

## **2013 Global Time Attack Vehicle Technical & Safety Regulations**

Vehicles entering into any Global Time Attack (GTA) events must adhere to the regulations of the series as defined within this document, these regulations have been loosely based on the universally recognized Time Attack rules packages of the various series around the globe and are formulated to ensure that all vehicles are prepared to a high standard and safety compliant 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.

Any vehicles not conforming may be excluded from any/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 stewards/technical officials. 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 National Auto Sport Association Club Codes and Regulations. NASA is managing vehicle safety inspection, and in most cases timing, and scoring. Your vehicle(s) must meet the basic requirements of the NASA CCR, found at: [NASA Club Codes & Regulations](#). Ensure your vehicle will pass inspection. Contact us if you have any questions. If you arrive and your vehicle is deemed unsafe, it won't run. In other words every GTA vehicle must pass NASA tech. No exceptions!

If you are unsure if your vehicle meets the regulation requirements then 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).

### **I. General Rules (these apply to all cars in every class)**

#### **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 vehicle with a government mandated VIN# or equivalent.

2. Tube chassis (or similar carbon composite monocoque) vehicles are not permitted unless part of the OEM structure.

3. The OEM floor pan between the shock towers and firewall assemblies 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.

9. Brake lights must be operational.

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

1. Only one internal combustion engine is permitted per vehicle.

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

1. All tires must be readily available through traditional retail outlets. If any tires are found to be of a cheater compound the competitor will be disqualified and no refund will be issued.

2. Upper 1/3 of the wheels and tires may not extend past the widest point of the wheel arch when viewed from above.

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

1. A 6-point roll cage is strongly recommended for all classes and is required in the Unlimited Class meeting [NASA CCR](#) Section 15 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. An onboard fire suppression system is strongly recommended and may be installed in place of a NASA-mandated fire extinguisher.

5. All vehicles must at a minimum meet the safety standards found in the [NASA CCR](#) at Section 11.

6. All race entries are subject to GTA approval and as such the organizers reserve the right to disallow any vehicle to compete that is considered unsafe or not in keeping with the spirit of the rules.

7. All competitors must have a current NASA membership (register [here](#)).

8. Vehicles may only be registered in one class per event.

### **E. Format (new for 2013)**

1. Each event will consist of two days on track with approximately five (5) separate twenty (20) minute sessions each day. The amount and duration of the sessions may vary slightly from event to event. For one-day events the schedule will be adjusted accordingly.

2. The first two sessions on day 1 will be reserved for practice only. No times count towards scoring or records in these sessions. All first time GTA competitors must run one of the two sessions to qualify for the fast Group A or slower Group B by speed index regardless of class. All remaining sessions will count.

3. Day 2 all times will count towards scoring, results and records. Each twenty minute session will be divided in half by speed index for the first half of each session and open for the second half.

### **II. Technical & Safety Checks**

1. Each vehicle must be inspected at each event.

2. In the event of an accident/damage to the vehicle, the organizers reserve the right to re-inspect the vehicle before allowing it to return to the circuit.

### **III. Timing and Scoring**

1. NASA Officials or host facility/group will conduct all timing and scoring.
2. During a GTA event weekend each and every session with the exception of the practice/qualifying rounds will count toward class standings and record bounties.

#### **IV. Technical Inspection & Post Session Impound**

1. After the completion of each session, and the competing vehicles are returning to the pit lane, a GTA or NASA technical official has the right to ask a vehicle, or vehicles, to proceed to an impound area where the vehicle will be checked for technical compliance and the driver for proper attire.
2. Only when the technical official and vehicle representative are present may the vehicle be inspected.

**V. Additional Paddock Rules** In addition to the pit and paddock rules found in the [NASA CCR](#) this point should be observed.

**A. Competitor and Team member property** 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 and 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.

#### **VI. GTA Classes**

Unlimited AWD/Unlimited RWD (FR/MR/RR)/Unlimited FWD

Limited AWD/Limited RWD (FR/MR/RR)/Limited FWD

Street AWD/Street RWD (FR/MR/RR)/Street FWD

Enthusiast AWD/Enthusiast RWD (FR/MR/RR)/Enthusiast FWD

## **VII. Enthusiast Class:**

AWD, RWD (FR/MR/RR), FWD NASA is managing timing, and scoring. Your vehicle(s) must meet the basic requirements for street vehicles (HPDE) as stated in Section 11 of the NASA CCR.

Sample Enthusiast Class Vehicles: Nissan 370Z, Mitsubishi Lancer Evolution, Honda Civic

### **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.
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/ gain adjustment on non Macpherson strut vehicles.
6. Front air dams, lips, splitters may not extend more than 5-inches beyond any portion of the bodywork.
7. Intercoolers may not extend past any portion of the bodywork.
8. All vehicles must use the OEM front and rear shock towers in the OEM locations.
9. Seam welding is not permitted.

