



## 2010 Redline Time Attack Rules

Updated April 28<sup>th</sup>, 2010

## Redline Time Attack

### Foreword

The goal of Redline Time Attack from the beginning has been to create the premiere racing series in North America, dedicated to the sport of Time Attack. A critical part of our foundation has always been the rules by which our competitors are expected to follow, including the unique format of our competition. It is extremely important for the Redline Time Attack rulebook to be written, and enforced, in such a way as to allow for close and equitable competition.

To that end, the leadership at Redline Time Attack has invested literally hundreds of man-hours following the end of the 2009 season, to improve the layout and content of the Rule Book. We believe our competitors will come to appreciate the level of detail and clarity of the Rule Book. Our Tech Staff, led by both our Technical Manager and Managing Director of Competition, will be trained and prepared to enforce the rules and offer assistance to our drivers and teams.

The rules will be enforced evenly and fairly, with all competitors expected to abide by the same set of rules, while being held to the same high standards as every other competitor. The Rule Book will be kept up to date on the official Series website, to include any technical bulletins released during the year.

I ask that you study this book, preparing yourself for competition, so that you are in the best position possible to stay within the spirit and intent of the guidelines. Knowledge is power.

Best of luck to you in your racing endeavors this season!

Nikolas Malechikos

President & Commissioner

## **PREFACE**

The Redline Time Attack Regulations are designed to provide for the orderly conduct of time attack events.

A Redline Time Attack sanctioned Event is a competitive sports event, which is intended to be conducted and officiated in accordance with these regulations. Ultimately, the solution for unauthorized or improper officiating lies not in individual challenges seeking to undo what has been done, but rather in pressure brought upon the officials in charge by drivers, owners, fans and even Redline Time Attack to improve the caliber of race supervision. Any affected participant should address any complaint he or she might have regarding officiating to the Redline Time Attack Managing Director of Competition.

It is ultimately the obligation of each participant to ensure that their conduct and equipment comply with all applicable Redline Time Attack regulations. No express or implied warranty of safety shall result from publication of, or compliance with, these rules. They are intended as a guide for the conduct of automobile racing and are in no way a guarantee against injury or death to participants, spectators or others

## SECTION 1 – SPORTING REGULATIONS

### 1-1.1 General Rules Procedures

- 1-1.1 The RTA Regulations are effective upon the date of publication by RTA, regardless of when a Competitor receives actual notice.
- 1-1.2 The RTA Regulations may only be amended by publication of an amendment in a RTA Bulletin issued by RTA Headquarters. An amendment is effective upon the date and time of publication by RTA, regardless of when a Competitor receives actual notice.
- 1-1.3 The RTA Regulations are applicable to all Events.
- 1-1.4 If there is a disagreement or dispute regarding the meaning or application of the RTA Regulations, the interpretation and application by the RTA Officials at the track shall prevail. RTA Supervisory Officials may review an interpretation or application of the Regulations where the Supervisory Officials deem such review to be appropriate.
- 1-1.5 The interpretation and application of the RTA Regulations by the RTA Officials at the track shall be final and non-appealable. In order to promote automobile racing, to achieve prompt finality in competition results, and in consideration of receiving the numerous benefits available to them, all members including competitors and officials, expressly agree that determinations by RTA Officials as to the applicability and interpretation of the RTA Rules are non-litigable, and they covenant that they will not initiate or maintain litigation of any kind against RTA or anyone acting on behalf of RTA, to reverse or modify such determinations or to recover damages or to seek any other kind of relief as a result of such determinations, unless the RTA Officials made such determinations for no purpose other than a bad faith intent to harm or cause economic loss to the Member, Competitor or Official. If a Member, Competitor or Official initiates or maintains litigation in violation of this covenant, that Member, Competitor or Official agrees to reimburse RTA for the costs of such litigation, including attorneys' fees. Each Member, Competitor or Official further covenants that in any litigation brought against RTA for any matter will be tried before a judge of competent jurisdiction and hereby waives any right to trial by jury in such action.
- 1-1.6 The RTA Regulations are intended to ensure that Events are conducted in a manner that is as fair as possible for all Competitors, consistent with prompt finality in competition results. On occasion, circumstances will be presented that are either unforeseen or are otherwise extraordinary, in which strict

application of the RTA Regulations may not achieve this goal. In such rare circumstances, RTA Officials, as a practical matter, may make a determination regarding the conduct of the race, the eligibility of a Competitor, or similar matters that are not contemplated by or are inconsistent with the RTA Regulations, in order to achieve this goal. Such determinations are reviewable by RTA Officials.

- 1-1.7 Supplementary Regulations may be made and issued by RTA Officials for an Event. Supplementary Regulations shall apply to the conduct of that Event if they are published or announced prior to or during the Event by means of a bulletin, newsletter, telephone, and fax or pre-race meeting.
- 1-1.8 All competitors are required to read and understand this Rule Book. By signing an entry form or application the competitor attests that he has read and understands this Rule Book.
- 1-1.9 All competitors are required to maintain the Rule Book in their paddock area at all time.
- 1-1.10 Rule Books will be available at no charge at the Redline Time Attack Headquarters and the Redline Time Attack Mobile Office.

## **1-2 Membership**

- 1-2.1 Every person or entity who desires to participate in an Event as a Driver, Entrant, Crew Member, or RTA Official must apply for, receive, and possess a valid current RTA Membership.
- 1-2.2 RTA may, but is not required to, accept as a RTA Member any individual or business entity interested in road racing, so long as the individual or entity has properly and truthfully completed and filed a membership application, agreed to abide by the RTA Regulations, paid the \$25.00 fee prescribed for membership, and meets the required qualifications. RTA will determine eligibility of any person or entity that has properly filed a membership application and meets the required qualifications for the membership. RTA is dedicated to the highest degree of professionalism, sportsmanship and integrity in road racing. For that reason, RTA may reject the membership application of an otherwise qualified applicant in the interest of automobile racing or RTA. Among other things, participation or involvement by a Member or applicant (including, in the case of a business entity, involvement by any stockholder, director, officer, employee, partner or agent thereof) in conduct detrimental to automobile racing or to RTA, whether in the course of racing activity or not, and whether the applicant was a Member or applicant at the time of such conduct, may result in rejection of a membership application by RTA.
- 1-2.3 Application forms for a RTA Membership may be obtained from RTA Headquarters. Upon completion, they must be submitted to RTA

Headquarters, which is the only RTA office authorized to issue such memberships. Membership application forms must be fully executed, signed by the applicant, and accompanied by the requisite fee. The receipt of a RTA membership application form and fee by a RTA Official does not constitute the issuance of or approval by RTA of such an application for RTA membership. Applicants will be advised in writing by RTA Headquarters whether RTA Headquarters has approved their application for membership.

- 1-2.4 An RTA Member is not an agent, servant or employee of RTA by virtue of such membership. With respect to any RTA related activities in which a Member engages, unless the Member is also an employee of RTA, the Member shall act as and be deemed to be either an independent contractor or an employee of a person or entity other than RTA, and not an agent, servant, or employee of RTA. Each such Member, or the Member's employer, is obligated to furnish any tools, supplies or materials necessary to perform the Member's duties. Each such Member shall be responsible for compensating, and shall be responsible for all actions, of their employees or agents. Each such Member assumes all responsibility, either by himself or his or her employer, for any charges, record keeping, premiums and taxes, if any, payable on any funds the Member may receive as a result of any activities as a RTA Member, including but not limited to, social security taxes, unemployment insurance taxes, workers compensation insurance, income taxes and withholding taxes.
- 1-2.5 RTA may suspend a Member for a definite or indefinite period of time in the interest of automobile racing or RTA. The affected Member may appeal such a suspension to the RTA Supervisors.
- 1-2.6 A Member may terminate his or her membership at any time by providing a letter of resignation to RTA Headquarters. Such Member shall have no right to receive, and RTA shall not be obligated to refund any part or all of the fees previously paid by the Member to RTA.
- 1-2.7 RTA may terminate a membership at any time in the interest of automobile racing or RTA. Such Member shall have no right to receive, and RTA shall not be obligated to refund any part or all of the fees previously paid by the Member to RTA. The affected Member may appeal such a termination to the RTA Supervisors.
- 1-2.8 Membership expires automatically on the last day of the calendar year in which the membership is issued.
- 1-2.9 Minors as defined by the Minors state of residence must submit a fully executed minors release.
- 1-2.10 Membership is non-transferable.

- 1-2.11 An RTA Official may eject a Member from an Event or from the racing premises in an emergency situation, to promote the orderly conduct of the Event. An ejection is final, non-appealable and non-reviewable.

### **1-3 Injury Reports**

- 1-3.1 Any Member involved in an accident while on the racing premises must report to the Track Care Center or RTA office before leaving the premises (if such Member is able to make such a report).
- 1-3.2 RTA will provide participant accident insurance coverage at RTA sanctioned Events as follows-
- 1-3.2A Accidental Death and Dismemberment
  - 1-3.2 B Excess Medical
  - 1-3.2C Weekly Indemnity

### **1-4 Safety**

- 1-4.1 Automobile racing is an inherently dangerous sport. Each Competitor assumes that risk when he or she participates in an Event. The risk of serious injury or death cannot be eliminated and, in fact, will always be present at a high level. Members are required to advise their spouses and next of kin, if any, of this fact. Although safety generally is everyone's concern, RTA cannot be and is not responsible for all or even most aspects of the safety effort. That responsibility instead rests with the various participants in the Event(s) as follows:
- 1-4.2 Promoter or RTA as promoter- The promoter is directly and finally responsible to ensure that the racing facilities are adequate for the Event; that adequate safety personnel and equipment are provided for each Event, both for the purpose of preventing injury where reasonably possible and responding to injury when it occurs; and that the conditions at the racing facility are maintained in a reasonable manner to reduce the risk of injury,
- 1-4.3 Employees and representatives of RTA when they are present at an Event, will inform the Promoter of any inadequacies in the facilities, safety personnel, and equipment, or other conditions at the track that they (a) observe and (b) consider in their best judgment to be inconsistent with the interests of safety. RTA however, does not make any representations or warranties of safety to any competitor or other person, and cannot and does not take responsibility to ensure the adequacy – for purposes of safety – of the racing facility, safety personnel or equipment, or conditions at the track, The Promoter (see above) and the Competitors (see below) are solely and ultimately responsible for such matters at RTA sanctioned Events.

- 1-4.4 All Competitors are obligated to inspect the racing facilities, safety personnel and equipment, and conditions at the track on a continuing basis before, during, and after the Event. Competitors must report to the Promoter promptly any inadequacy in the facilities, personnel, equipment, or conditions at the track. Competitors also are solely and directly responsible for the safety of their racecars and racing equipment and are obligated to perform their duties (whether as an entrant, driver, or crew member) in a manner designed to minimize to the degree possible the risk of injury to themselves and others. Neither RTA nor the promoter can or will be responsible for the adequacy of a competitor's racecar, racing equipment, or racing activity to accomplish this purpose.
- 1-4.5 RTA Officials should report promptly to the Promoter any observed safety inadequacies in the racing facilities, safety personnel and equipment, and conditions at the track. In addition, if a RTA Official observes any safety inadequacy in a Competitor's racecar, racing equipment, or conduct, the Official may take whatever action is deemed reasonable and appropriate in order to correct such inadequacy. Such action may include, but is not limited to, physical examinations, medical determinations, and driver ability or experience tests. The Competitor is obligated to follow the Official's directives. RTA is not responsible for the actions or inactions of any RTA Official as it pertains to safety.

