



2013 Redline Time Attack Rules

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This manual will serve to provide all information for the REDLINE TIME ATTACK (RLTA) racing series. This edition will show all rules, regulations, conduct, procedures and official duties of all members, officials, drivers/teams, and all associates providing services for RLTA.

1) GENERAL INFORMATION

1.1 EVENT OPERATIONS AUTHORITY

At race events, the REDLINE TIME ATTACK Chief Steward, or Race Director (CHIEF STEWARD) has authority for the conduct of all competition aspects of the event. He/She reports to the President of REDLINE TIME ATTACK, with all other Race Officials reporting to the CHIEF STEWARD.

1.2 INTERPRETATION OF RULES

REDLINE TIME ATTACK officials shall make the final interpretation, enforcement and application of the rules. Their decisions shall be final and binding. In order to promote the motorsports competition, and to achieve prompt finality in competition results, and in consideration of the numerous benefits to them, all participants and entrants, (including competitors and officials) expressly agree that:

1.3 All decisions and rulings made by REDLINE TIME ATTACK officials are non-litigable.

1.4 No person, company, corporation, or entity of any kind shall initiate or maintain litigation of any kind against REDLINE TIME ATTACK, or anyone acting on behalf of REDLINE TIME ATTACK, to reverse, or modify any decisions, rulings, determinations, or to seek to recover damages, or other relief allegedly incurred, or required, as a result of such decisions, rulings, or determination and;

1.5 If a participant, entrant, competitor, or official initiates, or maintains, litigation in violation of this provision, that individual or entity agrees to reimburse REDLINE TIME ATTACK, and/or partners, agents, or affiliate organizations of REDLINE TIME ATTACK, for all costs of such litigation, including travel expenses, and attorneys' fees. Competitors, or officials, involved in such litigation will have all REDLINE TIME ATTACK privileges suspended until litigation is complete.

1.6 REDLINE TIME ATTACK reserves the right to amend, or modify, the rules at any time (including individual series regulations and supplementary regulations) via Supplementary Regulations, Meetings, Tech Bulletins, Competitor Bulletins, Competition Memos, or other medium.

1.7 The English text of these regulations will be used should any dispute arise regarding their interpretation. The final authority shall be the printed version of this text, plus bulletins, memos and/or supplementary regulations.

1.8 Rules & Regulations of the current competition year shall supersede all versions from previous years

2 CODE OF CONDUCT

2.1 DRIVER / TEAM APPEARANCE

Drivers and Teams must be clean and presentable at all times. Driver uniforms must be free of wear and damage. Driver Uniform (if applicable) must include the driver's name in an easily visible location. Driver and team uniforms must have all required series patches in the specified location and must include the team logo and/or team name. Only uniformed team members are allowed in "hot" areas including the grid.

2.2 Paddock and On-Course Conduct

All drivers and teams must keep safety and professionalism in mind at all times, and is aware of their surrounding environment, personnel, actions, behavior, vehicles and equipment. REDLINE TIME ATTACK reserves the right to deem what actions or conditions constitute violation of this policy. Negligence of any kind or violation of any safety matter will not be tolerated.

2.3 Every REDLINE TIME ATTACK competition driver and team member has the right to ask questions and rationally discuss with the officials and/or staff, any issue pertaining to their performance, race operations, or the Scoring format. Any driver and/or team member that conducts him/herself in an inappropriate manner with the officials will be subject to fine and/or disqualification.

2.4 Application of Code of Conduct

Code of Conduct rules apply during the course of any REDLINE TIME ATTACK activity, including but not limited to test days, set up times, official meetings, press conferences, public appearances, conventions, competition events and demonstration events. The Driver is responsible for his/her representatives, team, crew, and guest conduct at all times during the course of any REDLINE TIME ATTACK activity, EVENT or function. Drivers, crew and others representing a driver and/or team are to act in a professional manner.

2.5 DISCIPLINARY ACTION

2.5.1 BREACH of RULES

In addition to any other offenses listed herein, the following actions shall be deemed a breach of the RULES:

2.5.2 Bribery, or attempt, to bribe anyone connected with the competition, and the acceptance of, or offer to accept, a bribe.

2.5.3 Participation in any proceeding, or action, prejudicial to the interests of REDLINE TIME ATTACK, or of automobile competition generally.

2.5.4 Reckless, or dangerous, driving.

2.5.5 Failure to obey direction, or orders, of a race official.

2.5.6 Refusing to cooperate with, interfering with, or obstructing the action of the officials, CHIEF STEWARD, or others in the performance of their duties.

2.5.7 Public criticism of the series, its officials or sponsors.

2.5.8 Unsportsmanlike conduct.

2.5.9 Physical contact with intention to harm any participant, or official, or the threat of same.

2.5.10 Inappropriate, objectionable, threatening, or profane language, and/or gestures.

2.5.11 Failure to allow inspection, or disassembly, of an automobile as directed by the

CHIEF STEWARD.

2.5.12 In cases of extreme misconduct, REDLINE TIME ATTACK reserves the right to take any action deemed necessary.

2.6 PENALTIES

2.6.1 Any participant, official, entrant, or other person violating these rules and regulations, or any conditions related to the event, or any special rules of a course, may be penalized as provided by the REDLINE TIME ATTACK RULES AND REGULATIONS. The authority to assess penalties is not limited to violations occurring during the course of a racing competition. Before imposing any penalty, the CHIEF STEWARD, or his designee, shall investigate any alleged rules violations and collect, or hear, such evidence as deemed necessary at his discretion.

