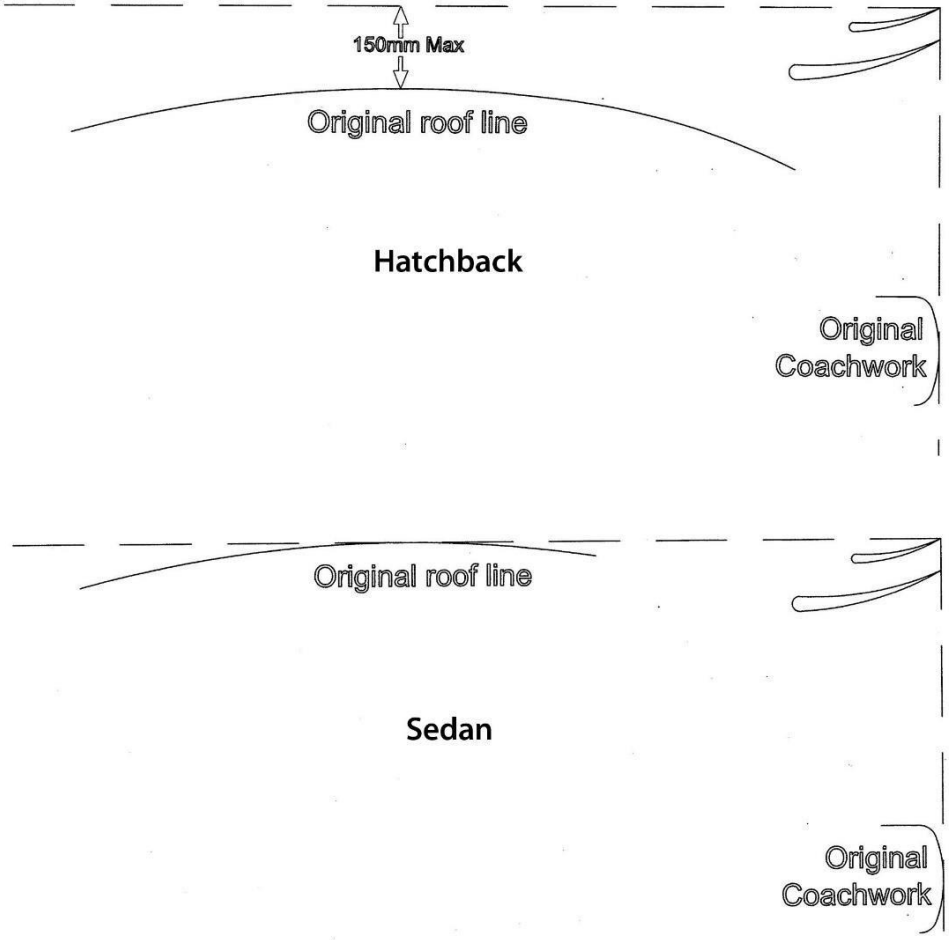
(g) Aftermarket side mirrors are permitted.

(h) Side skirts may not extend inboard more than 250mm under the vehicle, see drawing 4.

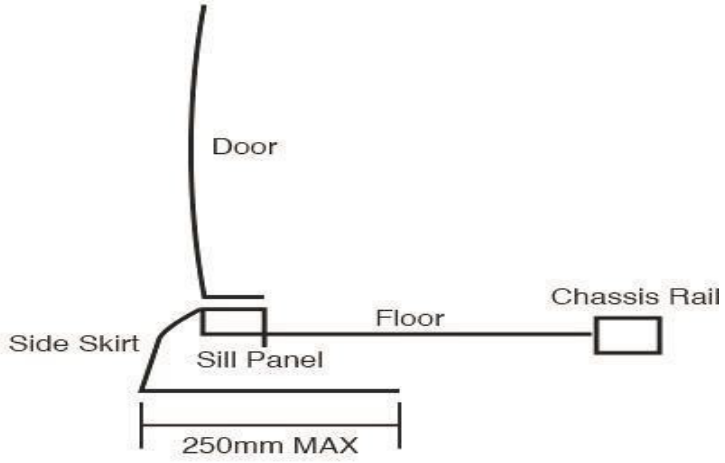
Drawing 2:



