

## **2018 Global Time Attack Vehicle Technical & Safety Regulations**

Vehicles entering into any Global Time Attack (GTA) event must adhere to the regulations of this series as defined within this document; these regulations have been loosely based on universally recognized Time Attack rule packages of various series found around the globe. Regulations are formulated to ensure that all vehicles are properly prepared to a high standard and ensure safety compliance with the series requirements. All points listed will be strictly policed and checked, prior to the starting of each event and any vehicle failing to comply with these regulations will be excluded from the event. The following regulations apply to all Global Time Attack Competitors with specific rules for each class listed separately. The following regulations also apply to all Global Time Attack Pro Championship, GTA Pro Am, GTA Super Lap Battle, and GTA Sanctioned time attack events in 2018.

Any vehicles not conforming may be excluded from any and possibly all Global Time Attack events. If appropriate any/all parts of the regulations may be changed or modified on the Global Time Attack website [www.globaltimeattack.com](http://www.globaltimeattack.com) by the Global Time Attack staff, stewards and technical officials at any time. Any modifications to regulations made in this way will be clearly marked and reported in the rules section of the Global Time Attack website.

The GTA rules were drafted in accordance with the Global Time Attack Club Codes and Regulations. GTA manages vehicle safety inspection, and in most cases timing and scoring. Your vehicle(s) must meet the basic requirements of the GTA CCR, found at: GTA Club Codes & Regulations 2018. As the driver, it is your responsibility to ensure your vehicle will pass inspection. Contact us BEFORE an event should any questions arise. If you arrive and your vehicle is deemed unsafe, it won't be allowed to run. GTA competing vehicles must pass GTA Tech. **No exceptions!**

If you are unsure if your vehicle meets the regulation requirements, it is your responsibility to clarify any/all areas or points prior to an event (or of equal importance, before tearing into your car with a Sawzall). Please address any technical questions through the GTA Race Steward via email to [racesteward@globaltimeattack.com](mailto:racesteward@globaltimeattack.com).

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## **I. General Rules (these apply to all production based classes and excludes Pro/Comp)**

### **A. Chassis/Exterior/Aero**

1. Vehicles must be mass production road going vehicles, constructed by a recognized manufacturer, and currently/previously available as a factory OEM road going passenger vehicle with a government mandated VIN# or equivalent. Tube chassis, open wheel, factory built race cars, kit cars or club racer cars that may be made street legal are not allowed. (i.e. Radical SR3, Factory 5 818, Ultima GTR, Porsche GT3 Cup)
2. Tube chassis (or similar carbon composite monocoque) vehicles are not permitted unless part of the OEM structure and is specifically accepted by GTA staff as a legal vehicle.
3. The OEM floor pan and shock tower locations must remain intact.
4. All vehicles must have a silhouette that is largely faithful to the original with the general body shape and outline remaining largely true to the original stock body.
5. Brake lights must be operational in all classes.
6. Hyper cars not listed above will be assessed on a case by case basis, and will be classed accordingly by GTA staff. Entrants of these cars should contact the race steward to be classed.

### **B. Engine/Drivetrain/Fuel**

1. Only one internal combustion engine is permitted per vehicle.
2. Auxiliary Water/Methanol injection is allowed in all classes. The mixture may not be more than 50% Methanol in classes where exotic fuels are not allowed (Enthusiast/Street/Limited).

### **C. Suspension/Brakes/Tires/Wheels**

1. All tires must be available to fellow Global Time Attack competitors for purchase. If any tires are found to be unavailable through retail sources or are of a false/miss-advertised (cheater) compound the competitor will be disqualified.