2.6.2 The penalties which may be assessed are:

Reprimand:

- The CHIEF STEWARD, or other authority may impose a reprimand. A reprimand against a REDLINE TIME ATTACK driver shall be noted in his file, as will be any or all of the following penalties:

Fine and/or loss of prize money;

- A fine up to \$10,000 or penalty may be imposed by the President of REDLINE TIME ATTACK against any entrant, driver, or participant for conduct detrimental to the Organization, or the Organization's clients or partners.
- The CHIEF STEWARD may impose a fine or penalty.
- A driver's competition privileges are automatically under suspension, and shall remain under suspension until payment of fines is received, or penalty is lifted.
- In addition to a fine, a penalty, or loss of some, or all prize monies due may be imposed.
- Any entrant or driver who is disqualified in any competition shall automatically forfeit all rights to awards in that competition.

Probation of REDLINE TIME ATTACK competition privileges.

- The terms of probation shall be in writing and signed by the CHIEF STEWARD. A copy shall be given to the driver, or entrant, or other person penalized.
- The notice and terms of probation provided for in paragraph above shall be sent within seven (7) days after probation has been imposed. Upon the termination of probation, the CHIEF STEWARD shall send a copy of the termination of probation. Probation will be recorded in the driver's file.
- The CHIEF STEWARD may impose suspension of competition privileges for a maximum of twelve (12) months.
- The CHIEF STEWARD may impose a loss of event points and/or accrued points if applicable.
- The President of REDLINE TIME ATTACK may only impose expulsion from REDLINE TIME ATTACK.

2.6.3 Range Of Penalties

The CHIEF STEWARD has the right to impose any penalty, combination of penalties or action he/she feels is appropriate.

2.6.4 Amendment of placing awards

In those cases where a penalty of disqualification is imposed, the CHIEF STEWARD shall declare the resulting amendment to the placing and awards, and shall decide if the next competitor in order shall be advanced and shall see that awards presented are consistent with the revised finishing order.

2.6.4 Publication of Penalty

REDLINE TIME ATTACK shall have the right to publicize that it has penalized any person, organization, or automobile, and the reasons therefore. The persons, or body referred to in the notice shall have no right of action against REDLINE TIME ATTACK, or against any person publishing such notice.

2.7 ENTRIES

All entrants must follow the official REDLINE TIME ATTACK entry forms and/or processes for each event. An entry made, and accepted, in accordance with these rules and regulations shall constitute a contract, binding an entrant to take part in the competition entered unless prevented by forces beyond his control. A breach of such contract may be treated as a breach of these regulations.

2.7.1 REFUSAL of ENTRY

REDLINE TIME ATTACK may deny entry to any entrant whose conduct, associations, or affiliations, on or off, the course, are deemed not conducive to the best interest of this sport, or who exhibits conduct, which is inappropriate, offensive, abrasive, or in bad taste. REDLINE TIME ATTACK has the right to refuse an entry at their discretion without giving a statement of reason for refusal.

2.7.2 FALSIFICATION of ENTRY

An entry, which contains a false or incorrect statement, may be null and void, the entrant may be deemed guilty of a breach of these regulations, and the entry fee may be forfeited.

2.7.3 WITHDRAWAL of ENTRY

An entry may be withdrawn without penalty, or transferred to another event, if the withdrawal is made in writing, or by phone, 14 days prior to the opening of on-site event registration. An entrant, or driver, accepted to take part, who does not do so without making a proper withdrawal of entry, shall forfeit all entry fees.

2.7.4 CONDITIONAL ACCEPTANCE of ENTRY

These are professional championship competitions, REDLINE TIME ATTACK reserves the right to accept, or reject, the entry of any car or driver. In case of doubt as to the acceptability of an entry, an entry will not be allowed to compete unless approved by the President of REDLINE TIME ATTACK, or by the CHIEF STEWARD.

2.7.5 ALCOHOL, NARCOTICS, PERFORMANCE ENHANCING AND/OR RECREATIONAL DRUGS

The use of any narcotic, controlled substance, performance-enhancement drugs, and/or recreational drugs, as defined by federal and/or state law, by any participant, is expressly prohibited, even if prescribed by a licensed physician. Consumption of alcoholic beverages shall not commence until all official functions of a specific series or event has been completed. REDLINE TIME ATTACK reserves the right, at any time, to require any participant to successfully complete, at the participant's expense, such tests as may be designated by REDLINE TIME ATTACK, including, but not limited to, breath, blood, or urine. The CHIEF STEWARD or his designee may perform such tests. Refusal to submit to, and/or failure by participant of such testing shall result in penalties or removal from the event and/or series.

3 GENERAL REGULATIONS

3.1 OFFICIALS

Every REDLINE TIME ATTACK event will be staffed with individuals, agents, or affiliates assigned by REDLINE TIME ATTACK to operate the event. The staff of Officials whose duty it shall be to direct the control of the event may include:

- CHIEF STEWARD
- CHIEF OF SCORING
- TECHNICAL CHIEF
- STARTER
- REGISTRAR

They shall be termed "officials" and may have assistants, also termed "officials," to whom any of their duties may be delegated. They will be available in their roles from before the on-course scheduled sessions until after all events and resulting official actions are complete, except as

excused by the CHIEF STEWARD. No OFFICIAL shall have a direct conflict of interest arising from direct involvement or connection with the organizers, affiliates, teams, drivers, officials or sponsors of an event, which, at the sole discretion of the President of REDLINE TIME ATTACK, may affect his ability to impartially perform his duties, or with any entrant or driver taking part. In addition no OFFICIAL may compete in any event at which he is officiating.