10. Flat bottom floors (or under trays) are not permitted. Aftermarket front splitter extensions ahead of the front axle or rear diffusers that completely close off the area between the axle and bumper are also not permitted. OEM trays are acceptable

11. 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 OEM bodywork and below the roofline. Exceptions allowed for hatchbacks and wagons that have no rear deck for mounting a wing.

12. No portion of the wing may be more than 5-inches rearward of the rear most point on the bodywork.

13. 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 3-inches beyond the OE bodywork.

14. Active aero is not permitted.

15. Only one significant aerodynamic element is allowed in each location. This includes one splitter, one rear wing, and one rear diffuser. You can choose which aerodynamic element you find most critical to the performance of your vehicle. More than one of any element is not permitted. 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 significant aerodynamic element" please send detailed pictures via email to [racesteward@globaltimeattack.com](mailto:racesteward@globaltimeattack.com) for clarification.

16. OEM wheelbase must be retained.

17. Aftermarket over fenders 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 that is equal to or greater in weight to the OE fender.

18. Suspension type may not be changed. (i.e. Macpherson strut may not be changed to dual a-arm)

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

1. Dog engagement gearboxes are not permitted. Drivetrain changes are not permitted.
2. Only unleaded gasoline or E-85 may be used as fuel.
3. Cars must be equipped with working catalytic converter(s) if originally equipped, which all exhaust must pass through with the exception of waste gate dumps.
4. Exhaust “tips” may only extend a maximum of 3-inches beyond the rear bodywork.
5. Nitrous oxide is not permitted.
6. Engine swaps are to be of the same configuration or be available in that chassis as an alternate from the manufacturer. Exceptions for rotaries, a 2 rotor engine may replace a 4cylinder or a 3 rotor for a 6 cylinder and vice versa.
7. Drivetrain changes are not permitted (i.e. FWD to AWD or AWD to RWD conversions).

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

1. Cars must use DOT-approved treaded tires with a minimum UTQG-rating of 140 or higher. Equivalent tires from other markets (such as EU and Japan) are permitted.
2. Maximum Tire Width: AWD: 255; RWD: 285; FWD: No limit
3. Aftermarket suspension control arms must be direct replacements for the OEM components.
4. Adjustable shocks/dampers are not permitted to have more than two-way adjustments as offered by manufacturer.

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.

7. Active suspension is not permitted unless it is OEM for the vehicle.

#### **D. Interior/Rollcage/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 must be in working condition.

3. All Enthusiast Class cars must be driven to and from the track.

4. Roll cages are not permitted to penetrate the firewall. If a six-point roll cage is installed any components may be modified only as needed to facilitate installation of the cage system, the front inner door panels may be removed.

5. Cars with fully gutted interiors are NOT permitted. OEM dash, headliner, carpet, center consoles, front door panels, and kick panels must be maintained and remain in OEM positions. All components associated with the above components are required and must be in factory working condition.

6. OEM Glass is required in all positions. Front door windows must be in full down position. Polycarbonate "Lexan" replacement windows are not permitted.

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 instructing race drivers.

## **VIII. Street Class:**

AWD; RWD (FR/MR/RR); FWD NASA is managing vehicle inspection, timing, and scoring. Your vehicle(s) must meet the basic requirements for street vehicles (HPDE) as stated in Section 11 of the NASA CCR.

Sample Street Class Vehicles: Berk Technology BMW 135i, Professional Awesome Mitsubishi Lancer Evolution, Apollo Performance Ford Focus

### **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.
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/ gain adjustment on non Macpherson strut vehicles.
6. Front air dams, lips, splitters may not extend more than 5-inches beyond any portion of the bodywork.
7. Intercoolers may not extend past any portion of the bodywork.
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 axles.

11. No portion of the rear wing may be the highest point on the vehicle. Exceptions allowed for hatchbacks and wagons that have no rear deck for mounting a wing.

12. No portion of the wing may be more than 5-inches rearward of the rear most point on the bodywork.

13. 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.

14. Active aero is not permitted.

15. No more than one aftermarket wing is permitted.

16. Polycarbonate "Lexan" replacement windows are not permitted.

17. OEM wheelbase must be retained.

18. 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.

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

1. Dog engagement gearboxes are not permitted. Drivetrain changes are not permitted.

2. Only gasoline may be used as fuel (including E85) and leaded fuel is not permitted.

3. Cars must be equipped with working catalytic converter(s) if originally equipped, which all exhaust must pass through with the exception of waste gate dumps.
4. Exhaust "tips" may only extend a maximum of 3-inches beyond the rear bodywork.
5. Nitrous oxide is not allowed.
6. Engine swaps are to be of the same configuration or be available in that chassis as an alternate from the manufacturer. Exceptions for rotaries, a 2 rotor engine may replace a 4cylinder or a 3 rotor for a 6 cylinder and vice versa.
7. Drivetrain changes are not permitted (i.e. FWD to AWD or AWD to RWD conversions).