## **1-5 Entry Requirements**

- 1-5.1 In order to compete in an Event, an Entrant must submit and have approved an Official Entry Form for the Event. For purposes of this Section, "Official Entry Form" refers to the form of entry required by RTA for Members to officially enter an Event. This form will be available on the RTA website.
- 1-5.2 It is the responsibility of the Entrant to obtain the appropriate Official Entry Form, and to ascertain and abide by all applicable deadlines and instructions. The distribution of such forms to Competitors does not relieve them of this responsibility.
- 1-5.3 The Entrant must complete the Official Entry Form for the Event in full and submit it to the RTA Office by the deadline listed thereon.
- 1-5.4 In the event an Official Entry Form is not submitted by the entry deadline (generally 14 days prior to the Event) RTA in its sole discretion may decide to accept the competitors entry, in which case the competitor will be required to pay the higher late entry fee.
- 1-5.5 Acceptance of any entry is at the discretion of RTA.

## **1-6 Competitor Obligations, Agreements and Releases**

- 1-6.1 By submitting an Official Entry Form and/or taking part in any activity relating to the Event, a Member agrees to abide by the decisions of RTA Officials and Supervisory Officials, relating to the Event or any matters arising out of the Event, and agrees that such decisions are final, non-appealable and non-litigable. Such a Member further agrees to inspect the racing area to ensure that it is in a safe, raceable and usable condition, and that the Member voluntarily assumes the risk of, and has no claim for damages against RTA, Promoter or their officers, directors, shareholders, officials, agents, or employees by reason of damage to the car, the support equipment, the driver the pit crew or any other person. All Members assume full responsibility for any and all injuries sustained, including death and property damage, anytime they are in the racing areas or en-rout thereto or therefrom. Each Member acknowledges that Member's spouse and next-of-kin have been advised that member understands the high risk of serious injury or death which may result from racing, and that the Member solely assumes all such risks.
- 1-6.2 When a Competitor submits an Official Entry Form, and the entry is accepted, the Competitor becomes obligated to attempt in good faith to compete in the Event to the best of his or her ability. If written notice of withdrawal from any scheduled event is received by RTA registration or the RTA Headquarters prior to the first official practice, 75% of the paid entry fee will be refunded. Failure to make such notice will result in forfeiture of the entire entry fee for the referenced Event.
- 1-6.3 If a Competitor enters an Event without having properly submitted a fully-executed Official Entry Form, the Competitor by such entry nevertheless agrees that he or she is subject to all RTA Regulations, amendments, and Supplemental Regulations, as well as all statements, releases and obligations appearing in the Official Entry Form, as if he or she had properly submitted a fully-executed Official Entry Form.
- 1-6.4 Only persons approved by RTA may enter the racing area. Competitors may not enter the racing areas (i.e., garage areas, pits, and racing surface and similar areas) unless they personally have signed all required entry forms, waiver and release of liability forms, and pit permits applicable to the particular Event.
- 1-6.5 Each Competitor, by entering a RTA sanctioned Event, grants to RTA, its duly authorized agents and assigns, an exclusive license to use and sublicense his or her name, likeness and performance, including photographs, images and sounds of such Competitor and/or any vehicles(s) with respect to which the Competitor competes in RTA sanctioned Events, in any way, medium or material (including but not limited to television, satellite signal, digital signal, film productions, audiotape productions, transmissions over the Internet, public and private online services authorized by RTA, sales and other commercial projects, and the like) for promoting, advertising, broadcasting, recording or

reporting any RTA sanctioned event before, during and after such event, and each Competitor hereby relinquishes to RTA exclusively and in perpetuity all rights thereto for such purposes.

- 1-6.6 Each Competitor, by entering a RTA sanctioned Event, acknowledges that RTA, and its licenses and assigns, exclusively and in perpetuity owns any and all rights to broadcast, transmit, film, tape, capture, overhear, photograph, collect or record by any means process, medium or device (including but not limited to television, cable television, radio, pay-per-view, closed circuit television, satellite signal, digital signal, film productions, audiotape productions, transmissions over the Internet, public and private online services authorized by RTA, sales and other commercial projects, and the like), whether or not currently in existence, all images, sounds and data (including but not limited to in-car audio, in-car video, in-car radio, other electronic transmissions between cars and crews, and timing and scoring information) arising from or during any RTA Event or the Competitor's performance in the Event, and that RTA is and shall be the sole owner of any and all copyrights, intellectual property rights, and proprietary rights worldwide in and to these works and in and to any other works, copyrightable or otherwise, created from the images, sounds and data arising from or during any RTA Event and the Competitor's performance in the Event. Each Competitor agrees to take all steps reasonable necessary, and all steps requested by RTA, to protect, perfect or effectuate RTA's ownership or other interest in these rights. Each Competitor agrees not to take action, nor cause others to take any action, nor enter into any third party agreement which would contravene, diminish, encroach or infringe upon these RTA rights.
- 1-6.7 RTA will specify class contingency sponsor decal identification in standard locations on each car for each RTA class. This identification must be used in an unmodified form and located on the car per the direction of the technical staff.
- 1-6.8 RTA may approve or disapprove the content, placement and size of any advertising, decal or sponsorship identification for any reason. RTA may refuse to permit any Competitor to participate in an Event if RTA determines that any advertising, sponsorship or similar agreement to which the Competitor (or a car owner, driver or crew member related to the Competitor) is or will be a party, is detrimental to the sport of automobile racing, to RTA, or to the Promoter for any reason, including without limitation, the public image of the sport.
- 1-6.9 RTA may require an event decal and patch to be displayed in standard locations on the car and driver's uniform.
- 1-6.10 All drivers are required to sign the standard advertising release on their membership applications and/or the entry form, granting to RTA, the series sponsor and the Promoter rights as set forth in this Section 1-6.

## **1-7 Driver licenses**

- 1-7.1 All persons driving in RTA competitions must possess a valid RTA Drivers License appropriate for the class and type of Event the driver will be competing in.
- 1-7.2 To secure and maintain an RTA Drivers License an RTA member at a minimum must:
- 1-7.3 Complete and submit to RTA Headquarters the Membership/License Application, fully executed, signed by the applicant, and accompanied by the \$75.00 fee.
- 1-7.4 Be at least 16 years of age.
- 1-7.5 Submit a fully executed Minors Release if a Minor as defined by the Minor's state of residence.
- 1-7.6 If requested by RTA Officials, submit to and pass driving ability tests conducted by and at the discretion of RTA Officials, whose decision as to the applicant's driving ability is final and binding on the applicant.
- 1-7.7 Be physically fit as determined in the sole discretion of RTA. In this regard, RTA may require a Competitor or applicant to submit to and pass one or more physical examinations by a qualified physician(s).
- 1-7.8 Execute and deliver to RTA such authorizations, releases, applications, consents, waivers and other documents as may be required by RTA.
- 1-7.9 Upon presentation of a resume with application a level of license will be determined. Provisional, Competition, and Wheel to Wheel Competition are the license levels.
- 1-7.10 A Provisional License holder may compete in any class. The Chief Driving Instructor will be notified when any drivers with Provisional Licenses are on the racing surface. The drivers with Provisional Licenses will be observed and must attend a debrief session with the Chief Driving Instructor after every on track session.
- 1-7.11 Drivers holding an RTA Competition License wishing to have his/her license upgraded to Wheel to Wheel Competition License must meet with the Chief Driving Instructor and petition for the upgrade. The Chief Driving Instructor may issue the upgrade or require that the competitor be observed on track prior to issuing the upgrade.
- 1-7.12 A Wheel to Wheel Competition License will be mandatory to compete in the Super Sessions in any class.

## **1-8 Inspection**

- 1-8.1 All cars, car parts and equipment are subject to inspection by RTA, at any time and in any manner determined by RTA Officials. All decisions by RTA Officials regarding the timing and manner of inspection as well as which cars, car parts or equipment will be inspected are final, non-appealable and non-reviewable.
- 1-8.2 Only those persons approved by RTA Officials will be admitted to the inspection area.
- 1-8.3 RTA Officials will determine whether a car, including any car part or equipment, meets the applicable specifications for an Event as set forth in the Rule Book. Such determinations may be made by RTA Officials at any time before, during or after the Event.
- 1-8.4 A Competitor must take whatever steps are requested by an RTA Official to facilitate inspection of the car.
- 1-8.5 If an RTA Official determines prior to the competition that the car, including any car part or equipment, does not meet the applicable specifications, the car will not be allowed to compete unless, in the discretion of the Official, the deficiency (a) is so insubstantial as not to warrant a determination that the car is ineligible to compete; (b) will not provide the Competitor with a competitive advantage over other Competitors; (c) will not adversely affect the orderly conduct of the competition. If the Official permits the car to compete under these circumstances, the Official will apprise the Competitor in writing of the deficiency, and if the deficiency has not been corrected by the date and time specified by the Managing Director of Competition, a penalty may be imposed by the Race Director, and the car will be prohibited from competing in any future Event until the deficiency has been corrected.
- 1-8.6 At an Event where the RTA Regulations, Supplemental Regulations or RTA Officials mandate inspection after the Event, any car that has competed in the Event may not be taken from the racing premises without permission from the RTA Race Director or his designate. If a RTA Official determines after the competition that a car, including any car part or equipment, does not meet applicable specifications, but the deficiency is so insubstantial as to not provide the Competitor with a significant competitive advantage over other Competitors, the Official in the exercise of his or her sole discretion, may determine that the car, car part or equipment was eligible for the Event, but will apprise the Competitor in writing of the deficiency and direct the Competitor to correct the deficiency for future Events. The car will be prohibited from competing in any future Event if the deficiency has not been corrected by the date and time specified by the Official.
- 1-8.7 From time to time RTA may determine, in the interest of competition that it is necessary or appropriate to undertake an analysis of the performance capabilities of a car, car part or equipment or tires. The Competitor or

Suppliers shall take whatever steps are requested by the RTA Officials for this purpose. RTA also has the right to seal or impound cars, car parts or equipment or tires for this purpose. RTA is not responsible for payment, reimbursement, damage or loss to the Competitor or Supplier as a result of such analysis, sealing, or impounding.

- 1-8.8 Inspection and/or eligibility decisions are final, non-appealable and non-reviewable.