3.1.1 Conduct

Every OFFICIAL shall strive to conduct him or herself according to the highest standards of behavior. Failure to do so may result in loss of Official appointment for the event, or penalty, as determined by REDLINE TIME ATTACK. OFFICIALS whose actions are deemed by REDLINE TIME ATTACK to be against the best interests of REDLINE TIME ATTACK shall not be permitted to participate in REDLINE TIME ATTACK events.

3.1.2 CHIEF STEWARD

The CHIEF STEWARD shall be the person responsible for all aspects of competition and operations at an event for which he has been assigned including conduct of participants and OFFICIALS, safety issues, course design, technical issues, Scoring, regulation of the REDLINE TIME ATTACK Rules and Regulations, and compliance to external agency rules and regulations. He/She shall ensure that all provisions of these rules, and where sanctioned, the FIA Code or other sanctioning body code, are conformed to. All OFFICIALS report to the CHIEF STEWARD

3.1.3 CHIEF OF SCORING

CHIEF OF SCORING is responsible to determine scores and points assigned to individual or team competitors based on the competition format determined by REDLINE TIME ATTACK. CHIEF OF SCORING shall furnish and distribute results for REDLINE TIME ATTACK for all qualifying sessions and competitions, as well as any special requests (i.e. timed practice sessions, etc.). CHIEF OF SCORING or other entities as assigned by REDLINE TIME ATTACK will also compile and distribute official results for all qualification periods and races.

3.1.4 TECHNICAL CHIEF

The REDLINE TIME ATTACK TECHNICAL CHIEF (including any of his designees) is the authority in determining and enforcing technical regulations. TECHNICAL CHIEF has the authority to amend and/or add to the rules and to make adjustments to car specifications on the spot, if deemed necessary. Teams will be notified of any changes made at the course by written bulletin when possible. The TECHNICAL CHIEF may order the inspection and disassembly of any entered automobile to ascertain its compliance with the Rules at any time. The TECHNICAL CHIEF shall make a report to the CHIEF STEWARD of any automobile that does not conform to the requirements of the Rules and Regulations. In the event of an infraction, it is the duty of the CHIEF STEWARD to take appropriate action as provided for in these regulations. The TECHNICAL CHIEF shall ensure that all Driver Safety Equipment is in compliance with the Rules. If a team interprets a rule in such a way as to prepare a car beyond the intent of the rule, the TECHNICAL CHIEF may disallow the preparation and issue an immediate clarification.

3.1.5 REGISTRAR

The REGISTRAR shall be responsible for processing all entries, drivers, participants, crewmembers, OFFICIALS, vendors, sponsors, or other members and agents. The REGISTRAR will maintain the official entry and registration list. The REGISTRAR will provide at course registration if at course registration is offered or available.

3.1.6 STARTER

The STARTER shall operate under the supervision of the CHIEF STEWARD. All competing drivers shall be directed by the STARTER from the time the vehicles are placed in the grid positions, until the competition is completed and all competing vehicles have left the course.

3.2 REDLINE TIME ATTACK SERIES IDENTIFICATION

All required decals, patches, emblems and logos must be properly displayed. REDLINE TIME ATTACK must approve the use of any REDLINE TIME ATTACK

identification, logo, likeness or other intellectual property outside of an official REDLINE TIME ATTACK EVENT. The unauthorized use of any REDLINE TIME ATTACK identifier, logos, or other intellectual property may result in penalties, fines, disqualification, or legal action.

3.3 REGISTRATION

Registration is done under the direction of the REGISTRAR. Registration is on a first come first serve basis. REDLINE TIME ATTACK may establish a maximum amount of entries or entry deadlines per event. All REDLINE TIME ATTACK drivers, crewmembers, guests, and sponsors must be registered. Refer to www.REDLINETIMEATTACK.com for each event and for exact registration location(s) times, details, and course maps.

3.4 TEAM REPRESENTATIVE

Each team will designate one (1) person to act as the team representative. This representative is the only person who may officially speak for the team, including filing protests, withdrawing an entry or vehicle, and making changes and additions to the team's member list. If the team representative must be changed during the event, the CHIEF STEWARD must be notified.

3.5 MEETING ATTENDANCE

REDLINE TIME ATTACK OFFICIALS will conduct various meetings with the drivers and crew throughout the course of an event. Attendance is mandatory for all meetings as outlined in the event schedule. Event schedule can be found and downloaded from www.REDLINETIMEATTACK.com Failure of any driver, or crew chief, or team representative to attend these meetings shall result in penalties unless the absence is pre approved by a REDLINE TIME ATTACK OFFICIAL. In addition, failure to attend these meetings shall negate any protest, or action, by the team, driver or team representative regarding any penalties that may be assessed during the competition for an infraction of a rule that was the subject of discussion during the meeting that was missed. REDLINE TIME ATTACK may also impose penalties or fines for tardiness to official meetings or appointments. Drivers, crew chiefs, teams, and entrants may also be required to attend autograph sessions and/or interview and press sessions pre or post event, or other media events if notified.

3.6 GENERAL PIT, PADDOCK, GRID, AND COURSE RULES

3.6.1 All personnel working in an area that is designated as "hot" must be adequately attired (closed-toe shoes, long pants, and sleeved shirts) at all times during all practice, qualifying, and racing. Crew members working in a hot area, should be in team or official uniforms.

3.6.2 Only personnel with valid REDLINE TIME ATTACK I.D. will be allowed access in restricted or "hot" areas. REDLINE TIME ATTACK I.D. cards must be available and visible at all times.