### **D. Interior/Roll Cage/Safety/Misc.**

1. A 6-point (or more) roll cage is strongly recommended for all classes, and is required in Unlimited and Pro/Comp Classes meeting GTA CCR Section 4 specs.
2. All cars must run all decals required by the GTA organizers. This will include doorplate on each side of the car, as well as a windshield banner on either the top or bottom of the windshield and any other locations as specified.
3. All competing organization's logos, decals or number plates must be covered up before arriving tech inspection.
4. Limited class and above vehicles must have a fire extinguisher within drivers reach or onboard fire suppression system. We strongly recommend all competitors have one.
5. All vehicles must at a minimum meet the safety standards found in the GTA CCR at Section 3.
6. All race entries are subject to GTA approval, and as such the organizers reserve the right to disallow any vehicle or competitor to compete that is considered unsafe, unsportsmanlike, or is not in keeping with the spirit of the rules.
7. All modifications performed must specifically be allowed within the class and overall rules or it is not allowed. If any questionable discrepancies are found, they must be clarified and allowed in writing by GTA Staff.
8. All vehicles must have front and rear tow hooks **NO EXCEPTIONS**

#### **E. Format**

1. Each Pro event will consist of two days on track with 3 to 5 separate sessions each day. The amount and duration of the sessions may vary slightly from event to event. Pro-Am one-day event schedules will be adjusted accordingly.
2. The first, and possibly second, session on day 1 of 2 day events will be reserved for practice only. No times count toward scoring or records in these sessions. All first time GTA competitors, or first time at the venue must run one of the two sessions to qualify for their appropriate group by speed index regardless of class. All remaining sessions will count.

#### **D. Registration**

1. Cars may only be registered in one class per event.
2. Cars may only register as one competitor, a single entry.

3. You cannot register the same car with multiple drivers as multiple entries.
4. You may have up to two drivers for the same car, registered as a team, a single entry. Only the fastest time will count from the team, as one entry. No additional track time will be given for the additional drivers. Team drivers must be stated at registration before the event starts. All drivers must sign all waivers and forms required to receive driving credentials.
5. One driver may only be registered to drive two vehicles. No more than two.

#### **E. Technical & Safety Checks**

1. Each vehicle must be inspected at each event for both safety and classing.
2. In the event of contact or damage to a vehicle, a Tech Steward or GTA official must re-inspect the vehicle before allowing it to return to the circuit.
3. Any contact deemed avoidable or intentional by GTA Staff will result immediate disqualification of the offender.
4. Any unregistered drivers that go on track will be fined the amount of the entry fee of the event, and the vehicle (including the registered driver and owner) will be disqualified and removed from the event. All instructors and alternate drivers must be signed in and acknowledged by GTA Staff prior to going on track.

#### **F. Timing and Scoring**

1. GTA Officials or host facility/group will conduct all timing and scoring.
2. During a GTA event each and every session with the exception of the Practice/Qualifying Rounds will count toward class standings and record bounties.
3. All times posted (physical, social media, Race Monitor or otherwise) will be unofficial until GTA officials have approved and verified times and entries.

#### **G. Technical Inspection & Post Session Impound and protests**

1. After the completion of each session, or while the competing vehicles are returning off track/through pit lane to the paddocks, any GTA official has the right to ask a vehicle, or vehicles, to proceed to an impound area where the vehicle will be inspected for technical compliance.
2. Vehicles may only be inspected with a team representative present.

3. Any competitor placed in a higher class due to a classing infraction may adhere to safety requirements of their original registered class at the discretion of GTA Staff. This ruling will be determined and administered by a GTA official at GTA officials' discretion. Only one exception of this type will be allowed, if the competitor returns without valid safety requirements at a subsequent event, he/she will not be allowed to compete. If the discrepancy is deemed intentional under classing to avoid safety requirements, the competitor will be disqualified and will not be allowed to compete.
4. All protests must be made in person immediately after finding the infraction, intentionally waiting until the end of the event to protest a known issue will result in disqualification of the protester for unsportsmanlike actions. The competitor in question will still be inspected and disqualified if found to be illegal.
5. Protested and found illegal vehicles will lose current standing and lap times up to the point of the protest. The competitor can choose to correct the issue and continue in their original class or be bumped to a class that the vehicle is legal in.