## **1-9 Protests**

- 1-9.1 If an RTA Member who is a Competitor believes that another Competitor has or will obtain a significant unfair competitive advantage by some action that the Member believes is in violation of the RTA Regulations, the entrant may protest such action to the Managing Director of Competition. Protests will not be accepted that are directed to a decision of a RTA Official or Supervisory Official on any subject not specifically provided for in these rules. Such subjects include, but are not limited to, timing and scoring decisions, inspection decisions, and competition procedure decisions.
- 1-9.2 Protests must be delivered to the Race Director in writing, specifically stating the regulation violated, signed by the entrant, and accompanied by a protest fee, in cash of \$1,500 U.S. dollars.
- 1-9.3 A protest must be received by the Race Director within the following time limits –
  - 1-9.3A Any protest that a Competitor's car, car parts or equipment do not meet the specifications for the Event must be received prior to the scheduled close of Pre-Event technical inspection for the relevant Event.
  - 1-9.3B Any protest against a Competitor's sporting rule violation during qualifying or a race must be received within 30 minutes after the official completion of the qualifying attempt or competition.
- 1-9.4 If a protest is made against a car's eligibility, the protestor must provide, in addition to the written protest, a protest fee, in cash of \$1,500 U.S. dollars.
  - 1-9.4A If the protest is found to be valid, the cash deposit will be returned to the protestor. If the Competitor who was protested is found legal the deposit is paid to them.
  - 1-9.4B Any Competitor who does not allow inspection of his or her car in connection with a particular Event is subject to immediate disqualification from the Event.
- 1-9.5 The Race Director shall first decide whether the matter is protestable, and if so shall decide the protest, or appoint a group of RTA Officials to decide the protest, as promptly as possible, and shall inform the parties to the protest of

the decision. A decision that the matter is not protestable is final and non-appealable. The Race Director (or the appointed Officials) will, as soon as practical, hear all parties and gather all appropriate information deemed relevant to the protest. In deciding the protest, the Race Director (or the appointed Officials) may take whatever action he or she deems appropriate to further the interests of fairness and finality in competition results. Such action includes, but is not limited to, revising the official race results, imposing penalties (disqualifications, suspension, and/or loss of finishing positions(s) in the Event), awarding or subtracting points, or taking no action.

1-9.6 Prizes and awards will be distributed after the protest is determined, or at such later time as all protests affecting the results of the Event are resolved.

1-9.7 Any Competitor who makes a protest that, in the judgment of the Race Director or appointed Officials, is malicious or frivolous or otherwise presented in bad faith, may be penalized.

## **1-10 Appeals**

1-10.1 A Competitor may file an appeal against a protest or a decision imposed by the Race Director or RTA Officials affecting him or her, provided written notice of the appeal is given by the Competitor in writing within one hour of the receipt of the penalty or within one hour of the announcement of the protest decision.

1-10.2 Decisions by RTA Officials at the track involving race procedures are final and non-appealable and only subject to review by RTA if Officials determine that extraordinary circumstances exist that require such review.

1-10.3 Any Member or applicant whose membership application has been rejected or whose membership has been terminated may appeal such decision to Commissioner.

1-10.4 A Competitor is entitled to file an appeal to RTA Supervisory Officials. The Commissioner is responsible for the orderly administration of appeals. The appeals board may act with a quorum of three individuals.

## **1-11 Officials**

1-11.1 Every RTA Official is expected to conduct himself or herself in a manner that will reflect positively on the sport of automobile racing, and that is in accordance with these Regulations, at all times. A RTA Official shall have no responsibility or authority beyond his position, but a single RTA Official may hold more than one position.

1-11.2 **Commissioner-** This executive is responsible for all aspects of RTA Competition and Event Operations.

1-11.3 **Managing Director of Competition/Race Director-** This individual is in charge of the overall competition and operations at RTA Events. This individual is responsible for the overall conduct of an event and has the authority and responsibility to-

- Execute the program of events and activities per the schedule published in the Supplemental Regulations/Official Entry Form.
- Maintain order with respect to the conduct of the event.
- Receive and process protests.
- Authorize driver changes.
- Modify or alter the Supplemental Regulations or schedule as may be appropriate in light of local conditions.
- Determine whether conditions are suitable to commence and continue the event.
- Assess penalties.
- Replace any RTA Official unable to perform his or her duties.
- Compile a report on an Event if requested by another RTA Supervisory Official.

11-1.4 **Technical Manager-**This individual will be responsible for all aspects of the technical inspection process and has authority and responsibility to research and obtain data and technical information and develop technical procedures, as directed by the Managing Director of Competition.

1-11.5 **Starter and Flag Marshals-** The Starter and Flag Marshals operate directly under the Race Director and control Competitors from the time the automobiles enter the course until the conclusion of the Event and all Competitors have returned to the pit/paddock area.

1-11.6 **Pit/Paddock/Grid Marshals-** These individuals are responsible for the orderly organization of the pit and paddock area, gridding cars in the correct starting order, maintaining traffic flow between the paddock and pit areas, and enforcing pit lane regulations during practice, qualifying and racing.

1-11.7 **Director of Member Services and Assistants-** These individuals are responsible for the necessary entry verification, membership and issuance of credentials in accordance with the Supplemental Regulations for the Event.

1-11.8 **Timing and Scoring Manager-** This individual and assistants are responsible for the accurate timing and scoring of all practice, qualifying and racing activities.

1-11.9 **Chief Driving Instructor-** This individual is responsible for all duties concerning licensing of drivers, and the development of a curriculum to properly educate all drivers competing in RTA Events.

1-11.10 **Other-** Other officials may be appointed as needed to fulfill specific duties.

## 1-12 **Timing and Scoring**

- 1-12.1 The RTA Official designated by RTA to be the Official Scorer for an Event is responsible for timing and scoring the Event. The decisions of the Official Scorer, with respect to timing and scoring, are final unless the Official Scorer elects to request a re-check by RTA Headquarters or when the Official Scorer is asked by a Team Manager, who has competed in the Event, to submit a request for such a re-check.
- 1-12.2 An RFID based timing and scoring system will be the official and exclusive time and scoring system. Results generated by the system and certified by the Official Scorer for the Event are the only official results.
- 1-12.3 All vehicles are required to carry two properly affixed, as directed by RTA Officials, RFID tags any time the vehicle is on the racing surface. This applies to all RTA Events and Event days sanctioned by RTA.

### **1-13 Event Procedures**

- 1-13.1 Event procedures are the manner in which an Event is conducted. It includes but is not limited to, determinations regarding the eligibility of cars for competition, HPDE and Test and Tune Day procedures, qualifying procedures, the line up and gridding of cars, Time Attack procedures, the control of cars throughout the Event by flags, lights, or other direct communications between RTA Officials and competitors, the option to stop or delay a Time Attack or session, control of pit activity, flagging, positioning of cars at any time, the assessment of penalties, and the completion of the Event. The rules in this section provide the framework for RTA Officials to implement Event procedures. In addition to interpreting and applying these rules, RTA Officials are authorized to make such other determinations or take such other action as they determine to be necessary to promote the best interests of automobile racing, including but not limited to fairness and prompt finality of competition results.
- 1-13.2 All decisions by RTA Officials at the track involving race procedures are final and non-appealable, subject only to review by RTA Supervisory Officials(s) if one or more such Officials determine that extraordinary circumstances exist that require such review. In making such a determination, the interest of finality in competition results will be a principal consideration. RTA Supervisory Officials will not review any race procedure decision unless it has been brought to their attention by an affected Member within twenty minutes after the posting by RTA of the results of the race or qualifying Event at which the race procedure decision was first made. If a RTA Supervisory Officials(s) determines (a) that the race procedure decision should be reviewed, and (b) that the decision was in error, the Supervisory Officials(s) may take whatever action deemed appropriate to initiate a remedy to further the interests of fairness and finality in competition results. Such action includes, but is not limited to, revising the

official race results, imposing penalties, or awarding or subtracting points. The Supervisory Official(s) may alternatively elect not to take remedial action. All such decisions are final and non-appealable.

1-13.3 By submitting an entry application and/or taking part in any activity relating to the event, a member agrees to abide by the decisions of RTA Officials and Supervisory Officials, relating to the event or any matters arising out of the event, and agrees that such decisions are final, non-appealable and non-litigable. Such a member further agrees to inspect the racing area to ensure that it is in a safe, raceable and usable condition, and that the member voluntarily assumes the risk of, and has no claim for damages against RTA, promoter or their officers, directors, shareholders, officials, agents or employees by reason of damage to the car, the support equipment, the driver, the pit crew or any other person. All members assume full responsibility for any and all injuries sustained, including death and property damage, anytime they are in the racing areas or en-route thereto or therefrom. Each member acknowledges that member's spouse and next-of-kin have been advised that member understands the high risk of serious injury or death which may result from racing, and that the member solely assumes all such risks.

#### **1-14 HPDE and Test and Tune Procedures**

1-14.1 RTA will schedule HPDE and Test and Tune days. Normally RTA will hold HPDE and Test and Tune preceding RTA Time Attack competitions. HPDE and Test and Tune days are stand alone events and can be entered singly. Entry into the Red Line Time Attack competition is not a requirement to run the HPDE or Test and Tune Day.

1-14.2 RTA scheduled HPDE and Test and Tune Days are open to any make or model of vehicle and open to drivers of any skill level.

1-14.3 Membership is required to participate in any capacity in any RTA events. See Section 1-2 Membership.

1-14.4 Drivers are not required to hold an RTA Drivers License. All drivers must hold a valid driver's license from their primary state of residence and must be at least 18 years of age.

1-14.5 All drivers must attend the mandatory drivers meeting prior to entering the racing surface. If a driver is late or otherwise is unable to attend the drivers meeting the driver must meet with the Chief Driving Instructor prior to entering the racing surface.

1-14.6 At all HPDE and Test and Tune days RTA will provide professional quality driving instruction for a \$50 fee. All drivers who are new to track driving are strongly encouraged to sign up for and participate in the Driving Instruction Program. The Driving Instruction Program is designed to teach safe driving practices and

techniques on the race track. The Driving Instruction Program is also designed to prepare a new driver to obtain an RTA drivers license and compete in RTA Time Attack competitions.

- 1-14.7 Normally an HPDE and Test and Tune Day will have five scheduled sessions for each run group. The entry fee is for one driver and car to participate in one run group. Alternate drivers who meet all requirements are permitted to replace a driver in a session. A car may be entered in more than one run group with more than one driver. Each run group entry will require an entry fee.
- 1-14.8 The RFID based timing system will be used at all RTA events. All cars participating in the HPDE and Test and Tune Day are required to affix two RFID tags as directed by RTA Officials before entering the racing surface. This time service is provided to all participants at no charge.
- 1-14.9 No guarantee is made by RTA that all scheduled sessions will be run. RTA will make every reasonable effort to keep the schedule on time and complete. No refunds will be given for missed sessions.
- 1-14.10 All vehicles participating in the HPDE or Test and Tune Days are required to be self-teched by the entrant. The self-tech form must be submitted to RTA Officials prior to entering the racing surface.
- 1-14.11 All drivers will self classify themselves into the appropriate run group. RTA may reclassify any driver who performance is not consistent with the run group.

### **1-15 Time Attack Procedures**

- 1-15.1 All participants in RTA Time Attack events are required to hold a valid RTA Membership. See Section 1-2.
- 1-15.2 All drivers who participate in RTA Time Attack competitions are required to hold a valid RTA Driver's License.
- 1-15.3 All drivers must attend the mandatory drivers meeting prior to entering the racing surface. If a driver is late or is unable to attend the drivers meeting the driver must meet with the Chief Driving Instructor before entering the racing surface. The Chief Driving Instructor may impose a penalty for being late or missing the drivers meeting.
- 1-15.4 All vehicles must pass technical inspection prior to entering onto the racing surface. Pre event technical inspection will be available prior to the event at the RTA Headquarters, and will be available all days that RTA is running a track event. The Supplemental Regulations published for each event will detail the times available for pre event technical inspection.