3.6.3 Smoking is not allowed in any "hot" areas. Pets are not allowed in "hot" areas.

3.6.4 The CHIEF STEWARD or his/her delegated official(s) is the supreme authority in enforcing pit lane, paddock, grid, course or other operational rules or procedures.

3.6.5 Engines shall be started with an on-board starter, and an on-board power supply. A vehicle on pre grid may get a push start if needed. Push starts on the pre grid does not change the requirement that all cars must be equipped with an on-board starter and power supply.

3.6.6 The driver shall not push his own car or receive any assistance, except for extreme safety reasons while on course. This does not preclude assistance by any officials for safety reasons.

3.6.7 The CHIEF STEWARD may order any car removed from the course if it constitutes a hazard.

3.6.8 Refueling of cars is prohibited in the Pre-Grid, Grid or Start areas, or as otherwise specified. Fueling is only allowed in designated fueling areas as assigned by the CHIEF STEWARD, or in the team paddock space. Extreme caution should be taken when refueling a car that has not

completely cooled. When refueling, there can be only two people (approved team members) within a ten (10) foot radius of the re-fueling activity.

3.7 CHANGES TO RULES AND REGULATIONS

REDLINE TIME ATTACK reserves the right to change any rule or regulation by written bulletin. These bulletins will be sent out via e-mail to the current competitors, teams and staff, and/or posted on www.REDLINETIMEATTACK.com REDLINE TIME ATTACK TECHNICAL CHIEF has the authority to make adjustments to safety rules at any time if deemed necessary. Teams are responsible to ensure they conform to the current rules or bulletins. Requests for rule changes from participants are welcomed and must be received at least 14-days prior to the requested effective date.

3.8 FLAGS

The following flag signals are used to signal to Drivers of various conditions and to make drivers aware to various course conditions. Cloth flags are generally used, but may be replaced with coded or colored rigid boards or lights. A steady light is the equivalent of a stationary flag, and a flashing light to a waved flag.

3.8.1 GREEN The course is clear and the session is under way. When displayed by the starter, green signals the beginning or resumption of a session. Alternatively, the starter may display the national flag of the host country.

3.8.2 YELLOW Great caution, there has been an incident in the area covered by the flag. Reduce speed, be prepared to change direction or stop, proceed past incident in single file.

Overtaking/Passing is not permitted.

3.8.3 RED The session has been stopped. Use caution and stop immediately.

Be prepared to proceed to pit lane if so directed. *Overtaking/Passing is not permitted.*

3.8.4 BLACK Proceed directly to course exit

3.8.5 WHITE Caution, you are approaching a slow moving vehicle. Emergency vehicles may be present on course

3.8.6 WHITE WITH RED DIAGONAL Emergency vehicles are on course.

3.8.7 BLACK & WHITE CHECKERED Indicates the completion of the practice session, qualifying session, or race.

3.9 ENTERED VEHICLES

Drivers shall enter and compete with only one vehicle for the duration of the event, which includes all practice, qualifying and race session.

3.10 PASSENGERS

Passenger “ride-a-longs” are NOT allowed unless pre-approved by the CHIEF STEWARD. Insurance Waivers may be required to be completed at the discretion of the CHIEF STEWARD. Passengers must not have areas of excess exposed skin and must wear approved helmets, long pants, and closed toed shoes.

4 PROTESTS

4.1 INFORMAL INQUIRY

Prior to filing a formal protest, participants and teams are encouraged to attempt to resolve disputes informally. Immediately upon acquiring information that could potentially be the subject of a dispute, affected parties may notify a REDLINE TIME ATTACK OFFICIAL of these facts. The OFFICIAL will determine the appropriate course of action, but may defer the issue to the CHIEF STEWARD. It may be necessary to defer any decision or action, and participants should not always expect an immediate resolution. An Informal Inquiry shall in no way interfere with

the duties of the OFFICIAL, or the operation or safety of the event or other participants.

4.2 FILEING A PROTEST

4.2.1 All protest(s) shall be made in writing specifying which part of the REDLINE TIME ATTACK Rules & Regulations is considered to have been violated, signed by the entrant or driver making the protest and accompanied by a protest fee of \$100 within the time limits specified in these rules. The protest fee will be returned if the protest is deemed to be well-founded and is upheld by the CHIEF STEWARD.

4.2.2 All official protests shall be made to the CHIEF STEWARD.

4.2.3 Protests against any entry, driver, team, or a vehicle's eligibility shall be made no later than 1 hour before the start of the Time Attack round.

4.2.4 Notification of a protest does not guarantee that the CHIEF STEWARD will hear the protest argument within the time limit. The racing operations may take precedent over the protest. If a protest is declared within the time limit, the protestor is within the boundaries set forth in these rules.

4.2.5 The CHIEF STEWARD, or his/her delegate, shall hear the protest and render a decision as soon as possible. The CHIEF STEWARD will attempt to give all interested parties an opportunity to comment or provide input. The CHIEF STEWARD's decision is final. Protests are expected to be well founded, reasonable, logical, and based on sound evidence. A well-founded protest may still be denied. If a protest is deemed to be not well founded, the protest fee will be forfeited.

5 TECHNICAL INSPECTION

5.1 All cars, car parts and equipment are subject to inspection by RLTA, at any time and in any manner determined by RLTA Officials. All decisions by RLTA Officials regarding the timing and manner of inspection as well as which cars, car parts or equipment will be inspected are final. All competing vehicles will have a technical inspection prior to running any time attack session.

5.2 Only those persons approved by the TECHNICAL CHIEF will be admitted to the inspection area.

5.3 The TECHNICAL CHIEF or his/her delegates will determine whether a car, including any car part or equipment, meets the applicable specifications for an Event as set forth in the RULES. Such determinations may be made by Officials at any time before, during or after the Event.