#### **H. Additional Paddock Rules**

1. All Competitors, crew, team and guests must adhere to the conduct guidelines covered in the GTA CCR Section 2.
2. In the event of competitor or team member property loss or damage, Global Time Attack, the event organizers and/or promoters and the venue owners and/or operators will not be held responsible for any competitors or their team members' property throughout the course of the event. It is your own responsibility to ensure you safeguard yourself against any loss. If you do incur such loss you will not make a claim towards in respects of Global Time Attack, the event organizers and/or promoters and the venue owners and/or operators for the loss or losses. No exceptions.
3. The hot pit wall shall not be blocked by any teams. The pit wall should be available to all competitors to do pit stops mid-session and spectators.

#### **I. GTA Classes**

1. Enthusiast AWD / RWD / FWD
2. Street AWD / RWD / FWD
3. Limited AWD / RWD / FWD

4. Unlimited AWD / RWD / FWD
5. Pro/Comp

## **VII. Enthusiast Class:**

AWD, RWD, FWD. GTA. Your vehicle(s) must meet the basic requirements for street vehicles as stated in Section 3 of the GTA CCR.

(Any questionable modifications not specifically covered within the class and overall rules must be submitted for clarification and allowed by GTA Staff.)

### **A. Chassis/Exterior/Aero**

1. Full carbon fiber or other lightweight material bodies are not permitted. Only bolted on components, i.e. bumpers, fenders, hood and trunk, can be of alternate materials. Doors must remain OEM. Wide body kits, over fenders, and flares may be bolted, riveted, or bonded but the OEM bodywork may only be trimmed for tire clearance.
2. The OEM tub/chassis must remain intact and not modified in any way; this refers to the entire shell and any welded-on component.
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. Modifications to OEM suspension pick up points are not permitted.
5. Front air dams, lips, splitters and diffusers may not extend more than 3-inches

beyond the bodywork as viewed from above. Aftermarket front splitter may only go rearward to the front edge of the front wheel opening and cannot be solidly mounted to the chassis, only to the bumper cover or OEM trays.

6. Barge boards may only extend inboard to the pinch weld of the chassis and 3” outward when viewed from above, they may only extend forward/rearward to inboard wheel opening
7. Seam welding is not permitted.
8. Flat bottom floors or under trays are not permitted unless OEM.
9. No portion of the rear wing may be the highest point on the vehicle. Wing width must also be within the footprint of the vehicle’s bodywork and below the roofline. Height exceptions allowed for hatchbacks and wagons that have no rear deck for mounting a wing. Hatchback wings may not be more than 16” above the roof.
10. No portion of the wing may be more than 3-inches rearward of the rear most point on the bodywork.
11. Vehicles are limited to a maximum of four canards. Canards must be mounted entirely forward of the front wheel tire assembly. Canards may project a maximum of 5-inches beyond the OE bodywork.
12. Active aero is not permitted.
13. Only one significant aftermarket aerodynamic element is allowed in the front, and one in the rear of the vehicle. For example, a splitter OR canards could be used in the front of the vehicle, also diffuser OR rear wing could be used in the Rear of the vehicle. To sum it up, you may only have ONE significant aftermarket aerodynamic element in the front and ONE in the rear of the vehicle. You can choose which front and which rear aerodynamic element you find most critical to the performance of your vehicle. Aftermarket aerodynamic body work such as front bumpers that contain a splitter and/or rear bumpers that contain a functional diffuser and other such modifications must be pre-approved by GTA in advance to be permitted. If you are unsure whether a body modification counts as your “one front or one rear significant aerodynamic element,” please send detailed pictures via email to [rcesteward@globaltimeattack.com](mailto:rcesteward@globaltimeattack.com) for clarification.
14. Only one wing is permitted including OEM or aftermarket spoilers. The wing may not be higher than the highest part of the vehicle. End plates and swan type mounts may be up to 3” higher than the roofline. Dual element wings are not allowed. Dual element wings may be taped together with heavy-duty tape that will not come off during the session. If the tape does come off, that session will be disqualified. “Duck bills” may be retained and may be used for wing mounting on hatch

back/wagons only. Duckbills may not extend rearward of the bodywork more than 3”

15. OEM Wheelbase must be maintained
16. Aftermarket over fenders, wide body kits and fender flares may be installed on the 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. Parts may be bolted, riveted, welded or bonded.
17. Aftermarket sub frames not allowed.