- 1-15.5 All vehicles are required to be in their qualifying spot as marked on pre grid five minutes prior to the official Time Attack session. Pre grid will open twenty minutes prior to the start of the Time Attack session.
- 1-15.6 Vehicles failing to be in position and ready to start the official Time Attack session may not be allowed to compete in the Time Attack session. The Grid Marshals, along with the Race Director will decide if inclusion in the session can be allowed without disruption of the Time Attack session.
- 1-15.7 A vehicle that is involved in a “spin” or an “off” during a Time Attack session that carries the vehicle off of the racing surface is permitted to safely re-enter the track without interfering with other Time Attack competitors. If the vehicle requires assistance, the vehicle will receive a DNF and no time for that session.
- 1-15.8 A vehicle that goes “four wheels off” during a Time Attack session will lose the time recorded for the car lap the “off” occurs in.
- 1-15.9 If it comes to the attention of the Race Director that a piece of debris, or other on-track hazard (stalled vehicle, cone, pylon, etc.) has altered the safety and/or quality of a Time Attack session, the Time Attack session in question, at the discretion of the Race Director, will be black flagged, and all competitors out on track during that session will be directed back to hot pit lane to re-start their Time Attack session after the hazard has been cleared/removed. Competitors involved in the Time Attack session black flagged per this rule will have the option of keeping their times from those completed laps or having their times invalidated and starting with a fresh Time Attack session.
- 1-15.10 Any vehicle or driver who as determined by RTA Officials to have intentionally impeded or obstructed any Competitor during a Time Attack session will lose the times recorded in that session. This includes, but is not limited to, purposely spreading debris on the racing surface or placing ones vehicle in such a manner as to limit the other Competitor’s ability to run a clean lap.
- 1-15.11 At the end of a vehicle’s Time Attack session whether they receive the checkered flag or not the vehicle must report to the Pit Lane Marshal positioned on pit lane. The Pit Lane Marshal will notify the driver if the car is to report to Technical Inspection or be released back to the paddock. If instructed to report to Technical Inspection no one may touch the car until the car arrives at the Technical Inspection area. Crew members are allowed to cool the car with fans or sprays.
- 1-15.12 Any driver that believes he is eligible to receive a contingency award must notify the Grid Marshal and report directly to the Technical Inspection area.
- 1-15.13 RTA will notify the Grid Marshal as quickly as possible which cars are to be impounded and sent to the Technical Inspection area.

## 1-16 Super Session Procedures

- 1-16.1 At all RTA Time Attack competitions RTA will run a Super Session for Super Modified, Modified, and Street Tire Class vehicles.
- 1-16.2 To participate in a Super Session the vehicle and driver must have the following safety equipment:
- Six point roll cage with side impact protection meeting the standards set forth in Section 2-6.
  - Drivers side window net. It must latch in the upper forward corner and cannot be mounted to the bodywork. The system must be dated by the manufacturer, and must not be used beyond five years after the date of manufacture. All window net installations must be approved by RTA Officials.
  - Drivers must wear a fire suit with a minimum rating of SFI 3.2A/1
  - Drivers must wear gloves with a minimum rating of SFI 3.3/1
  - Drivers must wear shoes/boots with a minimum rating of SFI 3.3/5
  - Head and neck restraint systems or devices with SFI 38.1 certification are mandatory.
  - Hans brand devices with FIA 8858-2002 are acceptable in lieu of SFI 38.1. Older Hans devices must be updated to "post type" anchors.
  - An onboard fire suppression system is highly recommended and may be installed in place of a fire extinguisher.
  - An electrical master switch must be installed within reach of the driver when seated and belted in normal position. The switch must also be readily accessible from the outside of the vehicle and must be clearly marked.
- 1-16.3 The fastest eight vehicles in each class by time that meet the safety requirements will first be invited to participate in the Super Session. If less than eight vehicles elect to participate RTA will attempt to fill the grid with vehicles in order of their Time Attack times.
- 1-16.4 The vehicles will be gridded on pit lane in order of times with the Super Modified class first followed by Modified and then followed by Street Tire class.
- 1-16.5 The cars will be taken around the course for one safety lap led by an official Pace Car. The cars should maintain a two by two formation at the speed established by the Pace Car. As they approach the flag the classes should be separated by approximately 50 yards. At the waiving of the green flag cars will accelerate to race pace. No passing is permitted before the start/finish line and all cars must remain inline until crossing the start/finish line. A short five lap

sprint race will commence with the waiving of the green flag and conclude with the waiving of the checkered flag.

- 1-16.6 Passing is permitted throughout the Super Session. All drivers must understand and be aware that during a Super Session the highest level of track courtesy must be extended by all drivers and body contact will not be tolerated. If at any time during a Super Session body contact occurs between two or more cars the Race Director will review the incident and impose penalties.

## **1-17 Flags**

- 1-17.1 Green Flag – Start of race, track is clear, cancellation of a previous flag condition.
- 1-17.2 Red Flag – The race is stopped. It will be displayed only at the start/finish flag position. In the event a red flag is displayed, a stationary black flag will also be displayed at each flagging station simultaneously with the red flag at the start/finish position. All drivers must reduce speed and be prepared to stop at any time. No passing is allowed. All drivers must proceed in single file order back to the pit lane (not your pit spot) and wait further instructions from RTA Officials in the pits. Competitors may not perform any type of service on their racecar until the event is restarted. The red flag is also used in the pit lane to control exiting from the pit lane area.
- 1-17.3 Yellow Flag – If the yellow flag is displayed in a motionless manner, it means danger, no passing, be prepared to slow down, course workers may be adjacent to the course. If the yellow flag is waved, it means extreme danger, no passing, be prepared to slow down, course workers are on the course. In either case, Competitors must be prepared to stop or take avoiding action.
- 1-17.4 Double Yellows All Stations – Means full course yellow, danger, be prepared to slow down, no passing, course workers may be on the course, and the safety car will be on the course. Competitors must be prepared to stop or take avoiding action.
- 1-17.5 White Flag – If the white flag is displayed in a motionless manner, it means a slow moving racecar, service vehicle, tow truck, ambulance or fire truck is ahead. If the white flag is waved and displayed at start/finish line only, it means the start of the last lap. When used at start/finish to signify the last lap, the white flag will be displayed to the leader first and then to the remainder of the Competitors.
- 1-17.6 Yellow Flag with Red Stripes – Slippery surface or debris on the racing surface ahead.
- 1-17.7 Blue Flag (or Blue Flag with Orange Diagonal) – If the blue flag is displayed to a Competitor in a motionless manner, it means another Competitor is following or

catching the flagged Competitor and may be trying to pass. If the blue flag is waved, the Competitor to whom it is displayed must give way to the Competitor trying to pass. The blue flag is ordinarily used for a Competitor who is unaware of an overtaking Competitor or is clearly obstructing another Competitor.

- 1-17.8 Black Flag – If the black flag is displayed to a Competitor in a furred manner, it means the Competitor has committed an act of unsportsmanlike conduct. The Competitor must discontinue the unsportsmanlike conduct or be penalized. If the black flag is waved at a Competitor, the Competitor must stop in his or her pit on the next pass by the pit area for consultation with a RTA Official. It means that the Competitor has committed an infraction of the Rule Book or an act of unsportsmanlike conduct. The Race Director may halt the timing and scoring of a Competitor who fails to obey a waving black flag after three consecutive laps. RTA may substitute the waved black flag or black flag with orange disc at start/finish line with an official directive to the team in pit lane to call the car in by radio. The Race Director may halt the scoring of the car following three crossings of the start/finish line following the official directive.
- 1-17.9 Black Flag with Orange Disc – The Competitor's car has a mechanical problem. When this flag is displayed to a Competitor, they must report to their pit on the next lap.
- 1-17.10 Black and White Checkered Flag – End of race or session. All Competitors may take a cool off lap at reduced speeds or immediately return to the pit lane.
- 1-17.11 Black Flag All – When the black flag is displayed to all Competitors, from the Start/finish line and all corner stations it means there is an interruption of practice or qualifying. All Competitors on the course must return to the pits immediately, and may expect the practice or qualifying session to resume when the temporary situation giving rise to the black flag is corrected.

## **1-18 Championships**

- 1-18.1 RTA will award a Championship and Championship Award to the driver earning the highest point total in each division of each class.
- 1-18.2 Separate East and West region Championships will be awarded.
- 1-18.3 A driver may earn points in only one car per class and division. If driving in more than one car in a class and division the driver must declare which car he desires to earn point before the start of the first on track session.
- 1-18.4 No Championship will be awarded in any class or division that does not receive at a minimum six separate entries during the year.
- 1-18.5 In Super Modified, Modified, and Street Tire the Championship will be decided by a total of points earned in Time Attack sessions and Super Sessions.

1-8.6 Three additional awards will be awarded by RTA after the conclusion of the 2010 season. The criteria for these awards will be announced in a separate bulletin. The additional awards will be MOST IMPROVED DRIVER, SPORTSMAN OF THE YEAR, AND TEAM SPORTSMEN OF THE YEAR.

### **1-19 Point Awards**

1-19.1 RTA will award points in each class and division by finishing position as follows:

|             |            |             |             |
|-------------|------------|-------------|-------------|
| 1 – 30 pts. | 6 - 23 pts | 11 – 18 pts | 16 – 13 pts |
| 2 - 28 pts  | 7 - 22 pts | 12 - 17 pts | 17 - 12 pts |
| 3 - 26 pts  | 8 - 21 pts | 13 - 16 pts | 18 - 11 pts |
| 4 - 25 pts  | 9 - 20 pts | 14 - 15 pts | 19 - 10 pts |
| 5 - 24 pts  | 10 -19 pts | 15 - 14 pts | 20 - 9 pts  |

Participants finishing lower than 20<sup>th</sup> will receive points equal to 20<sup>th</sup> position. To receive points a vehicle must receive a time in a Time Attack session.

1-19.2 Super Session points will be awarded as follows:

|            |           |
|------------|-----------|
| 1 - 12 pts | 5 - 4 pts |
| 2 - 10 pts | 6 - 3 pts |
| 3 - 8 pts  | 7 - 2 pts |
| 4 - 6 pts  | 8 - 1 pt  |

Cars starting (taking the green flag) but not finishing the Super Session will receive 1 point.

## **SECTION 2 – GENERAL AUTOMOBILE REGULATIONS**

The following are rules that are applicable to all cars that compete in Redline Time Attack. These regulations do not allow variations from the stated technical specifications. All

participants should presume that no variations are permitted unless specifically stated within these regulations. Any component, car construction or repair that does not meet the exact specifications of this rule book or is deemed not to be in the spirit of these regulations by Redline may be disallowed by Redline officials. If a participant has a question or doubt regarding the eligibility of any component, specification, or procedure, it is the participant's responsibility to obtain written approval of the component, specification, or procedure from Redline prior to its use.

All cars entered into Redline Time Attack will be required to pass technical inspection prior to being permitted on track. The Driver/Entrant of each vehicle entered into Redline Time Attack will complete the Driver/Entrant portion of the Technical Inspection Form prior to presenting the vehicle for technical inspection. The Driver/Entrant will attest to and sign the form stating the vehicle is track ready and free from any mechanical defect. The Technical Inspection Form will be class specific and each Driver/Entrant will attest to and sign the form stating that the entered vehicle meets all regulations applicable to the class entered.

"Automobiles" or "cars" and "components" or "equipment" will not be considered as having been approved by reason of having passed through technical inspection unobserved.