5.4 A Competitor must take whatever steps are requested by an RLTA Official to facilitate inspection of the car.

5.5 If an Official determines prior to the competition that a competing car, including any car part or equipment, does not meet the applicable specifications set forth in the RULES, the car will not be allowed to compete unless, in the discretion of the Official, the deficiency (a) is corrected and returned to technical inspection prior to competition; (b) will not provide the Competitor with a competitive advantage over other Competitors; (c) will not adversely affect the orderly conduct of the competition. If the Official permits the car to compete under these circumstances, the Official will apprise the Competitor of the deficiency, and if the deficiency has not been corrected by the date and time specified by the TECHNICAL CHIEF, a penalty may be imposed, and the car will be prohibited from competing in any Event until the deficiency has been corrected.

5.6 At an Event where the RLTA Regulations, Supplemental Regulations or RLTA Officials mandate inspection after the Event or after any time attack session, any car that has competed in the Event may not be taken from the racing premises without permission from the TECHNICAL CHIEF or his designate. If a RLTA Official determines after the competition that a car, including any car part or equipment, does not meet applicable specifications set forth in these RULES, the Official in the exercise of his or her sole discretion, may determine that the car, car part or equipment was not eligible for competition. The Competitor will be apprised in writing of the deficiency and direct the Competitor to correct the deficiency for future Events. The car and driver's time attack session will not be recorded or scored. The car will be prohibited from

competing in any future Events or time attack sessions if the deficiency has not been corrected by the date and time specified by the Official.

5.7 Inspection and/or eligibility decisions are final, non-appealable and nonreviewable.

6 REDLINE TIME ATTACK COMPETITION FORMAT

Time Attack is a driving technique in which a driver negotiates a specific designed course in order to generate the fastest lap time. Redline Time Attack events are timed speed events in an automobile. Generally a Redline Time Attack course will feature a road course or racetrack. The driver must maneuver through the predetermined course or track performing strong driving techniques that requires advanced driving skills to achieve the fastest lap time possible. Essentially, a Time Attack race is any event featuring competing automobiles with the driver's goal is to negotiate the course loop as fast as possible without any course infractions. Not only does a driver have to hold control over his/her own vehicle, time attack also requires strong mental concentration and memorization.

The Redline Time Attack Race Event consists of a scheduled number of two day events or "Rounds" in which drivers compete in elimination Time Attack Sessions. Drivers compete against competitors in elimination sessions on the course. Competitors progress through out the day in four scheduled Time Attack sessions. The top three finishers in each class will be crowned victors, with an over all event championship awarded to the fastest lap time for the entire event.

The criteria for competition are as follows:

6A) TIME/SPEED:

The time to complete and finish the RLTA course will determine the competitors finishing position in general qualifying and during the time attack competition sessions.

6B) QUALIFYING

All competitors will be required to "qualify" in order to be eligible for competition. Drivers and teams will qualify on the first day of the event weekend. Drivers in each class will qualify for grid positions for the first time attack session that is held on the second day of the event weekend. Qualifying will be held rain or shine. If qualifying cannot be completed on the first day of the event weekend, or if the event is a one day event, then qualifying will be held the morning of the RLTA race day.

6C) SPINOUTS/OFF COURSE:

Anytime a driver spins out or experiences a complete stop on or off the course, the competitor may start back up and re-enter the course to continue his/her time attack session if it is safe to do so. If the competing vehicle is unable to continue or move safely back to the pit area, a black flag may be thrown if the off course car is in an impact zone. If a time attack session is stopped due to a black flag option, all competing cars will be re-grided and will complete the time attack session after the course is clear. Excessive spinouts and loss of control of a competing vehicle may result in disqualification. If competing cars go off course to "cut the course" in order to achieve faster lap time and brings any debris onto the course surface, that vehicle will be disqualified.

6D) SPOTTERS

Several official Redline Time Attack spotters will be staged throughout the course. Spotters will note any course infraction any competitor may comment. The spotters will immediately communicate the course infraction at end of the run to the Chief of Scoring or other appointed RLTA official. Any driver found violating course rules will be disqualified from that time attack session.

6E) VEHICLE SERVICING DURING TIME ATTACK SESSIONS

Competitor vehicles cannot be serviced by their crew during the competition of a time attack session. This includes tire changes, tire pressure adjustments, suspension adjustments, fueling, etc.

6F) TOP 5 FINALS

5 drivers for each class and division will compete in the final time attack battle. The very last time attack session of the event day will be open to ONLY the top 5 drivers of each class and division.

6G) Championships

RLTA will award a Championship and Championship Award to the drivers earning the highest point total in each division of each class. *See official RLTA rulebook for Championship points info.

6H) SUPER SESSION

The Fastest 5 vehicles in Street, Modified, and Unlimited Class will be invited to race in the super session for extra championship points. The Super Session is a five-lap wheel to wheel sprint race. *See official RLTA rulebook for Super Session safety and eligibility.

7 TIME ATTACK PROCEDURES

7.1 All drivers must attend the mandatory drivers meeting prior to entering the racing surface. If a driver is late or is unable to attend the drivers meeting the driver must meet with the CHIEF OF SCORING or CHIEF STEWARD before entering the racing surface. A penalty may be imposed for being late or missing the drivers meeting.

7.2 All vehicles must pass technical inspection prior to entering onto the racing surface. Pre event technical inspection will be available prior to the event at the RLTA Tech Center and will be available all days that RLTA is running a track event.