## **B. Engine/Drivetrain/Fuel**

1. Dog engagement or sequential gearboxes are not permitted unless OEM.
2. Only unleaded gasoline or Diesel may be used as fuel. No Ethanol, E-85, leaded, methanol or exotic fuels allowed as the primary fuel. Water/Methanol injection is allowed in a maximum of 50% methanol mix.
3. Cars must be equipped with working catalytic converter(s) if originally equipped, which all exhaust must pass through with exceptions allowed for waste gate dumps.
4. Nitrous oxide is not permitted.
5. Engine swaps are limited to engines available in the chassis in a different trim level or market or a variant of the same engine. (i.e. B18C in an EG Hatch)
6. Drivetrain changes are not permitted (i.e. FWD to AWD or AWD to RWD conversions).
7. Hybrid drive is allowed only in full OEM form with no modifications to the drive, control or battery systems.

## **C. Suspension/Brakes/Tires/Wheels**

1. Cars must use DOT-approved treaded tires with a minimum UTQG-rating of 220 or higher. Equivalent tires from other markets (such as EU and Japan) are permitted if there is official documentation validating claims.
2. Maximum Tire Width: AWD: 255; RWD: 285; FWD: 285
3. Aftermarket suspension control arms may only be stock geometry or commercially available alignment correction components.
4. Adjustable shocks/dampers are not permitted to have more than one way dampening

adjustments.

5. In-car driver-adjustable suspension or sway bars are not permitted unless OEM equipped.
6. Sway bar or links are not permitted to be mounted or pass through the vehicle's interior unless OEM.
7. Active suspension is not permitted unless it is OEM.
8. The top of the tire may not protrude past the widest point of the wheel arch when viewed from above.

#### **D. Interior/Roll cage/Safety/Misc.**

1. All cars must be currently registered street-driven cars with effective insurance coverage. "All Enthusiast Class drivers will be asked to present valid registration and insurance paperwork during the mandatory pre-race tech inspection."
2. Headlights and taillights, mirrors must be installed and in working condition.
3. Roll cages are not permitted to penetrate the firewall or to plates doing the same. If a six-point roll cage is installed any components may be modified only as needed to facilitate installation of the cage system BUT still need to be installed. No more than 6 mounting points are allowed.
4. No roll bar to chassis or chassis gusseting allowed.
5. Cars with fully gutted interiors are NOT permitted. OEM dash, headliner, carpet, center consoles, ALL passenger seats and all interior trim must be present and installed. All components associated with the above components are required and must be in factory working condition. Headliner may be removed only if there is a roll cage present.
6. OEM Glass is required in all positions. Front door windows must be in full down position. Polycarbonate "Lexan" replacement windows are not permitted unless a part of an aftermarket hardtop or OEM. Engine covers on mid engine cars may be polycarbonate as long as there is OEM glass in the passenger area (i.e. NSX)
7. The battery must be securely mounted and the positive battery post must be insulated. If the battery is a wet cell or spill type battery in the interior it must be mounted in a spill proof container.
8. The Enthusiast Class is not open to professional drivers with current or previous licenses in any professional racing series (i.e. NASCAR, Grand Am, IMSA, FIA, Formula Drift,) or professionals instructing race drivers and must be driven by the registered vehicle

owner or a family member. A professional driver is defined as anyone that has been paid to drive a racecar in a professional series or a paid test driver for a professional racing team. Anyone who is paid to instruct professional race drivers is a race instructor. Club level (SCCA/NASA/ETC) and open to public driving school instructors are not considered pro instructors/drivers and therefore are eligible to compete in enthusiast and street classes.

## **VIII. Street Class:**

AWD; RWD; FWD GTA. Your vehicle(s) must meet the basic requirements for street vehicles as stated in Section 3 of the GTA CCR.

