

RULES APPLICABLE TO ALL CLASSES All vehicles entered into the race , must be track ready and free from any mechanical defect. All cars must be able to pass the technical inspection in order to compete. The official technical inspection will be performed on each vehicle prior to the Time Attack competition rounds. Impound technical inspections may also be performed to any competing vehicle at the completion of any or all Time Attack competition sessions.

Engine/Power Modifications

1. Use of nitrous oxide injection systems prohibited
2. Propane systems prohibited
3. Alcohol and Water Injection is permitted
4. Single Internal Combustion Engine Per-Vehicle
5. Hybrid Drive Trains are permitted (Gas-Electric, Diesel-Electric, etc.)
6. Electric Vehicles are permitted
7. Individual Electric motors powering each of the wheels of the vehicle is permitted
8. Engine Modifications are allowed (forced induction, engine swaps, bolt-on upgrades, etc.) refer to specific restrictions in each Class
9. Internal Combustion Engines Only (Piston and Rotary)
10. E85 and Leaded fuel are class specific
11. Points granted in each class per event are as follows:
 - First place 10 points
 - 2 pls 7 points
 - 3 pls 5 points
 - 4 pls 3 points
 - 5 pls 2 points
 - 6 pls 1 points
12. Bio-Diesel is permitted for use in all classes
13. Internal combustion engines fueled primarily by “natural gas” are permitted.

Body and Frame Modifications

1. All RLTA entries must be production-based vehicles. Full Tube Frame Chassis prohibited. Unibody and Frame must remain intact and un-altered unless specified with in the class rules. Certain exceptions do apply depending on class and safety requirements.
2. Stock “frame rails” may not be moved, relocated, removed or replaced. Modifications to the frame rails are limited to “notches” less than or equal to 1” into the rail, to allow for suspension and drive train

clearance and for the allowance of anchoring roll cage components. Certain safety exceptions apply, and are referenced in the class sections of these rules.

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.

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.

5. Bolt on chassis reinforcement is permitted.

6. Vehicles produced and delivered from the factory with a roof must retain the roof.

7. Convertibles with Hardtops are permitted with approved roll-bars. Convertibles with factory equipped roll over protection are permitted. (ie: 1990-05' Mazda Miata With Hard Top Must have a roll bar)

8. Front and rear bumper beams may be removed.

11 Aerodynamics 1. Aerodynamic parts are permitted, i.e. Wings, Splitters, Canards, Under Trays, Diffusers, etc. Each class (Enthusiast, Street, Modified, and Unlimited) has specific restrictions on what type of aerodynamic parts may be installed. Refer to each Class subsection for all aero information.

12. Suspension and Brakes 1. Suspension modifications are allowed in any class. Rules regarding all suspension are class specific. 2. All bushings may be replaced with less compliant, bushing, solid bushing, or rod ends and monoballs. 3. Brake modifications are allowed in all Classes.

13 Tires. Rules regarding tires are class specific 2. All vehicles except UNLIMITED Class must use tires that are legal for use on public roadways in the United States, Japan or the European Union. Every tire must have a DOT (or equivalent) impression from the tire mold on them.

14. For a specific tire model, or compound of a model, to be eligible for use in RLTA, the tire model, or compound, must be readily available to ALL RLTA competitors for purchase.

15. Unlimited Class vehicles do not require a DOT tire for competition use.

Roll Cage and Other Safety Items

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. 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.

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.

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.

5. Roll cages and roll bars may be gusseted to the OEM structure.

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 or 1.625 x .120 or 1.750 x .095 3001 to 4000 lbs. 1.750 x .120 4001 + lbs. 2.000 x .120

7. Tubing layout drawing is as follows:!! 14.7a #1 Main roll hoop must be one continuous length of tubing. (Points 1 and 2). 14.7b #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. 14.7c #3 Main roll hoop cross bar required component of all roll bar/roll cages. 14.7d #4 Main roll hoop rear supports required component of all roll cage/roll bars. (Points 3 and 4). 14.7e #5, #6, #7 May be constructed using a variety of designs using the tubing “paths” as depicted. (Points 5 and 6). 14.7f #8 Door bars may be “NASCAR” style or an “X” style. If “NASCAR” style bars should have equally spaced vertical bracing added. 14.7g #9 Forward braces may be prohibited by class rules from penetrating the fire wall or fire wall plane. Not a required element.