7.3 All vehicles are required to be in their qualifying spot as marked on pre grid five minutes prior to the official Time Attack session. Pre grid will open twenty minutes prior to the start of the Time Attack session.

7.4 Vehicles failing to be in position and ready to start the official Time Attack session may not be allowed to compete in the Time Attack session. The Grid Marshals, along with the CHIEF STEWARD will decide if inclusion in the session can be allowed without disruption of the Time Attack session.

7.5 A vehicle that is involved in a "spin" or an "off" during a Time Attack session that carries the vehicle off of the racing surface is permitted to safely re-enter the track without interfering with other Time Attack competitors. If the vehicle requires assistance, the vehicle will receive a DNF and no time for that session.

7.6 If it comes to the attention of the CHIEF STEWARD that a piece of debris, or other on-track hazard (stalled vehicle, cone, pylon, etc.) has altered the safety and/or quality of a Time Attack session, the Time Attack session in question will be black flagged, and all competitors on track during that session will be directed back to hot pit lane to re-start their Time Attack session after the hazard has been cleared/removed.

7.7 Any vehicle or driver who as determined by RLTA Officials to have intentionally impeded or obstructed any Competitor during a Time Attack session will lose the times recorded in that session. This includes, but is not limited to, purposely spreading debris on the racing surface or placing ones vehicle in such a manner as to limit another Competitor's ability to run a clean lap.

7.8 At the end of a vehicle's Time Attack session whether they receive the checkered flag or not the vehicle must report to the Pit Lane Marshal positioned on pit lane. The Pit Lane Marshal will notify the driver if the car is to report to Technical Inspection or be released back to the paddock. If instructed to report to Technical Inspection no one may touch the car until the car arrives at the Technical Inspection area. Officials will notify the Grid Marshal as quickly as possible which cars are to be impounded and sent to the Technical Inspection area.

8 SUPER SESSION PROCEDURES

8.1 At all RLTA Time Attack competitions RLTA will run a Super Session for Unlimited, Modified, and Street Class vehicles.

8.2 To participate in a Super Session the vehicle and driver must have the following safety equipment:

- Six point roll cage with side impact protection meeting the standards set forth in Section 14.
- Drivers side window net. It must latch in the upper forward corner and cannot be mounted to the bodywork. The system must be dated by the manufacturer, and must not be used beyond five years after the date of manufacture. All window net installations must be approved by RLTA Officials.
- Drivers must wear a fire suit with a minimum rating of SFI 3.2A/1
- Drivers must wear gloves with a minimum rating of SFI 3.3/1
- Drivers must wear shoes/boots with a minimum rating of SFI 3.3!/5
- Head and neck restraint systems or devices with SFI 38.1 certification are mandatory.
- Hans brand devices with FIA 8858-2002 are acceptable in lieu of SFI 38.1. Older Hans devices must be updated to "post type" anchors.
- An onboard fire suppression system is highly recommended and may be installed in place of a fire extinguisher.
- An electrical master switch must be installed within reach of the driver when seated and belted in normal position. The switch must also be readily accessible from the outside of the vehicle and must be clearly marked.

8.3 The fastest 5 vehicles in each class by time that meet the safety requirements will first be invited to participate in the Super Session. If less than 5 vehicles elect to participate RLTA will attempt to fill the grid with vehicles in order of their Time Attack times.

8.4 The vehicles will be grided on pit lane in order of times with the Unlimited class first followed by Modified and then followed by Street class.

8.5 The cars will be taken around the course for one safety lap led by an official Pace Car. The cars should maintain a two by two formation at the speed established by the Pace Car. As they approach the flag the classes should be separated by approximately 50 yards. At the waiving of the green flag cars will accelerate to race pace. No passing is permitted before the start/finish line and all cars must remain inline until crossing the start/finish line. A short five lap sprint race will commence with the waiving of the green flag and conclude with the waiving of the checkered flag.

8.6 Passing is permitted throughout the Super Session. All drivers must understand and be aware that during a Super Session the highest level of track all drivers must extend courtesy and body contact will not be tolerated. If at any time during a Super Session body contact occurs between two or more cars the CHIEF STEWARD will review the incident and impose penalties.

RULES APPLICABLE TO ALL CLASSES

All vehicles entered into the Redline Time Attack, 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.

9 Engine/Power Modifications

- 9.1 Use of nitrous oxide injection systems prohibited
- 9.2 Propane systems prohibited
- 9.3 Alcohol and Water Injection is permitted
- 9.4 Single Internal Combustion Engine Per-Vehicle
- 9.5 Hybrid Drive Trains are permitted (Gas-Electric, Diesel-Electric, etc.)
- 9.6 Electric Vehicles are permitted
- 9.7 Individual Electric motors powering each of the wheels of the vehicle is permitted
- 9.8 Engine Modifications are allowed (forced induction, engine swaps, bolt-on upgrades, etc.) refer to specific restrictions in each Class
- 9.9 Internal Combustion Engines Only (Piston and Rotary)
- 9.10 E85 and Leaded fuel are class specific
- 9.11 Bio-Diesel is permitted for use in all classes
- 9.12 Internal combustion engines fueled primarily by “natural gas” are permitted

10 Body and Frame Modifications

- 10.1 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.
- 10.2 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.
- 10.3 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.
- 10.4 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.
- 10.5 Bolt on chassis reinforcement is permitted
- 10.6 Vehicles produced and delivered from the factory with a roof must retain the roof.
- 10.7 Convertibles are permitted to use hard tops
- 10.8 Front and rear bumper beams may be removed.