(Any questionable modifications not specifically covered within the class and overall rules must be submitted for clarification and allowed by GTA Staff.)

### **A. Chassis/Exterior/Aero**

1. Full carbon fiber or other lightweight material bodies are not permitted. Only bolted on components i.e. bumpers, front fenders, hood and trunk can be of alternate materials, doors must remain OEM.
2. The OEM tub/chassis must remain intact and not modified in any way; this refers to the entire shell and any welded-on component with allowances for roll cage and seat mounting only.
3. All OEM structure and protection must remain intact and not modified in any way.
4. 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.
5. Modifications to OEM suspension pick up points are not permitted except for camber adjustment on non-Macpherson strut vehicles.
6. Front air dams, lips, splitters and diffusers may not extend more than 5-inches beyond any portion of the bodywork. Splitters may only extend rearward to the centerline of the front wheel. Diffusers may only extend forward to the centerline of the rear wheels.
7. Barge boards may only protrude inward to the chassis pinch weld, and 3” outward when viewed from above, may only go forward and rearward to the inboard wheel openings.
8. All vehicles must use the OEM front and rear shock towers in the OEM locations.
9. Seam welding is permitted. No additional material other than the weld material may be added.
10. Flat bottom floors are not permitted between front and rear wheel centerlines unless OEM.
11. The rear wing may not be the highest point on the vehicle. End plates and swan type supports may be higher than the roofline by up to 3”. “Duck bills” may be retained and

may be used for wing mounting on hatch back/wagons only. Exceptions allowed for hatchbacks and wagons that have no rear deck for mounting a wing.

12. Hatchback roof mounted wings may not be more than 16" above the roof.
13. No portion of the wing or duckbills may be more than 5-inches rearward of the rear most point on the bodywork.
14. Vehicles are limited to a maximum of four canards. Canards must be mounted entirely forward of the front wheel and tire assembly. Canards may project a maximum of 5-inches beyond the OE bodywork.
15. Active aero is not permitted.
16. Only one wing is permitted including OEM or aftermarket spoilers. Dual element wings are not allowed. Dual element wings may be taped together with heavy-duty tape that will not come off during the session. If the tape does come off, that session will be disqualified.
17. Polycarbonate "Lexan" replacement windows are not permitted unless it's a part of an aftermarket hard/soft top or OEM. Engine covers on mid-engine cars may be polycarbonate as long as there is OEM glass in the passenger area (i.e. NSX)
18. Aftermarket fenders, over fenders and fender flares may be installed on the rear OEM fenders. Rear OEM 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. Parts may be bolted, riveted, welded or bonded.
19. Front fenders may be trimmed or vented for aero.
20. Rear diffusers may protrude no more than 5" from the rear body work in any direction
21. All glass roof panels or sun roofs may be replaced with alternate materials.

## **B. Engine/Drivetrain/Fuel**

1. Dog engagement or sequentially shifted gearboxes are not permitted unless OEM.
2. Only unleaded gasoline, ethanol blend or diesel may be used as fuel. Leaded, methanol or exotic fuels are NOT allowed as the primary fuel. Water/Methanol injection is allowed in a maximum of 50% methanol mix.
3. Nitrous oxide is not allowed.

4. Engine swaps are to be of the same configuration (i.e. FWD to FWD and AWD to AWD) and be of the same manufacturer. You may add or subtract up to 2 cylinders or 1 rotor in a rotary. As an example, you may swap an Accord v6 into a 4cyl Civic or conversely a Sentra 4 cylinder into a V6 Altima.
5. Drivetrain changes are not permitted (i.e. FWD to AWD or AWD to RWD conversions).
6. Hybrid drive is allowed only in full OEM form with no modifications to the drive, control or battery systems.