## **2-1 Body – Frame**

2-1.1 Vehicles entered in all classes must be "production" based vehicles designed to be operated on public highways. Factory built "race cars" built using "tubs" or "bodies in white" will be evaluated on an individual basis and may be permitted to compete as deemed appropriate by Redline officials.

2-1.2 Tube frame chassis are prohibited in all classes.

2-1.3 The entire tub, floor pan, firewall, and frame assemblies including but not limited to the cowl and windshield frame must remain in the stock position and may not be relocated. On unibody cars the frame is defined as the boxed and formed parallel sections running the length of the car. Specific modifications to the tub/chassis will be called out in the class rules. The class rules will allow the only modifications allowed to the tub/chassis unit.

2-1.4 The vehicles general body shape and outline must be largely true to the original stock body shape and outline. Class specific rules will permit the only allowed modifications to the body shape and outline.

2-1.5 Vehicles produced and delivered from the factory with a roof must retain the roof.

- 2-1.6 Wheel well liners/inner fender liners are not required to be installed. Tabs designed to retain such liners may be removed or reshaped to allow for tire clearance.
- 2-1.7 Standard headlights and parking lights may be removed and replaced with a plate or cover of identical shape and size of the lens. OEM headlights must be used when lights are required.
- 2-1.8 Factory built "convertible" cars may be fitted with hardtops.
- 2-1.9 Front and rear bumper beams may be removed.
- 2-1.10 Bolt on chassis reinforcement is unrestricted. Class specific rules concerning the penetration of the firewall apply to bolt on reinforcement. The mounting hardware is allowed to penetrate the firewall but cannot be used to retain a reinforcement on the opposite side.

## **2-2 Aerodynamics**

- 2-2.1 Specific class rules will define the permitted aerodynamic modifications and additions for each class.
- 2-2.2 "Sucker cars" are not permitted. "Sucker cars" are defined as cars utilizing a mechanical force to create a low pressure area under the vehicle.
- 2-2.3 Minimum "ride" heights may be stated for specific classes. The minimum "ride" height will include all components attached to the vehicle.

## **2-3 Engine/Power/Fuel**

- 2-3.1 Use of nitrous oxide in any form is prohibited.
- 2-3.2 Propane systems are prohibited.
- 2-3.3 Alcohol and water injection is permitted.
- 2-3.4 One internal combustion engine per vehicle.
- 2-3.5 Hybrid drives are permitted.
- 2-3.6 Electric vehicles are permitted. Individual electric motors in the wheels are permitted.
- 2-3.7 Internal combustion engines only. The only approved internal combustion engines are currently piston and wankel rotary type. Other engine designs may be approved by Redline officials.
- 2-3.8 Commercially available E85 is permitted in all classes.
- 2-3.9 Bio-diesel is permitted in all "diesel" engines.

- 2-3.10 "Natural gas" is permitted as a fuel. All "natural gas" or other alternative fuel installations including pressurized fuel containers must be approved by Redline officials.
- 2-3.11 Fuel pumps, fuel rails, fuel lines, and fuel injectors are unrestricted. Rule 2-9.10 applies.
- 2-1.12 Unless stated otherwise in particular class rules, the exhaust system is unrestricted.

## **2-4 Suspension and Brakes**

- 2-4.1 Only those modifications specifically allowed by individual class rules will be permitted.
- 2-4.2 Brake modifications and upgrades are permitted in all classes.
- 2-4.3 Camber/caster plates are allowed. Specific class rules may limit the modifications allowed to install camber/caster plates.
- 2-4.4 Suspension springs are unrestricted. Rule 4-10.3 and 3-10.4 apply.
- 2-4.5 All bushings may be replaced with less compliant, bushings, solid bushings, or rod ends and monoballs.

## **2-5 Tires**

- 2-5.1 Rules regarding tires will be class specific.
- 2-5.2 All tires used in Redline Time Attack regardless of class must be readily available to all competitors through traditional and normal retail outlets.
- 2-5.3 Redline will work with the tire manufacturers directly to insure that all tires used in all classes are readily available to all competitors.
- 2-5.4 It is not permitted to treat tires used in Redline Time Attack with any form of compound, chemical, liquid, substance or mechanical process to enhance the characteristics of the tire. Shaving of DOT tires is permitted.

## **2-6 Roll Cage/Roll Bar**

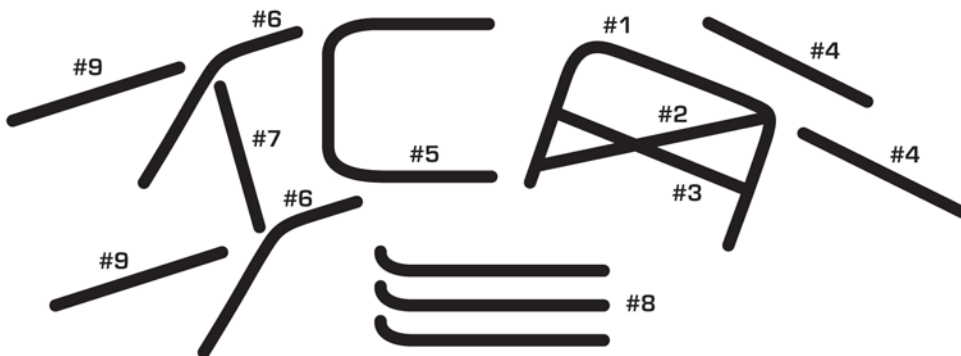
- 2-6.1 Roll cages and roll bars will be defined by the official tubing layout drawing. Class specific rules will define the required protection for each class and modification level.
- 2-6.2 All roll cage/roll bars must be constructed of round magnetic seamless steel tubing and welded. Individual components may be bolted in place. The roll cage/roll bar may be welded or bolted to the chassis structure.

- 2-6.3 The roll cage/roll bar must be constructed to normal professional industry standards. All bends must be smooth and continuous with no signs of crimping or material failure.
- 2-6.4 If “chromoly” or “alloy” steel tubing (SAE 4130 or similar) is used written descriptions and certification of the steps taken to “normalize” the tubing after welding must be presented to Redline for approval.
- 2-6.5 Roll cages and roll bars may be gusseted to the OEM structure.
- 2-6.6 The following minimum tubing sizes must be used on all required components of the roll cage/roll bar based on vehicle weight (without driver).

|                   |              |
|-------------------|--------------|
| Up to 1500 lbs.   | 1.375 x .095 |
| 1501 to 2200 lbs. | 1.500 x .095 |
| 2201 to 3000 lbs. | 1.500 x .120 |
|                   | 1.625 x .120 |
|                   | 1.750 x .095 |
| 3001 to 4000 lbs. | 1.750 x .120 |
| 4001 + lbs.       | 2.000 x .120 |

2-6.7 Tubing layout drawing is as follows:

**ROLL CAGE DIAGRAM**  
**EXPLODED VIEW OF BASIC ROLL CAGE (SOME BARS REMOVED FOR CLARITY)**



- 2-6.6a #1 Main roll hoop must be one continuous length of tubing. ( Points 1 and 2).
- 2-6.6b #2 Main roll hoop diagonal required on all roll cage or roll bars. If not practical for installation the main hoop may be bolted to a sturdy point on the “B” pillar on both sides.
- 2-6.6c #3 Main roll hoop cross bar required component of all roll bar/roll cages.
- 2-6.6d #4 Main roll hoop rear supports required component of all roll cage/roll bars. (Points 3 and 4).
- 2-6.6e #5, #6, #7 May be constructed using a variety of designs using the tubing “paths” as depicted. (Points 5 and 6).
- 2-6.6f #8 Door bars may be “Nascar” style or an “X” style . If “Nascar” style bars should have equally spaced vertical bracing added.
- 2-6.6g #9 Forward braces may be prohibited by class rules from penetrating the fire wall or fire wall plane. Not a required element.
- 2-6.7 All roll cage/roll bars require the approval of Redline Time Attack.
- 2-6.8 Portions of the roll cage that have the potential to come into contact with the driver should be padded. Areas that could be impacted by the helmet should be padded with padding meeting SFI 45.1
- 2-6.9 Convertible cars are required to have adequate roll over protection. The factory OEM roll protection system may not be adequate at all tracks. Class rules and modifications will determine the required level of protection. A four point roll cage/roll bar should be considered a minimum. Redline officials should be consulted prior to running a convertible car.
- 2-6.10 If class rules allow the OEM roof to be replaced with an alternate non metal roof the car must be equipped at a minimum a four point roll cage/roll bar.
- 2-6.11 If class rules allow the OEM doors to be replaced with an alternate non metal door the car must be equipped with at a minimum a six point roll cage/roll bar and side impact door bars as described in 2-6.6f.

**2-7 Fuel Cells** - Specific class rules may allow or require the use of a fuel cell to replace the factory OEM fuel tank. If a fuel cell is used it must meet the following standards.

- 2-7.1 Fuel cells must be commercially manufactured and meet at least FIA specification FT3. The bladder must have a printed code indicating the name of the manufacturer, the specification to which it has been manufactured and the date of manufacture. Fuel cells must contain fuel cell foam to a minimum of 80% of the enclosed volume.
- 2-7.2 Entrant must possess proof of fuel cell certification. A copy of certification must be provided the first time a vehicle is resented at RTA Tech. The copy will be placed in the Competitors RTA file.
- 2-7.3 Fuel cells become obsolete five years after date of manufacture and must be replaced. The fuel cell may be inspected and recertified by the manufacturer for an additional five years.
- 2-7.4 All fuel cells must be fully enclosed in a container made of metal with a minimum .035" thickness.
- 2-7.5 An external fuel surge tank may be used with a maximum capacity of one gallon.
- 2-7.6 All fuel cells, surge tanks, fuel pumps, and fuel fill lines must be separated from the driver by a metal bulkhead or enclosure. The metal bulkhead or enclosure must be reasonably sealed with no gaps.
- 2-7.7 All fuel cells, surge tanks, fuel pump installations must be approved by Redline Time Attack.

## **2-8 Seat and Harness**

- 2-8.1 Replacement of driver and passenger seats with an alternate seat is permitted. Class specific rules may dictate the type of seat permitted.
- 2-8.2 If a fixed back race seat, adjustable back race seat, or an OEM seat is used in conjunction with a race harness a harness bar or roll cage/roll bar is required. The harness must be securely mounted. If clip type fastening is used the "clips" must be pinned or wired to prevent release. The lap belt must fit low and tight across the waist and the shoulder straps must be mounted within a 25 degree angle measured as they come off the driver/passenger shoulders.
- 2-8.3 The OEM 3-point seat belt may be used with a race seat if the OEM 3- point belt fits correctly across the hips and chest of the occupant, with no slack in the belt.
- 2-8.4 If a 6-point ( or more ) roll cage is installed a race seat and proper race harness must be used.
- 2-8.5 It is recommended that FIA approved seats be used.
- 2-8.6 It is recommended that SFI or FIA approved race harnesses be used.

2-8.7 Class rules may dictate specific seat and harness rules.

2-8.8 The Schroth brand four point harness with ASM Technology is approved to be used without an anti-submarine belt.

## **2-9 Miscellaneous**

2-9-1 Components that have no effect on performance may be freely changed or deleted unless specifically covered elsewhere in the rules. Redline officials will have sole authority to determine effect on performance. If you are in doubt contact Redline for official interpretation.

2-9.2 Any modification that is considered unsafe by RTA Officials will not be allowed on track.