8. All roll cage/roll bars require the approval of Redline Time Attack.

9. 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

10. 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.

11. 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.

12. 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 26.6f.

13.

13. 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: 14.13.1 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. 14.13.2 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. 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. 4. All fuel cells must be fully enclosed in a container made of metal with a minimum .035” thickness. 5. An external fuel surge tank may be used with a maximum capacity of one gallon. 6. All fuel cells, surge tanks, fuel pumps,

associated fuel lines 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. 7. All fuel cells, surge tanks, fuel pump installations must be approved by Redline Time Attack. 14.13.8 A Brake light must be operational.

14. Seat, Harness, and other safety equipment 1. Replacement of driver and passenger seats with an alternate seat is permitted. Class specific rules may dictate the type of seat permitted. 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. 3. The OEM 3-point seat belt must be used with the stock OEM seat only 4. If a 6-point (or more) roll cage is installed a race seat and proper race harness must be used. 5. It is recommended that FIA approved seats be used. 6. It is recommended that SFI or FIA approved race harnesses be used. 7. Class rules may dictate specific seat and harness rules. 8. The Schroth brand four point harness with ASM Technology is approved to be used without an anti15. All drivers must wear a Snell SA2010 or higher rated helmet 16. Unless required by

CLASS SPECIFIC RULES

4 Classes Total Including: Enthusiast Class, Street Class, Modified Class, and Unlimited Class
Trophies/Prizes Awarded to 1st, 2nd, and 3rd place in each class

16 ENTHUSIAST CLASS The Enthusiast Class is designed to give street driven "grass roots" vehicle owners the ability to compete with basic bolt on modifications.

16-1 Engine and Drive Train 16-1.1 Engine must be OEM for particular make and model. No Engine swaps. Engine replacement is allowed ONLY from OEM engine from original make and model. Japan/European engine replacement is allowed as OEM factory trim. Drive wheel configuration changes are not permitted.

16-1.2 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.

16-1.3 Vehicles using factory OEM forced air induction may change or modify the following: air filter, intake plumbing, MAF/MAP sensors, throttle body(s), down pipes, exhaust manifold, exhaust system, boost control system.

16-1.5 Aftermarket intercoolers are permitted. The intercooler must fit fully within the bodywork.

16-1.6 Aftermarket or non OEM forced induction is not permitted on factory naturally aspirated vehicles.

16-1.7 Vehicles using naturally aspirated engines must use the following OEM stock components in unmodified form: rods, crankshafts.

16-1.8 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.

16-1.9 The OEM block must be utilized. Engine may be rebuilt using OEM parts. Pistons matching OEM specifications may be used.

16-1.10 Non OEM oil pans are permitted. 16-1.11 Accusump systems are permitted. 16-1.12 All exhaust components must be completely within the bodywork of the vehicle. Exhaust "tips" may extend no more than 3" beyond the rear bodywork.

16-1.13 Exhaust must exit behind the front axle, beneath, behind or to the side of the vehicle, with the exception of the discharge from external wastegates.

16-1.14 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. 16-1.15 Final drive gear ratio and differential type is unrestricted.

16-1.16 Non OEM alcohol or water injection systems are not permitted.

16-1.17 Any ECU can be used. The OEM ECU may be reprogrammed and/or a "piggyback" ECU may be added. 16-1.18 Unleaded fuel must be utilized.

16-1.19 E85 fuel and leaded fuel is strictly prohibited.

16-1.20 Radiator may be replaced with an alternate radiator mounted in the OE location.

16-2 Body 16-2.1 All body panels must remain factory in appearance. Only the hood and trunk/hatch can be replaced with non OEM equipment. OEM (or replica) 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. Another example would be Honda S2000CR body parts on a non CR S2000. Body parts may also be updated to newer model year versions. For example 06-07 Subaru WRX bumper covers mounted to an 04 WRX, or Honda S2000 AP2 bumpers on an AP1. Any other body parts, aftermarket or OEM, must be submitted to RLTA for pre-approval to be permitted.