### **C. Suspension/Brakes/Tires/Wheels**

1. Cars must use DOT-approved treaded tires with a minimum UTQG-rating of 180 or higher. Equivalent tires from other markets (such as EU and Japan) are permitted if there is official documentation validating claims.
2. Maximum Tire Width: AWD: 255; RWD: 285; FWD: 285
3. Aftermarket suspension control arms may only be stock geometry or commercially available alignment adjusters.
4. Adjustable shocks/dampers are not permitted to have more than two-way damping adjustments.
5. In-car driver-adjustable suspension or sway bars are not permitted unless OEM.
6. Sway bar or links are not permitted to be mounted or pass through the vehicle's interior unless OEM.
7. Active suspension is not permitted unless OEM.
8. Aftermarket sub frames not allowed.
9. The top of the tire may not protrude past the widest point of the wheel arch when viewed from above

### **D. Interior/Roll cage/Safety/Misc.**

1. Roll cages are not permitted to penetrate the firewall or mount to plates doing the same. If a six-point roll cage is installed any interior and trim components that are required may be modified only as needed to facilitate installation of the cage system BUT MUST be installed. No more than 6 mounting or attachment points are allowed.

2. No roll bar to chassis or chassis gusseting allowed.
3. Cars with fully gutted interiors are NOT permitted. OEM dash and all related controls, if factory equipped (i.e. radio, heater controls, instrument cluster etc...) must be maintained and functional. Radio must power up, if factory equipped. Blower motor must be functional. Steering wheel controls may be removed; steering wheels are open. OEM dash, OEM center consoles, OEM front door panels, glove box, kick panels and doorsills must remain.
4. A functional and legal passenger seat must be present as well as appropriate safety i.e. factory 3 point for factory or reclining seat, 5 points for fixed back seat. Headliner and carpet and all trim must be present b-pillar forward. Headliner may be removed only if there is a roll cage present.
5. OEM Glass is required in all positions. Front door windows must be in full down position. OEM. Engine covers on mid-engine cars may be polycarbonate as long as there is OEM glass in the passenger area (i.e. NSX)
6. Headlights and taillights, mirrors must be installed and in working condition.
7. The battery must be securely mounted and the positive battery post must be insulated. If the battery is a wet cell or spill type battery it must be mounted in a spill proof container.
8. The Street class is not open to professional drivers whose primary occupation is competing in any professional racing series (i.e. NASCAR, Grand Am, IMSA, FIA, Formula Drift) or professionals instructing race drivers. We would ask that drivers in this group consider entering a vehicle in the Limited and Unlimited classes. A professional driver is defined as anyone that has been paid to drive a racecar in a professional series or a paid test driver for a professional racing team. Anyone who is paid to instruct professional race drivers is a race instructor. Club level (SCCA/NASA/ETC) and open to public driving school instructors are not considered pro instructors/drivers and therefore are eligible to compete in enthusiast and street classes.
9. All Street class drivers must present valid registration and insurance paperwork during the mandatory pre-race tech inspection.

## **IX. Limited Class**

AWD; RWD (FR/MR/RR); FWD Your vehicle(s) must meet the basic requirements for street vehicles as stated in Section 3 of the GTA CCR.

(Any questionable modifications not specifically covered within the class and overall rules must be submitted for clarification and be specifically allowed by GTA Staff.)

### **A. Chassis/Exterior/Aero**

1. Full carbon fiber or other lightweight material bodies are not permitted. Only bolted on components, i.e. bumpers, front fenders, hood and trunk can be of alternate materials. Doors must remain in an unmodified OEM condition unless it interferes with or there is alternate side impact protection from a roll cage. Doors may be of alternate materials if the vehicle has a roll cage with side impact protection. Roof panel may be replaced with an alternate material if the vehicle has a 6 point or better roll cage.
2. Only one wing is permitted including OEM or aftermarket spoilers. "Duck bills" may be retained and may be used for wing mounting,
3. The OEM floor pan must remain intact from the front firewall to the forward edge of the rear seat tray or trunk if no rear seat. Modifications to allow for the installation of a GTA-approved fuel cell, roll cage, seat mounting, air jacks or exhaust routing are permitted. Modifications to the firewall are limited to clearance for an engine swap, wiring, and plumbing; it must be structural and sealed.
4. OEM front and rear shock towers must remain intact and attached to OEM tub as stock. Shock/struts must attach to these towers and must pass through the original hole in the towers. The shock tower may be modified to install shock mounts reinforcement or spacers but the OEM structure must remain in place. They may be clearanced for engine swap fitment only.
5. Live axles may be replaced by IRS and vice versa using OEM or equivalent upgraded components from another vehicle mounted as close to OEM designed geometry of the donor car as possible. 4 link may be replaced by pan hard bar and torque arm on live (solid) axle vehicles. Donor parts must come from a GTA eligible vehicle.
6. Frame and chassis may be modified to allow for proper suspension travel but are restricted to those modifications necessary to accomplish the above. The chassis/frame rails ahead of the front and behind the rear shock towers and suspension pick up points may be modified or removed.
7. Front door glass may be removed.