2-9.3 A tow hook or strap must be installed on at least one end of the vehicle. If identification of the tow hook or strap is not obvious to safety personnel it must be clearly marked with a sticker or tape. OEM screw in hooks are permitted.

2-9.4 All vehicles must have a fire extinguisher mounted within reach of the driver while normally seated. The mounting bracket must be securely fastened to the vehicle and made of metal with a quick release type mechanism. Plastic and aerosol type cans are prohibited. Sheet metal screws will not be considered secure mounting.

2-9.5 Fire extinguishers must meet at a minimum 1A10BC multipurpose, ammonium phosphate and barium sulfate or Monnex; 10 BC potassium bicarbonate (purple k) or sodium bicarbonate; Halon 1301 or 1211 2 lb, ABC dry chem 2 lb.

2-9.6 An onboard fire suppression system is highly recommended and may be installed in lieu of a fire extinguisher.

2-9.7 All safety requirements are required to be met during all sessions run with Redline Time Attack. This includes all sessions on Friday and Saturday.

2-9.8 All drivers and passengers must wear a Snell SA2000, FIA Certified 8860-2004, SFE 31.1A-31.12A-31.1/2005 or better helmet while vehicle is on the racing surface.

2-9.9 All drivers and passengers are strongly encouraged to wear a fire resistant head sock or balaclava. Drivers and passengers with long facial hair are required to wear a fire resistant head sock or balaclava.

2-9.10 Unless required by class rules, all drivers and passengers are required to wear at a minimum long pants and long sleeved shirts made of cotton. It is highly recommended that all drivers and passengers wear fire resistant underwear.

2-9.11 Use of fire suits is highly recommended.

- 2-9.12 All hoses carrying fuel, engine cooling water, or oil that pass through the cockpit must be shielded hose with bulkhead fittings.
- 2-9.13 No hydraulic fluid lines may have quick release connectors inside the cockpit.
- 2-9.14 Coolers may be added for engine oil, transmission, transfer case/gears, front and rear differentials.
- 2-9.15 Upgrades to axles, drive shafts, clutches, and flywheels are unrestricted.
- 2-9.16 Additional gauges, dash displays are permitted.
- 2-9.17 Data acquisition is permitted.
- 2-9.18 Alternate wheels, studs, lug nuts are permitted. Wheel studs may not extend beyond the outer edge of the wheel.
- 2-9.19 Wheel spacers are limited to 1" thickness.
- 2-9.20 Alternate shifters are permitted.
- 2-9.21 Brake lights must be operational.

### **SECTION 3 – ENTHUSIAST CLASS**

The Enthusiast Class is designed to recognize the track performance of street driven vehicles with modifications that allow some balancing of the performance potential of the cars eligible to compete.

The rules in this section apply only to the Enthusiast Class. These rules along with the Sporting Regulations (Section 1) and the General Automobile Regulations (Section 2) are the only rules that apply to the Enthusiast Class vehicles.

### **3-1 Engine and Drive Train**

- 3-1.1 Engine must be OEM for particular make and model. Engine swaps are not permitted. Drive wheel configuration changes are not permitted.
- 3-1.2 Vehicles using factory OEM forced induction must use the following OEM stock components in unmodified form. Intake manifold, camshaft(s), cylinder head(s), rods, crankshaft, exhaust manifold, entire turbo assembly, entire supercharger assembly.
- 3-1.3 Vehicles using factory OEM forced air induction may change or modify the following: air filter, intake plumbing, intercooler, MAF/MAP sensors, throttle body(s), down pipes, cross pipes, exhaust system.
- 3-1.4 OEM turbo charged vehicles must retain the OEM pre cats if the pre cats are built into the OEM exhaust manifold or cross pipe.
- 3-1.5 Vehicles using naturally aspirated engines must use the following OEM stock components in unmodified form: rods, crankshafts.
- 3-1.6 Vehicles using naturally aspirated engines may change or modify the following: camshaft(s), valves, cylinder head(s), intake plumbing, air filter, MAF/MAP sensors, throttle body(s), exhaust manifold/header exhaust system.
- 3-1.7 The OEM block must be utilized. Engine may be rebuilt using OEM parts with a maximum .050" over bore. Pistons matching OEM specifications may be used.
- 3-1.8 Non OEM oil pans are permitted.
- 3-1.9 Accusump systems are permitted.
- 3-1.10 Vehicles must use a functioning catalytic converter within 18" of the OEM catalytic converter location. All exhaust flow must be through the catalytic converter(s). The size of the catalytic converter(s) and the design is not restricted. The catalytic converter(s) must function. Proof of function will be by IR thermal testing.
- 3-1.11 Transmission internal components may be replaced with OEM or aftermarket components. The gear ratios may not be changed and the type of gear and engagement must remain as OE designed.
- 3-1.12 Final drive gear ratio and differential type is unrestricted.

- 3-1.13 Non OEM alcohol or water injection systems are not permitted.
- 3-1.14 OEM ECU must be utilized with no external additions. The OEM ECU may be reprogrammed.
- 3-1.15 Aftermarket or non OEM forced induction is not permitted.
- 3-1.16 Unleaded fuel must be utilized. Leaded fuel is strictly prohibited.
- 3-1.17 Radiator may be replaced with an alternate radiator mounted in the OE location.

## **3-2 Body**

- 3-2.1 All body panels must remain 100% factory OEM.
- 3-2.2 OEM fenders may be “rolled” for tire clearance. No cutting, welding, or adding material is permitted.
- 3-2.3 If a vehicle of a particular make and model is offered from the factory with a lightweight roof all variants of that make and model may install the factory OEM replacement lightweight roof. All OEM structure and protection must be retained.
- 3-2.4 OEM glass is required in all positions. The use of lightweight materials (Lexan/Plexiglass) is not permitted.
- 3-2.5 All door glass must be functional.
- 3-2.6 OEM sunroofs or moon roofs may not be replaced with alternate lightweight material.
- 3-2.7 Convertibles are not permitted to remove the OEM convertible equipment such as canopy, motors, and associated hardware unless a 4 point roll bar is installed.
- 3-2.8 Some vehicles with convertible tops with factory roll protection are allowed on track without the need for an aftermarket/custom roll bar if they are equipped with a factory OEM roll protection system. Check with Redline officials to verify your convertible vehicle is equipped with an adequate factory installed roll protection system.
- 3-2.9 Front door windows must be in the full down position while the vehicle is on the racing surface.

## **3-3 Aerodynamics**

- 3-3.1 No aerodynamic additions are allowed.
- 3-3.2 Aftermarket front lips may be installed. The lip may not extend the bodywork more than 2”. Rule 3-10.4 applies.

- 3-3.3 OEM upgraded body components may be installed on the same model vehicle as they were offered on. For example a Nissan 370Z may install the 370Z Nismo front and rear bumper covers. Only those factory OEM parts may be used in an unmodified form.

### **3-4 Frame and Chassis**

- 3-4.1 The OEM tub chassis must not be altered in any way.
- 3-4.2 All vehicles must use the OEM front and rear shock towers in the OEM locations.
- 3-4.3 The shock tower may be modified only to allow the installation of camber/caster plates and only such as required to obtain the necessary camber and caster.

### **3-5 Interior**

- 3-5.1 The full interior is required. The only interior items that may be removed are those parts required to install a roll bar or roll cage. The parts must be trimmed or removed only as required to install the roll bar or roll cage.
- 3-5.2 Front air bags, if so equipped, must remain installed and functional unless a race seat and race harness are installed meeting rule 2-8.2.
- 3-5.3 OEM steering wheel must remain installed unless a race seat and race harness are installed meeting rule 2-8.2 or if vehicle was not originally equipped with an air bag equipped steering wheel.
- 3-5.4 Air conditioning and heater assemblies and all related components must remain installed and functioning as delivered by the manufacturer.
- 3-5.5 Passenger seat may be replaced with an alternate seat of equal or greater quality/functionality of the installed drivers seat. Refer to Section 2-8 for drivers seat rules.

### **3-6 Suspension**

- 3-6.1 Modifications to the OEM control arms are permitted to allow for the adjustment of camber and caster.
- 3-6.2 No changing of OEM suspension pick up points is allowed. On strut type suspension the outer end of the lower control arm may be adjusted a maximum of 1".
- 3-6.3 Aftermarket suspension control arms are permitted but must be direct replacements for the OEM components.
- 3-6.4 Adjustable shocks/dampers with maximum two way adjustments are permitted.
- 3-6.5 Quantity of shocks is limited to the OEM quantity of shocks.

- 3-6.6 Wheel base must be the OEM factory dimension.
- 3-6.7 Active suspension is not permitted. Active suspension is defined as having automatic adjustment of ride height or shock strut damping characteristics. Vehicles with OEM semi-active or active suspension are permitted to use the OEM system in an unmodified form.
- 3-6.8 Driver adjustment of the suspension or sway bars while on the racing surface is not permitted.
- 3-6.9 Alternate sway bars are allowed but must attach to the OEM mounting points.

### **3-7 Roll Cage**

- 3-7.1 A six point roll cage with side impact protection is highly recommended.
- 3-7.2 The roll cage may not penetrate the firewall.
- 3-7.3 Modification to the interior components are limited to only those absolutely required to facilitate the installation of the roll cage.

### **3-8 Safety**

- 3-8.1 If the vehicle is equipped with a six point roll cage with side impact protection the driver must use the following safety gear.
  - A. Fire suit with a minimum rating of SFI 3.2A/1
  - B. Gloves with a minimum rating of SFI 3.3/1
  - C. Shoes/boots with a minimum rating of SFI 3.3A/5
  - D. Head and neck restraint system or device with SFI 38.1 certification. Hans brand device with FIA 8858-2002 is acceptable in lieu of SFI 38.1. Older Hans devices must be updated to "post type" anchors.
- 3-8.2 Onboard fire suppression system is highly recommended and may be installed in place of a fire extinguisher.

### **3-9 Tires**

- 3-9.1 All Street Tire Class vehicles must use DOT treaded street tires with a UTQG tread wear rating of 140 or higher. Section 2-5 applies.
- 3-9.2 Tire warmers are not permitted.
- 3-9.3 Front wheel drive cars have no limit on maximum width of tires.
- 3-9.4 All wheel drive cars are limited to a maximum width of 255.

3-9.5 Rear wheel drive cars are limited to a maximum width of 285.

### **3-10 Miscellaneous**

3-10.1 Vehicles must be registered for use on public highways. Vehicles must be presented at tech inspection with current proof of registration.

3-10.2 Vehicles must be driven by the registered owner of the vehicle. If the drivers name is not the registered name Redline officials may assess the situation on an individual basis and allow the driver to compete with that vehicle.

3-10.3 Professional drivers are not eligible to drive in Enthusiast Class. Professional is defined as someone who routinely competes, or has competed in 5 or more events in the last 2 years in a professional motor sports series. The determination of a professional by Redline officials will be the final determination.

3-10.4 Minimum ride height for all vehicles including all components is 3.5". No device may be used to alter the ride height to pass technical inspection.

3-10.5 Battery may be replaced with a lightweight alternate. The battery must be securely mounted in the OEM location.

## **SECTION 4 – STREET TIRE CLASS**

The Street Tire Class is designed to showcase stock to modified vehicles. Street Tire Class is home for the grassroots enthusiast or tuner shop looking to prove they have the fastest vehicle on street tires. The Street Tire Class vehicle should appear to be capable of being driven on the street. The Street Tire Class does not require that all modifications must be street legal.