16-2.2 OEM fenders may be "rolled" for tire clearance. No cutting, welding, or adding material is permitted

16-2.3 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.

16-2.4 OEM glass is required in all positions. The use of lightweight materials (Lexan/Plexiglass) is prohibited. 16-2.5 All door glass must be functional as delivered by the manufacturer.

16-2.6 OEM sunroofs or moon roofs may not be replaced with alternate lightweight material.

16-2.7 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.

16-2.8 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.

16-2.9 Front door windows must be in the full down position while the vehicle is on the racing surface.

16-3 Aerodynamics

16-3.1 Limited amounts of Aerodynamics are allowed.

16-3.2 Aftermarket front lips may be installed. The lip may not extend beyond the nearest adjacent section of the OEM bodywork by more than 3". A lip is defined as any non-OEM part attached only to the bottom of the bumper cover. No portion of the lip can extend rearward beyond the trailing edge of the bumper cover by more than 1". Any chassis mounting of the lip is not permitted and no additional supports connecting the chassis to the bumper cover are allowed beyond those as OEM equipped.

16-3.3 Aftermarket rear wings are permitted and must fit within the body framework of the vehicle. Wings cannot extend past the width of the car. Only single element wings are permitted unless otherwise OEM equipped.

16-3.4 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.

16-3.5 No portion of the wing may be rearward of the rear most point of the OEM bodywork.

16-3.6 No other aerodynamic aids are allowed. This includes but is not limited to: canards, flat bottoms or other non OEM underbody panels, diffusers, spats or alterations to any body panels for aerodynamic gain. 16-4 Frame and Chassis 16-4.1 The OEM tub chassis must not be altered in any way.

16-4.2 All vehicles must use the OEM front and rear shock towers in the OEM locations.

16-4.3 The shock tower may be modified only to allow the installation of camber, caster and travel only.

16-5 Interior

16-5.1 The full interior is required. All related components must be installed and functional as delivered by the manufacturer.

16-5.2 Front air bags, if so equipped, must remain installed and functional unless a roll bar/cage is installed.

16-5.3 Aftermarket Steering Wheels Permitted with approved race seat, Harnesses and Harness bar/ Roll bar

16-5.4 Air conditioning and heater assemblies and all related components must remain installed and functioning as delivered by the manufacturer if originally equipped.

16-5.5 Driver and Passenger seat may not be replaced unless section 14 is in place.

16-6 Suspension 16-6.1 Modifications to the OEM control arms are permitted to allow for the adjustment of camber and caster.

16-6.2 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”.

16-6.3 Aftermarket subframes are prohibited.

16-6.4 Adjustable shocks/dampers with maximum two way adjustments are permitted. 16-6.5 Quantity of shocks is limited to the OEM quantity of shocks.

16-6.6 Wheel base must be the OEM factory dimension.

16-6.7 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.

16-6.8 Driver adjustment of the suspension or sway bars while on the racing surface or grid is not permitted. 16-6.9 Alternate sway bars are allowed but must attach to the OEM mounting points.

16 tires-200 treadwear minimum.

17 STREET CLASS

The Street Class

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

17-1 Engine and Drive Train 17-1.1 Engine upgrades are allowed within the same make, i.e. Honda B to Honda K or Subaru 2.0 to Subaru 2.5.

17-1.4 All exhaust components must be completely within the bodywork of the vehicle. Exhaust “tips” may extend no more than 3” beyond the rear bodywork.

17-1.5 Exhaust must exit behind the front axle, beneath, behind or to the side of the vehicle, with the exception of the discharge from external wastegates.

17-1.6 Sequential shifted transmissions are not permitted. Original equipment “SMG” style transmissions are permitted only in the vehicle original equipped with “SMG” style transmissions.

17-1.7 Transmission upgrades are allowed within the same vehicle brand.

17-1.8 No limit on Engine component upgrades

17-1.09 Aftermarket intercoolers are permitted. The intercooler must fit fully within the bodywork.

17-1.10 Final drive gear ratio and differential type is unrestricted.

17-1.11 Drive line changes are not permitted, i.e. changing a front wheel drive car to a rear wheel or allwheel drive car.

17-1.12 Unleaded fuel, Leaded fuel, and E85 fuel are permitted.