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

1. Cars must use DOT-approved treaded tires with a minimum UTQG-rating of 140 or higher. Equivalent tires from other markets (such as EU and Japan) are permitted.
2. Maximum Tire Width: AWD: 255; RWD: 285; FWD: Unlimited
3. Aftermarket suspension control arms must be direct replacements for the OEM components.
4. Adjustable shocks/dampers are not permitted to have more than two-way 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.

7. Active suspension is not permitted unless OEM.

#### **D. Interior/Rollcage/Safety/Misc.**

1. Roll cages are not permitted to penetrate the firewall. If a six-point roll cage is installed any components may be modified only as needed to facilitate installation of the cage system, the front inner door panels may be removed.

2. Cars with fully gutted interiors are NOT permitted. OEM dash must be maintained. Headliner and carpet may be removed. 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.

3. OEM Glass is required in all positions. Front door windows must be in full down position.

4. 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.

5. 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) or instructing race drivers. We would ask that drivers in this group consider entering a vehicle in the Limited and Unlimited classes.

#### **IX. Limited Class**

Sample Limited Class Vehicles: BLU808 C6 Chevrolet Corvette, LIC Motorsports Subaru STI, Sportcar Motion Acura Integra Type R

#### **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 there is alternate driver side impact protection from a roll cage. Roof panel may be replaced with an alternate material if already removed for roll cage installation.

2. Only one aftermarket wing is permitted.
3. The OEM floor pan must remain intact from the front firewall to the rearward edge of the trunk compartment. Modifications to allow for the installation of a NASA-approved fuel cell or exhaust routing are permitted.
4. OEM front and rear shock towers must remain intact and not modified in any way. 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.
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 as possible.
6. Frame and chassis may be modified to allow for proper suspension travel but are restricted to those modifications necessary to accomplish the above.
7. Vehicles with fully gutted interiors are NOT permitted. OEM dash or reasonable facsimile must be installed. OEM glove box and all related components must be maintained. 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 [NASA CCR](#) for roll cage requirements.
8. Front door glass may be removed if a six-point roll cage with side impact protection is installed.
9. Full under tray/ flat bottom is permitted.
10. OEM wheelbase must be retained.
11. 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.
12. Lexan windows are acceptable.

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

1. Aftermarket Sequentially shifted transmissions are not permitted. OEM paddle/sequentially operated gearboxes are acceptable.
2. Methanol, nitro methane, RC fuel and other equivalent exotic fuels are not permitted. Leaded, unleaded gasoline and E-85 is permitted.
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 gates.
6. Nitrous Oxide is not permitted.

## **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.
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 drive train change or IRS conversion. Components are to be as close to OEM position as possible.

#### **D. Interior/Rollcage/Safety/Misc.**

1. A six-point roll cage with side impact protection is strongly recommended. Please refer to [NASA CCR](#) for roll cage requirements.
2. The roll cage may penetrate the firewall. The firewall must be sealed.
3. Tire warmers are not permitted.

#### **X. Unlimited Class**

Sample Unlimited vehicles include: FXMD Acura NSX; GST Subaru Impreza; WORLD Racing Scion tC "Fwing 2.0"

Vehicles in Unlimited are unrestricted in terms of modification with the exception of the standards found in Section 1. All Unlimited vehicles must meet the [NASA CCR](#) safety standards found in Section 15 for roll cage specifications and Section 18. In addition to Section 11 of NASA's CCR, Unlimited Class vehicles are required to pass a mandatory safety inspection. If the NASA 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 15.0 through 15.16.18 of the NASA CCR found at: [NASA 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.

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

1. The OEM tub chassis may be modified to accommodate racing modifications. 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 front point of the shock tower in the front and rear point of the rear. Modification to the lower frame rails should be first submitted to GTA officials for approval.

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

5. Roof may be lowered (e.g. GST Impreza Chop Top)

6. "Windowless" vehicles are not permitted. Cars must retain windshield and rear windows. Lexan is acceptable.

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.

## **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 (e.g. WORLD Racing FWD Scion tC with Gender Bender AWD conversion).

2. Nitrous oxide is permitted with appropriate blow-down tube and mounting.

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

1. Suspension type changes are limited to OEM component transfer from donor car to complete drive train change or IRS conversion. Components are to be as close to OEM position as possible.

2. Suspension pick up points may be moved a maximum of 2" for geometry

correction.

**D. Interior/Rollcage/Safety/Misc.**

1. A six-point roll cage with side impact protection that meets [NASA CCR](#) Section 15 specs is required.
2. The roll cage may penetrate or pass through the firewall. The firewall must be sealed.

**X. Download and View the NASA Club Code and Regulations by clicking here [NASA CCR](#)**

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