Drawing 3:



Drawing 4:



5. ENGINE

5.1 **Each vehicle must use a Commercial Fuel, E85 or Unleaded Racing Fuel in accordance with MOTORSPORT AUSTRALIA Manual; Technical Appendix - Schedule G.**

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

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

5.4 **For ATA Clubsprint:**

(a) Engine modifications are free except that the vehicle must retain an engine from that vehicle OEM and that has the same number of cylinders or in the case of a rotary engine, rotors must remain as per the original.

(b) The use of a turbocharger or supercharger is allowed.

NOTE: *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 that can also use forced induction.*

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 may be replaced with an alternate radiator of free design and size in accordance with the following:

(1) A replacement radiator shall be fitted in the same location and plane as the original with forward or aft re-positioning of the radiator up to a maximum of 75mm from the OEM position permitted;

or

For a vehicle which from the OEM is turbocharged and fitted from the OEM with a top-mount intercooler it is permitted to fit a replacement radiator in the same location as the original with forward or aft re-positioning of the radiator up to a maximum of 75mm from the OEM position permitted and the plane of the radiator in this case is free.

(2) It is permitted to modify the original radiator support panels, or radiator support structures only for the fitment of the replacement radiator, the addition of fasteners and for the passage of radiator pipe work and/or hoses only within the location of the pipework and/or hoses. Engine coolant radiator fan is free.

(c) A turbocharger/supercharger intercooler may be replaced or fitted of free design. Each intercooler must be fitted within the vehicles OEM bodywork. It is permitted to modify the bodywork only for the addition of fasteners and for the passage of intercooler pipe work and/or hoses only within the location of the pipework and/or hoses.

(d) It is permitted to add an oil cooler for the engine, and/or transmission/differential and/or a power steering fluid cooler. The location of an oil cooler is free provided each oil cooler is fitted within the original bodywork. It is permitted to modify the bodywork only for the addition of fasteners and for the passage of oil cooler pipe work and/or hoses only within the location of the oil cooler pipework and/or hoses.

(e) Additional ducting for cooling systems may be fitted provided no modification is undertaken to the original bodywork, save for the addition of fasteners for duct mounting. Any additional ducting must be contained within the bodywork.

7. FUEL SYSTEM

7.1 **All fuel systems must comply with all safety regulations required in these regulations, including those specific to the protection of the cockpit and driver from fuel system components.**

(a) Fuel pumps, fuel regulators and fuel lines are free.

(b) One additional tank may be installed with a maximum capacity of 5 litres.

(c) The OEM fuel tank may be replaced with a replacement tank in the same location as standard. The replacement tank must comply with MOTORSPORT AUSTRALIA; Technical Appendix - Schedule N Tank of Free Design or FIA Fuel Cell requirements.

(d) No removal of floor/chassis or other material to fit tank is permitted.

(e) Fuel tank/system must be sealed from the cockpit.

(f) Fuel tank foam and internal baffling of fuel tank permitted.

8. ELECTRICAL SYSTEM

(a) Replacement Engine Control Modules permitted.

(b) Modification of the OEM wiring harness permitted.

9. EXHAUST

9.1 **The complete exhaust system for ATA Clubsprint may be modified or replaced in accordance with the following:**

(a) It must comply with 95db @ 30m noise restrictions.

(b) 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.

10. TRANSMISSION, DIFFERENTIAL AND DRIVELINE

(a) Clutch/s and flywheel/flex plate are free.

(b) Transmission 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) Automatic transmissions if provided as an option by the OEM for that model are permitted.

(f) OEM mounting points for the Transmission and Differential must be used.