17-1.14 ECU may be reprogrammed or replaced with an aftermarket ECU or piggyback unit.

17-1.15 Radiator may be replaced with an alternate radiator mounted as close as practical to the OE location. 17-2 Body

17-2.1 Full carbon fiber or other lightweight material bodies are not permitted.

17-2.2 The following body components may be replaced with lightweight alternate components: hood, trunk lid, hatches, bumper covers, front fenders, rocker panels.

17-2.3 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.

17-2.4 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

. 17-2.5 OEM glass is required in all positions. The use of lightweight materials (Lexan/Plexiglass) is prohibited (exemption for mid-engine cars can replace engine covers).

17-2.6 All door glass must be functional as delivered by the manufacturer.

17-2.7 OEM sunroofs, moonroofs, and t-tops may be replaced with an alternate lightweight material.

17-2.8 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 14 for other rules pertaining to convertible vehicles.

17-2.9 Front door windows must be in the full down position while the vehicle is on the racing surface.

17-3 Aerodynamics

17-3.1 Front under tray is not permitted to extend rearward of the front axle centerline.

17-3.2 Rear under tray is not permitted to extend forward of the rear axle centerline.

17-3.3 Full flat bottoms are not permitted unless installed as OEM such as in the Lotus Elise.

17-3.4 Miscellaneous OEM filler panels and fairings are allowed to remain in place as originally installed between the axles.

17-3.5 Front air dams, lips and splitters may not extend beyond the nearest adjacent section of the OEM bodywork by more than 5" as installed.

17-3.6 Aftermarket rear wings are permitted and must fit within the body framework of the vehicle. Wings cannot extend past the OEM width of the car. Single or dual element wings are permitted.

17-3.7 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.

17-3.8 No portion of the rear wing may extend more than 5" beyond the rear most point of the OEM bodywork.

17-3.9 Vehicles are limited to a maximum of two 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.

17-3.10 Active aero is not permitted.

17-3.11 Only 1 aftermarket wing is permitted.

17-3.12 Rear diffusers may not extend more than 5" beyond the rear most point of the OEM bodywork.

17-3.13 Side skirts may not extend inboard by more than 1" from the bottom of the OEM door line.

17-4 Frame and Chassis 17-4.1 The OEM tub chassis must not be altered in any way.

17-4.2 All vehicles must use the OEM front and rear shock towers in the OEM locations.

17-4.3 The shock tower may be modified only to allow the installation of camber/caster plates and travel only.

17-4.4 Seam welding is NOT permitted. No additional material other than the weld material is allowed to be added.

17-5 Interior 17-5.1 OEM dash, OEM center consoles, OEM front door panels, and OEM kick panels must remain in OEM positions. 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.

17-5.2 Interior components rearward of the driver and passenger seat may be removed.

17-5.3 Headliner may be removed if Roll cage is installed.

17-5.4 Front air bags, if so equipped, must remain installed and functional unless a race seat and race harness are installed meeting safety rules as listed in section 14.

17-5.5 OEM steering wheel must remain installed unless a race seat and race harness are installed meeting safety rules as listed in section 14 or if vehicle was not originally equipped with an air bag equipped steering wheel. 17-5.6 Air conditioning and heating components may be removed.

17-5.7 Passenger seat may be replaced with an alternate seat of equal or greater quality/functionality of the installed driver seat. Refer to Section 14 for drivers seat rules.

17-6 Suspension 17-6.1 Modifications to the OEM control arms are permitted to allow for the adjustment of camber and caster.

17-6.2 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".

17-6.3 Aftermarket suspension control arms are permitted but must be direct replacements for the OEM components.

17-6.4 Adjustable shocks/dampers with maximum two way adjustments are permitted.

17-6.5 Quantity of shocks is limited to the OEM quantity of shocks.

17-6.6 Wheel base must be the OEM factory dimension.

17-6.7 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.

17-6.8 Driver adjustment of the suspension or sway bars while on the racing surface or hot grid is not permitted.

17-6.19 Sway bars are unrestricted except that no sway bar or links may be mounted or pass through the vehicles interior.

17-7 Roll Cage 17-7.1 A six point roll cage with side impact protection is highly recommended.