11 Aerodynamics

- 11.1 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.
- 11.2 Sucker cars are not allowed. Sucker cars are defined as any vehicle employing a mechanical force to create and allow a low pressure area under the vehicle.

12 Suspension and Brakes

12.1 Suspension modifications are allowed in any class. Rules regarding all suspension are class specific.

12.2 All bushings may be replaced with less compliant, bushing, solid bushing, or rod ends and monoballs.

12.3 Brake Modifications are allowed in all Classes.

13 Tires

13.1 Rules regarding tires are class specific

13.2 All vehicles in all classes 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.

13.3 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.

13.4 It is illegal to treat tires with any form of compound, chemical, liquid, etc in an effort to change the characteristics of the compound.

14 Roll Cage and Other Safety Items

14.1 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.

14.2 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.

14.3 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.

14.4 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.

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

14.6 The following minimum tubing sizes must be used on all required components of the roll cage/roll bar based on vehicle weight (without driver).

Up to 1500 lbs. 1.375 x .095

1501 to 2200 lbs. 1.500 x .095

2201 to 3000 lbs. 1.500 x .120

1.625 x .120

1.750 x .095

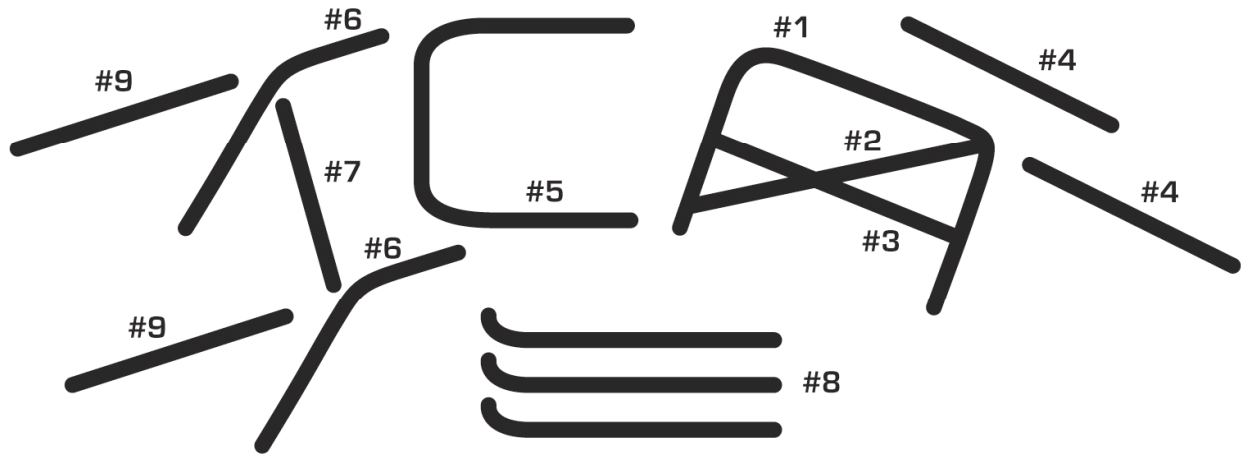
3001 to 4000 lbs. 1.750 x .120

4001 + lbs. 2.000 x .120

14.7 Tubing layout drawing is as follows:

ROLL CAGE DIAGRAM

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



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.

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

14.9 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

14.10 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.

14.11 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.

14.12 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 2-6.6f

14.13 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.

14.13.3 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.

14.13.4 All fuel cells must be fully enclosed in a container made of metal with a minimum .035" thickness.

14.13.5 An external fuel surge tank may be used with a maximum capacity of one gallon.

14.13.6 All fuel cells, surge tanks, fuel pumps, and fuel fill lines must be separated from the driver by a metal bulkhead or enclosure. The metal bulkhead or enclosure must be reasonably sealed with no gaps.

14.13.7 All fuel cells, surge tanks, fuel pump installations must be approved by Redline Time Attack.

14.14 Seat and Harness

14.14.1 Replacement of driver and passenger seats with an alternate seat is permitted. Class specific rules may dictate the type of seat permitted.

14.14.2 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.

14.14.3 The OEM 3-point seat belt must be used with the stock OEM seat only

14.14.4 If a 6-point (or more) roll cage is installed a race seat and proper race harness must be used.

14.14.5 It is recommended that FIA approved seats be used.

14.14.6 It is recommended that SFI or FIA approved race harnesses be used.

14.14.7 Class rules may dictate specific seat and harness rules.

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

14.15 All drivers must wear a Snell SA2000 or higher rated helmet

14.16 Unless required by class rules, all drivers and passengers are required to wear at a minimum long pants and long sleeved shirts made of cotton.

14.17 Use of fire suits is highly recommended.

14.18 All hoses carrying fuel, engine cooling water, or oil that pass through the cockpit must be shielded hose with bulkhead fittings.

14.19 No hydraulic fluid lines may have quick release connectors inside the cockpit.

14.20 A tow hook or tow strap must be installed on at least one end of the vehicle prior to being allowed on track. The tow hook/strap must be properly marked so it is easy to locate by the safety personnel. (Marking can be accomplished with a sticker or tape, for example.) OEM "screw in" hooks are allowed.