(g) Transmission gear change operation is free.

11. SUSPENSION

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

11.2 **Minimum ride height for ATA Clubsprint is 80mm: 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. The vehicle ride height will be measured without the driver and tyre pressures at a minimum of 20psi.**

11.3 **For ATA Clubsprint:**

(a) Each spring and damper/shock absorber may be replaced however the number of each component per vehicle must remain as OEM.

(b) Each suspension bush is free.

(c) OEM mounting points of the suspension may be reinforced and altered in design but not in location.

(d) Each sway bar is free.

(e) Each vehicle must use OEM chassis mounting points and uprights but suspension geometry and arms are free.

(f) OEM hubs must be retained on the vehicle but can be from a different model of the same make of vehicle (i.e. any Honda for a Honda or any Subaru for a Subaru etc.).

(g) Uprights are free provided that the connection methods to the original OEM components is retained (i.e. connection type to MacPherson strut, or ball joint or steering arm).

(h) Non OEM suspension sub frames are not permitted.

12. BRAKES

12.1 **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 except for:**

(a) Original mounting points must be used.

13. TYRES

13.1 **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).

13.2 **Tyres for ATA Clubsprint:**

(a) Must use minimum tread wear of 140.

(b) A maximum of 8 tyres may be used throughout the event.

(c) Each tyre on a four (4) wheel drive vehicle must be no wider than 265 unless specified larger by the OEM for that particular vehicle in which case the tyre must match the OEM sizespecification.

(d) Each tyre on a two (2) wheel drive vehicle must be no wider than 295 unless specified larger by the OEM in which case the tyre must match the OEM specification.

(e) The vehicle must use the OEM specification tyre or a similar tyre deemed appropriate which must be checked and approved by the organisers prior to competing.

13.3 **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	

14. 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.

(c) Maximum spacer size is 30mm per wheel.

15. INTERIOR

Interior is free save for the following exceptions:

(a) Local modification to the interior for fitment of a roll cage is allowed.

(b) Complete original dash must be retained; additional switches and gauges may be added.

(c) Heater core, air conditioning and related components that are not visible on the dash may be removed.

(d) Original door trims must be retained.

(e) Replacement instrument cluster is permitted.

(f) 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.

16. VEHICLE SUPERCAR LIST (INELIGIBLE FOR ATA CLUBSPRINT 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

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 as the entirely suspended part of the motor vehicle licked by the airstream.

(d) **MOTORSPORT AUSTRALIA** - Confederation of Australian Motor Sport trading as Motorsport Australia

(e) **MOTORSPORT AUSTRALIA Manual** – As currently published by MOTORSPORT AUSTRALIA.

(f) **Chassis Rail** – Box section part of the vehicle floor structure that extends from the front of the vehicle to rear section.

(g) **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.

(h) **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.

(i) **Engine Control Module** – Any electronic device that controls engine operation.

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

(k) **Frame Rails** - Two primary boxed sections running fore to aft on the vehicle.

(l) **OEM** - Original Equipment Manufacture - is the original manufacture of the vehicle and/or any component which is the one originally fitted when manufactured.

(m) **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.

(n) **Standard Specification** - As originally supplied from the manufacturer, including allowable production tolerances.

(o) **Shock Towers** - The original manufacturer upper mounting points for the suspension shock absorber (i.e. Macpherson Strut)

(p) **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.

(q) **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.

(r) **Suspension Upright and Hub:**

(i) **Upright** – the component that carries the hub and is connected directly to the suspension/steering control arms. The upright may carry brake components or other components as necessary.

(ii) **Hub** – the component which directly attaches to the wheel and is carried by the upright, via a bearing assembly. The hub, and bearing/s, may be integral to the upright or fixed to the upright and may carry the drive to the wheel.

(s) **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.

(t) **WTAC** - World Time Attack Challenge.

(u) **ATA** - Aus Time Attack