17-7.2 The roll cage may not penetrate the firewall.

17-7.3 Modifications to the required interior components are limited to only those absolutely required to facilitate the installation of the roll cage.

17-8 Safety 17-8.1 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. 17-8.2 Onboard fire suppression system is highly recommended and may be installed in place of a fire extinguisher

. 17-9 Tires 17-9.1 All Street Class vehicles must use DOT treaded street tires with a UTQG tread wear rating of 140 or higher. 17-9.2 Tire warmers are not permitted.

17-9.3 Front wheel drive cars have no limit on maximum width of tires. 17-9.4 All-wheel drive cars are limited to a maximum width of 265. 17-9.5 Rear wheel drive cars are limited to a maximum width of 285.

17-10 Miscellaneous

17-10.1 Professional drivers are not eligible to drive in Street Tire Class. Professional is defined as any persons other than the registered owner of the vehicle.

17-10.2 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 if relocated from the OEM location. The battery size is unrestricted.

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

18-1 Engine and Drive Train 18-1.1 All vehicles must have four wheels with the steering acting on the front wheels only.

18-1.2 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.

18-1.3 Transmission components may be upgraded with OEM or aftermarket parts.

18-1.4 Sequential shifted transmissions are NOT permitted. Original equipment "SMG" style transmissions are permitted only in the vehicle original equipped with "SMG" style transmissions.

18-1.5 Final drive and differential type is unrestricted.

18-1.6 Engine performance upgrades and engine swaps are unrestricted. The rules Applicable to All Classes apply concerning type of engine and number of engines.

18-1.7 Leaded fuel is permitted.

18-1.8 Relocation of the engine and or transmission is not permitted.

18-1.9 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.

18-1.10 Exhaust must exit behind the front axle. 18-1.11 Radiator may be replaced with an alternate radiator.

18-2 Body 18-2.1 Full carbon fiber or other lightweight material bodies are not permitted.

18-2.2 The use of lightweight materials (Lexan / Polycarbonate) is permitted in all locations with the exception of the front windshield. The front windscreen must be OEM or equivalent glass.

18-2.3 Front door glass and panels may be removed if a six point roll cage with side impact protection is installed.

18-2.4 If windows are in place on the front doors, the door and window assembly must open in one motion without the use of tools.

18-2.5 The following body components may be replaced with lightweight alternate components: roofs, moon/sun roofs, trunk/deck lids, hatches, doors, hoods, front fenders, bumper covers, rocker panels. 18-

2.6 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.

18-2.7 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.

18-2.8 Vehicle may not be "windowless" front wind screen and rear window must be installed

. 18-3 Aerodynamics 18-3.1 Aerodynamic aids are unrestricted with exception to "Sucker Cars" Rules Applicable to All Classes

18-3.2 Only one wing is permitted. 18-3.3 Active aero is NOT permitted.

18-3.4 Full under tray/ flat bottom is NOT permitted.

18-4 Frame and Chassis 18-4.1 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. 18-4.2 Suspension pick up points may be moved a maximum of 1”.

18-4.3 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. 18-4.4 100% 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

18-4.4 100% 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. 18-5 Interior 18-5.1 Fully “gutted” interiors are not permitted.

18-5.2 OEM dash and OEM center console must be installed. Shifter surround, arm rest and glove box may be removed.

18-5.3 OEM front door panels and/or glass may be removed only if a six point roll cage with side impact protection is installed. Section 14 applies.

18-5.4 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 14 applies.

18-5.5 All interior components behind the driver seat may be removed. All headliner and carpet may be removed

. 18-5.6 Rear doors may be “gutted” so long as the driver is positioned fully forward of the rear doors.

18-5.7 Heater core and AC components may be removed.

18-5.8 Air bags may be removed if alternate steering wheel, and/or the proper safety equipment are installed. Section 14 applies. 18-6 Suspension

18-6.1 Modifications to the OEM suspension arms is permitted to allow for the adjustment of camber and castor.

18-6.2 After market suspension arms that directly replace the OEM components are permitted.

18-6.3 Adjustable shocks/dampers with maximum 4 way adjustment are permitted.

18-6.4 Quantity of shocks is limited to the OEM quantity of shocks.