8. Full under tray/ flat bottom is not permitted. Diffusers and splitters may only protrude inward to the axle centerline unless OEM.
9. Barge boards may only extend inward 12" from the chassis pinch welds.
10. OEM wheelbase must be retained.
11. Aftermarket fenders and fender flares may be installed. 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.
12. OEM Glass windshield must be installed; polycarbonate windows are acceptable in all other positions.
13. All glass roof panels or sun roofs may be replaced with alternate materials.

#### **B. Engine/Drivetrain/Fuel**

1. Sequentially shifted transmissions are not permitted unless OEM. Gear sets may be dog engaged.
2. Diesel, any gasoline and ethanol blend is permitted. Methanol, nitro methane, RC fuel and other equivalent exotic fuels are not permitted. Water/Methanol injection may be used with a maximum of 50% Methanol mix.
3. Relocation of the engine and or transmission is not permitted.
4. Engine swaps are open. 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. Exhaust must exit behind front axle with allowances for external waste gate dumps. If the exhaust exits upward in front of the driver a respirator system is required.
6. Nitrous Oxide is not permitted.
7. Hybrid drive is allowed only in full OEM form with no modifications to the drive, control or battery systems.

#### **C. Suspension/Brakes/Tires/Wheels**

1. Cars must use DOT-approved treaded tires with a minimum UTQG-rating of 80 or higher. Equivalent tires from other markets (such as EU and Japan) are permitted if there is official documentation validating claims.
2. Adjustable shocks/dampers with a maximum 3-way adjustment are permitted.
3. Aftermarket Active suspension is not permitted. Vehicles with OEM semi active or active suspension are permitted to use the OEM system in an unmodified form.
4. In-car suspension adjustment is not permitted unless OEM.
5. Suspension type changes are limited to OEM component transfer from donor car to complete an IRS conversion or vice versa. Components are to be as close to OEM geometry and position of the donor as possible. Donor components must come from a GTA eligible production vehicle.
6. Tire warmers are not permitted.

#### **D. Interior/Roll cage/Safety/Misc.**

1. A six-point roll cage with side impact protection is strongly recommended. Please refer to GTA CCR for roll cage requirements.
2. The roll cage may penetrate the firewall and be gusseted to the chassis. The firewall must be sealed.
3. All vehicles are required to have front and rear tow hooks
4. All vehicles must have a fire extinguisher within reach of the driver as per CCR 4.1.
5. Vehicles with fully gutted interiors are NOT permitted. OEM dash panel must be retained, but may be trimmed for clearance. Shift lever surround and center armrest may be removed. Radio may be removed. Headliner and carpet may be removed. Doors may be “gutted” if a six-point roll cage with side impact protection is installed. Please refer to GTA CCR for roll cage requirements.

## **X. Unlimited Class**

AWD; RWD (FR/MR/RR); FWD. Your vehicle(s) must meet the basic requirements for limited vehicles as stated in Section 3 of the GTA CCR.