The rules in this section apply only to the Street Tire Class. These rules along with the Sporting Regulations (Section 1) and the General Automobile Regulations (Section 2) are the only rules that apply to the Street Tire Class.

#### **4-1 Engine and Drive Train**

- 4-1.1 Engine upgrades are allowed within the same make and model, i.e. Honda B to Honda K or Subaru 2.0 to Subaru 2.5
- 4-1.2 Straight cut gears retaining the engagement design are allowed. Dog engagement gears are not allowed.
- 4-1.3 Transmission upgrades are allowed within the same vehicle brand.
- 4-1.4 Engine components may be upgraded.
- 4-1.5 Aftermarket forced induction is allowed.
- 4-1.6 Aftermarket intercoolers are permitted. The intercooler must be fully within the bodywork.
- 4-1.7 Final drive gear ratio and differential type is unrestricted.
- 4-1.8 Drive line changes are not permitted, i.e. changing a front wheel drive car to a rear wheel or all wheel drive car.
- 4-1.9 Exhaust must exit behind the front axel.
- 4-1.10 Vehicles must be equipped with functional catalytic converter(s). All exhaust gasses must pass through the functional catalytic converter(s).
- 4-1.11 Vehicle and engine combinations where both the vehicle and the original engine installation were not equipped with a catalytic converter are exempt from the catalytic converter requirement.
- 4-1.12 The catalytic converters and all exhaust components must be completely within the bodywork of the vehicle. Exhaust "tips" may extend no more than 3" beyond the rear bodywork.
- 4-1.13 Unleaded fuel must be utilized. Leaded fuel is strictly prohibited.
- 4-1.14 ECU may be reprogrammed or replaced with an aftermarket ECU or piggyback unit.
- 4-1.15 Radiator may be replaced with an alternate radiator mounted as close as practical to the OE location.

#### **4-2 Body**

- 4-2.1 Full carbon fiber or other lightweight material bodies are not permitted.
- 4-2.2 The following body components may be replaced with lightweight alternate components: hood, trunk lid, hatches, bumper covers, front fenders, rocker panels.
- 4-2.3 Aftermarket over fenders and fender flares may be installed on the rear OE fenders. Rear OE fenders may only be modified to allow tire clearance. On vehicles with bolt on rear fenders the entire fender may be replaced with an aftermarket fender that is equal to or greater in weight to the OE fender.
- 4-2.4 If a vehicle of a particular make and model is offered from the factory with a lightweight roof all variants of that make and model may install the factory OEM replacement lightweight roof. All OEM structure and protection must be retained.
- 4-2.5 OEM glass is required in all positions. The use of lightweight materials (Lexan/Plexiglass) is not permitted.
- 4-2.6 All door glass must be functional.
- 4-2.7 OEM sunroofs, moonroofs, and t-tops may be replaced with an alternate lightweight material. While on the racing surface sunroofs must be in the closed position.
- 4-2.8 Convertibles may remove the OEM convertible equipment (canopy, motors, associated hardware) if replaced with a hard top or minimum four point roll cage. Refer to Section 2 for other rules pertaining to convertible vehicles.
- 4-2.9 Front door windows must be in the full down position while the vehicle is on the racing surface.

### **4-3 Aerodynamics**

- 4-3.1 Front under tray is not permitted to extend rearward of the front axle centerline.
- 4-3.2 Rear under tray is not permitted to extend forward of the rear axle centerline.
- 4-3.3 Flat bottoms are not permitted unless installed as OEM such as in the Lotus Elise.
- 4-3.4 Miscellaneous OEM filler panels and fairings are allowed to remain in place as originally installed between the axles.
- 4-3.5 Front air dams, lips, splitters are allowed but must not extend more than 5" beyond any portion of the factory OEM body work as installed.

- 4-3.6 Aftermarket rear wings are permitted and must fit within a 68.5" x 15.5" tech inspection box as installed on the vehicle including all components.
- 4-3.7 No portion of the rear wing may be the highest point on the vehicle. Exception allowed for hatchbacks and wagons that have no rear deck to mount a wing to.
- 4-3.8 No portion of the wing may be rearward of the rear most point on the OEM bodywork.
- 4-3.9 Vehicles are limited to a maximum of four canards. Canards must be mounted entirely forward of the front wheel tire assembly. Canards may project no more than 5" beyond the OE body work.
- 4-3.10 Active aero is not permitted.
- 4-3.11 OEM wings or aero packages with 2 or more separate elements may be used in an unmodified form other than to allow for adjustability. Only 1 aftermarket wing is permitted.

#### **4-4 Frame and Chassis**

- 4-4.1 The OEM tub chassis must not be altered in any way.
- 4-4.2 All vehicles must use the OEM front and rear shock towers in the OEM locations.
- 4-4.3 The shock tower may be modified only to allow the installation of camber/caster plates and only such as required to obtain the necessary camber and caster.
- 4-4.4 Seam welding is permitted. No additional material other than the weld material is allowed to be added.

#### **4-5 Interior**

- 4-5.1 OEM dash, OEM center consoles, OEM front door panels, and OEM kick panels must remain in OEM positions. All components associated with the above components are required. If a six point roll cage system is installed the above components may be modified only as needed to facilitate installation of the cage system.
- 4-5.2 Interior components rearward of the driver and passenger seat may be removed.
- 4-5.3 Carpeting and headliner may be removed.
- 4-5.4 Front air bags, if so equipped, must remain installed and functional unless a race seat and race harness are installed meeting rule 2-8.2.
- 4-5.5 OEM steering wheel must remain installed unless a race seat and race harness are installed meeting rule 2-8.2 or if vehicle was not originally equipped with an air bag equipped steering wheel.

- 4-5.6 Air conditioning and heating components may be removed.
- 4-5.7 Passenger seat may be replaced with an alternate seat of equal or greater quality/functionality of the installed driver seat. Refer to Section 2-8 for drivers seat rules.

#### **4-6 Suspension**

- 4-6.1 Modifications to the OEM control arms are permitted to allow for the adjustment of camber and caster.
- 4-6.2 No changing of OEM suspension pick up points is allowed. On strut type suspensions the outer end of the lower control arm may be adjusted a maximum of 1”.
- 4-6.3 Aftermarket suspension control arms are permitted but must be direct replacements for the OEM components.
- 4-6.4 Adjustable shocks/dampers with maximum two way adjustments are permitted.
- 4-6.5 Quantity of shocks is limited to the OEM quantity of shocks.
- 4-6.6 Wheel base must be the OEM factory dimension.
- 4-6.7 Active suspension is not permitted. Active suspension is defined as having automatic adjustment of ride height or shock strut damping characteristics. Vehicles with OEM semi-active or active suspension are permitted to use the OEM system in an unmodified form.
- 4-6.8 Driver adjustment of the suspension or sway bars while on the racing surface is not permitted.
- 4-6.19 Sway bars are unrestricted except that no sway bar or links may be mounted or pass through the vehicles interior.

#### **4-7 Roll Cage**

- 4-7.1 A six point roll cage with side impact protection is highly recommended.
- 4-7.2 The roll cage may not penetrate the firewall.
- 4-7.3 Modifications to the required interior components are limited to only those absolutely required to facilitate the installation of the roll cage.

#### **4-8 Safety**

- 4-8.1 If the vehicle is equipped with a six point roll cage with side impact protection the driver must use the following safety gear.

- A. Fire suit with a minimum rating of SFI 3.2A/1

B. Gloves with a minimum rating of SFI 3.3/1

C. Shoes/boots with a minimum rating of SFI 3.3A/5

D. Head and neck restraint system or device with SFI 38.1 certification. Hans brand device with FIA 8858-2002 is acceptable in lieu of SFI 38.1. Older Hans devices must be updated to "post type" anchors.

4-8.2 Onboard fire suppression system is highly recommended and may be installed in place of a fire extinguisher.

#### **4-9 Tires**

4-9.1 All Street Tire Class vehicles must use DOT treaded street tires with a UTQG tread wear rating of 140 or higher. Section 2-5 applies.

4-9.2 Tire warmers are not permitted.

4-9.3 Front wheel drive cars have no limit on maximum width of tires.

4-9.4 All wheel drive cars are limited to a maximum width of 255.

4-9.5 Rear wheel drive cars are limited to a maximum width of 285.

#### **4-10 Miscellaneous**

4-10.1 Vehicles must be registered for use on public highways. Vehicles must be presented at tech inspection with current proof of registration.

4-10.2 Professional drivers are not eligible to drive in Street Tire Class. Professional is defined as someone who routinely competes, or has competed in 5 or more events in the last 2 years in a professional motor sports series. The determination of a professional by Redline officials will be the final determination.

4-10.3 Minimum ride height for all vehicles including all components is 3.5". No device may be used to alter the ride height to pass technical inspection.

4-10.4 Battery may be relocated. The battery must be securely mounted and the positive battery post must be insulated. If the battery is a wet cell or spillable type battery it must be mounted in a spill proof container. The battery size is unrestricted.

## **SECTION 5 – MODIFIED CLASS**

The Modified Class allows a greater level of modification while still maintaining the brand and model recognition of a particular vehicle.

The rules in this section apply only to the Modified Class. These rules along with the Sporting Regulations (Section 1) and the General Automobile Regulations (Section 2) are the only rules that apply to the Modified Class.

### **5-1 Engine and Drive Train**

- 5-1.1 All vehicles must have four wheels with the steering acting on the front wheels only.
- 5-1.2 It is legal to change the drive wheel configuration. The vehicle would then compete in the drive wheel configuration class that the finished vehicle is now eligible for.
- 5-1.3 Transmission components may be upgraded with OEM or aftermarket parts.
- 5-1.4 Sequentially shifted transmissions are not permitted. Original equipment "SMG" style transmissions are permitted only in the vehicle original equipped with "SMG" style transmissions.
- 5-1.5 Final drive and differential type is unrestricted.
- 5-1.6 Engine performance upgrades and engine swaps are unrestricted. The rules in Section 2-3 apply concerning type of engine and number of engines.
- 5-1.7 Leaded fuel is permitted.
- 5-1.8 Relocation of the engine and or transmission is not permitted.
- 5-1.9 If an engine and or transmission swap is performed the new engine and or transmission must be installed as close as is possible to the OEM engine and transmission location.
- 5-1.10 Exhaust must exit behind the front axel.
- 5-1.11 Radiator may be replaced with an alternate radiator.

## **5-2 Body**

- 5-2.1 Full carbon fiber or other lightweight material bodies are not permitted.
- 5-2.2 OEM glass is required in all positions. The use of lightweight materials (Lexan / Plexiglass) is not permitted.
- 5-2.3 Front door glass may be removed if a six point roll cage with side impact protection is installed.
- 5-2.4 The following body components may be replaced with lightweight alternate components: roofs, trunk/deck lids, hatches, doors, hoods, front fenders, bumper covers, rocker panels. Rules 2-6.10 and 2-6.11 will be strictly enforced.
- 5-2.5 Rear aftermarket over fenders and fender flares may be installed. Rear OE fenders may only be modified to allow tire clearance. Vehicles with bolt on fenders or quarter panels may replace the entire fender or quarter panel with alternate parts.

### **5-3 Aerodynamics**

- 5-3.1 Aerodynamic aids are unrestricted excepting rule 2-2.2 which still applies.
- 5-3.2 Only one wing is permitted.
- 5-3.3 Active aero is permitted.
- 5-3.4 Full under tray/ flat bottom is permitted.