18-6.5 Wheel base must be OEM factory dimension.

18-6.6 Sway bars are unrestricted and may be driver adjustable.

18-6.7 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.

18-6.8 Driver adjustment of the suspension is not permitted while on the racing surface.

18-7 Roll Cage 18-7.1 A six point roll cage with side impact protection is highly recommended.

18-7.2 Rules in Section 14 will be strictly enforced.

18-7.3 The roll cage may penetrate the firewall. The firewall must be sealed.

18-8 Safety

18-8.1 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. 18-8.2 Onboard fire suppression system is highly recommended and may be installed in place of a fire extinguisher.

18-9 Tires 18-9.1 All vehicles are required to use DOT approved treaded tires with UTQG tread wear rating of 60 and above. 18-9.2 Tire warmers are not permitted.

19 UNLIMITED CLASS Unlimited Class

is designed for all out Time Attack race prepared vehicles and "super/Hyper car" Exotics.

19-1.1 All cars must have four wheels with the steering acting on the front wheels only.

19-1.2 Drive line changes are unrestricted. It is legal to change the drive wheel configuration. The vehicle would then compete in the drive wheel configuration division that the finished vehicle is now eligible for.

19-1.4 Differentials are unrestricted.

19-1.3 Transmission type is unrestricted

. 19-1.5 Exhaust outlet location is unrestricted.

19-1.6 Cooling system is unrestricted.

19-2 Body

19-2.1 Carbon fiber bodies and other lightweight bodies are allowed. The body must still largely resemble the OEM body style.

19-2.2 Lexan replacement windows are permitted in all locations.

19-2.3 Vehicle may not be "windowless".

19-2.4 If windows are in place on the front doors, the door and window assembly must open in one motion without the use of tools.

19-3 Aerodynamics 19-3.1 Aerodynamic aids are unrestricted with the exception of "Sucker Cars" rule which still applies.

19-3.2 Active aero is permitted.

19-4 Frame and Chassis

19-4.1 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.

19-4.2 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.

19-4.3 Lower frame may be modified for fitment issues. Modification to the lower frame rails should be first submitted to Redline officials for approval.

19-4.4 Custom or modified front and rear sub frames may be used. Sub frames must mount to OEM locations.

19-4.5 Upper frame forward of the OEM strut/shock mounting point may be removed or replaced. 19-4.6 The inner fender may be modified for tire fitment.

19-5 Suspension 19-5.1 The type and design of the suspension is unrestricted.

19-5.2 Cockpit adjustment of suspension is permitted. 19-5.3 Track width adjustment is unrestricted.

19-5.1 The type and design of the suspension is unrestricted.

19-5.2 Cockpit adjustment of suspension is permitted.

19-5.3 Track width adjustment is unrestricted.

19-5.4 Shock absorbers are unrestricted.

19-5.5 Sway bars are unrestricted. 19-6 Roll Cage

19-6.1 All Unlimited Class Vehicles must have at least a six point roll cage with side impact protection. The cage must meet the standards set forth in Section

14. 19-6.2 The roll cage may penetrate or pass through the firewall. The firewall must be sealed.

19-7 Safety Equipment 19-7.1 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

. 19-7.2 Drivers must wear a fire suit with a minimum rating of SFI 3.2A/1. 19-7.3 Drivers must wear gloves with a minimum rating of SFI 3.3/1 19-7.4 Drivers must wear shoes/boots with a minimum rating of SFI 3.3A/5 19-7.5 Head and neck restraint systems or devices with SFI 38.1 certification are mandatory. 19-7.6 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.

19-7.7 An onboard fire suppression system is highly recommended and may be installed in place of a fire extinguisher.

19-7.8 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.

19-8 Tires 19-8.1 Tire selections are open. Section 13 applies. (Unlimited Class does not require DOT tires) 19-8.2 Quantity of tires used is unrestricted.

19-8.3 Tire warmers are permitted. The use of tire warmers and their related equipment must not interfere with the normal operation of Redline Time Attack while on or off the grid

. 19-9.2 Air jacks are permitted.

19-9.3 The interior may be fully “guttled”.

19-9.4 All unneeded OEM components may be removed.

19-9.5 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 if relocated from the OEM location. The battery size is unrestricted.