Vehicles in Unlimited are held to the standards found in Section 1 in addition to the allowances below. All Unlimited vehicles must meet the GTA CCR safety standards found in Section 4 for roll cage specifications and Section 7. In addition to Section 3 of GTA's CCR, Unlimited Class vehicles are required to pass a mandatory safety inspection. If the GTA officials do not feel your car is safe to race you will not be allowed to compete. For guidance please refer to the safety regulations for race vehicles as described in Section 4.0 through 4.18 of the GTA CCR found at: GTA CCR. This means proper fire-retardant driver's attire, onboard fire extinguisher or fire system, minimum of legal 6-point cage, 5- or 6-point driver's restraint, etc. It is up to you to make sure your vehicle complies. If you have any questions, please ask. Exceptions allowed for vehicles bumped to Unlimited for various reasons.

(Any questionable modifications not specifically covered within the class and overall rules must be submitted for clarification and allowed by GTA Staff.)

### **A. Chassis/Exterior/Aero**

1. The OEM tub chassis may be modified to accommodate racing modifications but must still retain the OEM floor pan from firewall to rear edge of front passenger area, and sheet metal path from strut/shock tower to strut/shock tower. Every effort should be made to maintain the OEM appearance of the strut/shock towers and related tub components. Questionable modifications need to be approved by GTA Staff. Please send description and pictures to [racesteward@globaltimeattack.com](mailto:racesteward@globaltimeattack.com) for approval.
2. 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.
3. Lower frame may be modified for fitment issues. Lower frame rails are also permitted to be removed no further than the centerline of the shock towers. Modification to the lower frame rails should be first submitted to GTA officials for approval.
4. Leading end of rocker panel, floor pan and firewall may be modified for tire clearance or aero benefit.
5. Custom or modified front and rear sub frames may be used.

6. Top chops on coupes/sedans may be no more than 3". Windshield frames on convertibles may be removed and alternate cage design may be used.
7. Full under tray/ flat bottom is permitted.
8. Body modifications/materials are open, provided the basic silhouette of the original car is largely maintained.
9. Unlimited cars may run in with drivers and passengers windows up or "installed" provided they have provisions for being easily opened or knocked out by both the driver from the inside and safety personnel from the outside, and there is fire suppression installed

#### **B. Engine/Drivetrain/Fuel**

1. Driveline 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.
2. Nitrous oxide is permitted with appropriate blow-down tube and mounting.
3. OEM and aftermarket Hybrid drives are allowed and open to modification.
4. Any fuel may be used; if methanol is used in 100% form GTA staff must be notified.
5. The engine may be moved up to 12"

#### **C. Suspension/Brakes/Tires/Wheels.**

1. Suspension type changes are open provided they retain the OEM strut/shock towers. They may be clearanced and strengthened. Pushrod and remote type suspension is allowed.
2. Any brakes, wheels and tires are allowed.

#### **D. Interior/Roll cage/Safety/Misc.**

1. A six-point roll cage with side impact protection that meets GTA CCR Section 4 specs is required.
2. All vehicles are required to have front and rear tow hooks
3. Supercars bumped to the Unlimited class due to tires may compete in unlimited but the remainder of the car must retain Street class eligibility and maintain OEM or better safety.



## **XI. Pro/Comp**

1. Pro/comp was created for a truly open, “anything goes” class that nearly any 4 wheeled vehicles can compete in with very few and minor rules for cars not eligible for the traditional GTA classes.
2. Any chassis may be used that has adequate driver protection including rollover, side impact and 5+ point harnesses accepted by GTA Staff.
3. All vehicles must have a fire suppression or an extinguisher within driver’s reach.
4. Minimum wheelbase of 70”
5. Minimum Track width of 55”
6. Engine, suspension, tires, brakes, gear box, and aero are open.
7. All vehicles must have at least one functional brake light.
8. All drivers must wear fire retardant drivers suit and safety gear.

## **XII. GTA CCR's / GTA Club Code and Regulations**

Download and View the GTA CCR's / GTA Club Code and Regulations by clicking here 2018  
GTA CCR

Please address any technical questions through the GTA Race Steward via email  
to [racesteward@globaltimeattack.com](mailto:racesteward@globaltimeattack.com)

## **Rule Changes and Updates Summary**