### **5-4 Frame and Chassis**

- 5-4.1 All vehicles must have OEM front and rear shock towers in the OEM stock location. Vehicles must utilize the OEM shock towers for shock/strut attachment. Attachment of camber and or castor adjusting devices is unrestricted. The OEM shock towers must be intact and the shock mount must pass through the original hole in the towers. The tower may be modified to install shock mounts, reinforcement or spacers but the OEM structure must remain in place.
- 5-4.2 Suspension pick up points may be moved a maximum of 1”.
- 5-4.3 Modifications to the frame and chassis to allow for proper suspension travel are permitted but are restricted to those modifications necessary to accomplish the above.
- 5-4.4 100% of the factory “floor pan – floor board” must remain in place as OEM. This applies to the “floor pan – floor board” from the front firewall to the rearward edge of the trunk compartment. The only exception is to allow for the installation of an approved fuel cell.

### **5-5 Interior**

- 5-5.1 Fully “gutted” interiors are not permitted.
- 5-5.2 OEM dash and OEM center console must be installed. This includes glove box and all related components. The arm rest may be removed.
- 5-5.3 OEM front door panels may be removed only if a six point roll cage with side impact protection is installed. Section 2-6 applies.
- 5-5.4 If any OEM side impact structure is removed from the driver or front passenger door a six point roll cage with side impact protection is required. Section 2-6 applies.
- 5-5.5 All interior components behind the driver seat may be removed. Headliner and carpet may be removed.

5-5.6 Rear doors may be “gutted” so long as the driver is positioned fully forward of the rear doors.

## **5-6 Suspension**

5-6.1 Modifications to the OEM suspension arms is permitted to allow for the adjustment of camber and castor.

5-6.2 After market suspension arms that directly replace the OEM components are permitted.

5-6.3 Adjustable shocks/dampers with maximum 4 way adjustment are permitted.

5-6.4 Quantity of shocks is limited to the OEM quantity of shocks.

5-6.5 Wheel base must be OEM factory dimension.

5-6.6 Sway bars are unrestricted and may be driver adjustable.

5-6.7 Active suspension is not permitted. Active suspension is defined as having automatic adjustment of ride height or shock strut damping characteristics. Vehicles with OEM semi active or active suspension are permitted to use the OEM system in an unmodified form.

5-6.8 Driver adjustment of the suspension other than the sway bars is not permitted while on the racing surface.

## **5-7 Roll Cage**

5-7.1 A six point roll cage with side impact protection is highly recommended.

5-7.2 Rules in Section 2-6 will be strictly enforced.

5-7.3 The roll cage may penetrate the firewall. The firewall must be sealed.

## **5-8 Safety**

5-8.1 If the vehicle is equipped with a six point roll cage with side impact protection the driver must use the following safety gear.

A. Fire suit with a minimum rating of SFI 3.2A/1

B. Gloves with a minimum rating of SFI 3.3/1

C. Shoes/boots with a minimum rating of SFI 3.3A/5

D. Head and neck restraint system or device with SFI 38.1 certification. Hans brand device with FIA 8858-2002 is acceptable in lieu of SFI 38.1. Older Hans devices must be updated to “post type” anchors.

5-8.2 Onboard fire suppression system is highly recommended and may be installed in place of a fire extinguisher.

### **5-9 Tires**

5-9.1 All vehicles are required to use DOT approved treaded tires with UTQG tread wear rating of 50 and above. Section 2-5 applies.

5-9.2 Tire warmers are not permitted.

### **5-10 Miscellaneous**

5-10.1 Air jacks are not permitted.

5-10.2 If front door glass is installed both front windows must be in the fully down position while on the racing surface.

5-10.3 Battery may be relocated. The battery must be securely mounted and the positive battery post must be insulated. If the battery is a wet cell or spillable type battery it must be mounted in a spill proof container. The battery size is unrestricted.

## **SECTION 6 – SUPER MODIFIED CLASS**

Super Modified Class is designed for all out Time Attack race prepared vehicles and “super car” exotics.

The rules in this section apply only to the Super Modified Class. These rules along with the Sporting Regulations (Section 1) and the General Automobile Regulations (Section 2) are the only rules that apply to the Super Modified Class vehicles.

### **6-1 Engine and Drive Train**

- 6-1.1 All cars must have four wheels with the steering acting on the front wheels only.
- 6-1.2 Drive line changes are unrestricted. It is legal to change the drive wheel configuration. The vehicle would then compete in the drive wheel configuration class that the finished vehicle is now eligible for.
- 6-1.4 Differentials are unrestricted.
- 6-1.3 Transmission type is unrestricted.
- 6-1.5 Exhaust outlet location is unrestricted.
- 6-1.6 Cooling system is unrestricted.

## **6-2 Body**

- 6-2.1 Carbon fiber bodies and other lightweight bodies are allowed. The body must still largely resemble the OEM body style.
- 6-2.2 Roof may be lowered.
- 6-2.3 Lexan replacement windows are allowed
- 6-2.4 Vehicle may not be "windowless".
- 6-2.5 If windows are in place on the front doors the door and window assembly must open in one motion without the use of tools.

## **6-3 Aerodynamics**

- 6-3.1 Aerodynamic aids are unrestricted with the exception of rule 2-2.2 which still applies.
- 6-3.2 Active aero is permitted.

## **6-4 Frame and Chassis**

- 6-4.1 Factory firewall may be modified to allow for roll cage to continue into the engine bay, for service related reasons, and for fitment of alternate engine and transmission. These modifications are limited to the minimum required to accomplish the above and firewall must be resealed to provide an adequate level of safety in the event of an engine bay fire.
- 6-4.2 The OEM tub chassis may be modified to accommodate alternate suspension designs. Every effort should be made to maintain the OEM appearance of the strut/shock towers and related tub components.

- 6-4.3 Lower frame may be modified for fitment issues. Modification to the lower frame rails should be first submitted to Redline officials for approval.
- 6-4.4 Custom or modified front and rear sub frames may be used. Sub frames must mount to OEM locations.
- 6-4.5 Upper frame forward of the OEM strut/shock mounting point may be removed or replaced.
- 6-4.6 The inner fender may be modified for tire fitment.

## **6-5 Suspension**

- 6-5.1 The type and design of the suspension is unrestricted.
- 6-5.2 Cockpit adjustment of suspension is permitted.
- 6-5.3 Track width adjustment is unrestricted.
- 6-5.4 Shock absorbers are unrestricted.
- 6-5.5 Sway bars are unrestricted.

## **6-6 Roll Cage**

- 6-6.1 Vehicles must have at least a six point roll cage with side impact protection. The cage must meet the standards set forth in Section 2-6.
- 6-6.2 The roll cage may penetrate or pass through the firewall. The firewall must be sealed.

## **6-7 Safety Equipment**

- 6-7.1 A driver's side window net is required. It must latch in the upper forward corner and cannot be mounted to the bodywork. The system must be dated by the manufacturer, and must not be used beyond five years after date of manufacture. All window net installations must be approved by Redline officials.
- 6-7.2 Drivers must wear a fire suit with a minimum rating of SFI 3.2A/1.
- 6-7.3 Drivers must wear gloves with a minimum rating of SFI 3.3/1
- 6-7.4 Drivers must wear shoes/boots with a minimum rating of SFI 3.3A/5
- 6-7.5 Head and neck restraint systems or devices with SFI 38.1 certification are mandatory.
- 6-7.6 Hans brand devices with FIA 8858-2002 are acceptable in lieu of SFI 38.1. Older Hans devices must be updated to "post type" anchors.

6-7.7 An onboard fire suppression system is highly recommended and may be installed in place of a fire extinguisher.

6-7.8 An electrical master switch must be installed within reach of the driver when seated and belted in normal position. The switch must also be readily accessible from the outside of the vehicle and must be clearly marked.

## **6-8 Tires**

6-8.1 Tire selection is open. Section 2-5 applies.

6-8.2 Quantity of tires used is unrestricted.

6-8.3 Tire warmers are permitted. The use of tire warmers and their related equipment must not interfere with the normal operation of Redline Time Attack.

## **6-9 Miscellaneous**

6-9.1 All Super Modified Class vehicles must have the Redline Time Attack windshield banner in place anytime the vehicle is on track during Redline Time Attack sanctioned events.

6-9.2 Air jacks are permitted.

6-9.3 The interior may be fully "gutted".

6-9.4 All unneeded OEM components may be removed.

6-9.5 Battery may be relocated. The battery must be securely mounted and the positive battery post must be insulated. If the battery is a wet cell or spillable type battery it must be mounted in a spill proof container. The battery size is unrestricted.

## **SECTION 7 – DRIFT CLASS**

The Drift Class is designed for and limited to vehicles that are built for drifting. The vehicle should be a vehicle that has competed in, or has been built to compete in, sanctioned drifting events. Redline officials will make the final decision as to whether a vehicle is eligible to compete in the Drift Class.

The rules in this section apply only to the Drift Class. These rules along with the Sporting Regulations (Section 1) and the General Automobile Regulations (Section 2) are the only rules that apply to the Drift Class.

7-1.1 Professional drivers are permitted in Drift Class

- 7-1.2 Use of DOT approved treaded street tires, with a tread wear of 140 or higher is required. DOT R- compounds or slicks are not permitted.
- 7-1.3 The Drift Class will follow the modification rules of Super Modified Class and will follow the safety rules of Modified Class.

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- 3-6.2 Change: No changing of OEM suspension pick up points is allowed. On strut type suspension the outer end of the lower control arm may be adjusted a maximum of 1". On vehicles where the above is not possible by OEM design the inner pick up point may be adjusted a maximum of 1".
- 4-6.2 Change: No changing of OEM suspension pick up points is allowed. On strut type suspension the outer end of the lower control arm may be adjusted a maximum of 1". On vehicles where the above is not possible by OEM design the inner pick up point may be adjusted a maximum of 1".
- 4-5.1 Change: OEM dash, OEM center consoles, OEM front door panels, and OEM kick panels must remain in OEM positions. All components associated with the above components are required. If a six point roll cage system is installed the above components may be modified only as needed to facilitate installation of the cage system. RTA Officials may approve the removal of center console components to facilitate the installation of a fire extinguisher or other safety related equipment.
- 3-5.1 Change: The full interior is required. The only interior items that may be removed are those parts required to install a roll bar or roll cage. The parts must be trimmed or removed only as required to install the roll bar or roll cage. RTA Officials may approve the removal of interior components required to facilitate the installation of a fire extinguisher or other safety related equipment.
- 5-9.3 Add: Continental branded tires manufactured and used in the Continental Tire Challenge Series are approved for use in the sizes distributed at Grand-Am sanctioned Continental Tire Challenge Series events.
- 5-10.4 Add: Grand-Am Continental Tire Challenge cars are approved for use in Modified Class. The vehicles must meet all Continental Tire Challenge Series rules in effect at the time of competition.
- 1-15.10 Change: Any vehicle or driver who as determined by RTA Officials to have intentionally impeded or obstructed any Competitor during a Time Attack session will lose all times recorded in all sessions run in that Time Attack event. This includes, but is not limited to, purposely spreading debris on the racing surface or placing ones vehicle in such a manner as to limit the other Competitor's ability to run a clean lap.