14.19 Brake lights must be operational.

15 MISCELLANEOUS

15.1 Coolers may be added for engine oil, transmission, transfer case/gears, front and rear differentials.

15.2 Upgrades to axles, drive shafts, clutches, and flywheels are unrestricted.

15.3 Additional gauges, dash displays are permitted.

15.4 Data acquisition is permitted.

- 15.5 Alternate wheels, studs, lug nuts are permitted. Wheel studs may not extend beyond the outer edge of the wheel.
- 15.6 Wheel spacers are limited to 1" thickness.
- 15.7 Alternate shifters are permitted.
- 15.8 All cars are required to use an official RLTA timing transponder. Drivers have the option of supplying their own transponder or renting a transponder from Redline Time Attack.
- 15.9 All cars must run decals required by Redline Time Attack organizers. This may include doorplates on both sides of vehicle, a windshield banner, front and/or rear quarter panel or any other locations as specified. Decals and stickers MUST be applied to the vehicle where RLTA mandates their placement. No exceptions.
- 15.10 Battery may be replaced with a lightweight alternate.
- 15.11 Professional drivers are not eligible to drive in Enthusiast Class. Professional is defined as someone who routinely competes, or has competed in 5 or more events in the last 2 years in a professional motor sports series. The determination of a professional by Redline officials will be the final determination.

CLASS SPECIFIC RULES

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, Injectors, camshaft(s), cylinder head(s), rods, crankshaft, exhaust manifold, entire turbo assembly, entire supercharger assembly.
- 16-1.3 Vehicles using factory OEM forced air induction may change or modify the following: Air filter, intake plumbing, intercooler, MAF/MAP sensors, throttle body(s), down pipes, cross pipes, exhaust system.
- 16-1.4 OEM turbo charged vehicles must retain the OEM pre cats if the pre cats are built into the OEM exhaust manifold or cross pipe.
- 16-1.5 Vehicles using naturally aspirated engines must use the following OEM stock components in unmodified form: Rods, crankshafts.
- 16-1.6 Vehicles using naturally aspirated engines may change or modify the following: camshaft(s), valves, cylinder head(s), intake plumbing, air filter, MAF/MAP sensors, throttle body(s), exhaust manifold/header exhaust system.
- 16-1.7 The OEM block must be utilized. Engine may be rebuilt using OEM parts with a maximum .050" over bore. Pistons matching OEM specifications may be used.
- 16-1.8 Non OEM oil pans are permitted.
- 16-1.9 Accusump systems are permitted.
- 16-1.10 Vehicles must use a functioning catalytic converter within 18" of the OEM catalytic converter location. All exhaust flow must be through the catalytic converter(s). The size of the catalytic converter(s) and the design is not restricted. The catalytic converter(s) must function. All exhaust components must be completely within the bodywork of the vehicle. Exhaust "tips" may extend no more than 3" beyond the rear bodywork.
- 16-1.11 Transmission internal components may be replaced with OEM or aftermarket components. The gear ratios may not be changed and the type of gear and engagement must

remain as OE designed.

16-1.12 Final drive gear ratio and differential type is unrestricted.

16-1.13 Non OEM alcohol or water injection systems are not permitted.

16-1.14 OEM ECU must be utilized with no external additions. The OEM ECU may be reprogrammed.

16-1.15 Aftermarket or non OEM forced induction is not permitted.

16-1.16 Unleaded fuel must be utilized.

16-1.17 E85 fuel and Leaded fuel is strictly prohibited.

16-1.18 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, trunk/hatch, front and rear bumpers can be replaced with non OEM equipment, or aftermarket covers.

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 not permitted.

16-2.5 All door glass must be functional.

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 Aerodynamics are allowed.

16-3.2 Aftermarket front lips may be installed. The lip may not extend the bodywork more than 3”.

16-3.3 All aftermarket aerodynamics are not allowed including but not limited to; wings, canards, splitters, diffusers, undertays, and other aero aids.

16-3.4 OEM upgraded body components may be installed on the same model vehicle as they were offered on. For example a Nissan 370Z may install the 370Z Nismo front and rear bumper covers. Only those factory OEM parts may be used in an unmodified form.

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 plates and only such as required to obtain the necessary camber and caster.

16-5 Interior

16-5.1 The full interior is required. The only interior items that may be removed are those parts required to install a roll bar or roll cage. The parts must be trimmed or removed only as required to install the roll bar or roll cage.

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

16-5.3 OEM steering wheel must remain installed unless a roll bar/cage is installed meeting rule 14.14.2 or if vehicle was not originally equipped with an air bag equipped steering wheel.

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

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

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 suspension control arms are permitted.

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.

16-7 Roll Bar/Cage

16-7.1 A roll cage or bar is highly recommended.

16-7.2 Any roll cage may not penetrate the firewall.

16-7.3 Modification to the interior components are limited to only those absolutely required to facilitate the installation of the roll bar/cage.

16-8 Safety

16-8.1 If the vehicle is equipped with a six point roll cage with side impact protection the driver must use the following safety gear.

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

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

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

D. Head and neck restraint system or device with SFI 38.1 certification.

Hans brand device with FIA 8858-2002 is acceptable in lieu of SFI 38.1. Older

Hans devices must be updated to “post type” anchors.

3-8.2 Onboard fire suppression system is highly recommended and may be installed in place of a fire extinguisher.

16-9 Tires

16-9.1 All Street Tire Class vehicles must use DOT treaded street tires with a UTQG tread wear rating of 140 or higher.

16-9.2 Tire warmers are not permitted.

16-9.3 Front wheel drive cars have no limit on maximum width of tires.

16-9.4 All wheel drive cars are limited to a maximum width of 255.

16-9.5 Rear wheel drive cars are limited to a maximum width of 285.

16-10 Miscellaneous

16-10.1 Vehicles must be registered for use on public highways. Vehicles must be presented at tech inspection with current proof of registration.

16-10.2 Vehicles must be driven by the registered owner of the vehicle. If the drivers name is not the registered name only immediate family or otherwise noted may drive. *Enthusiast Class is designed for privateers to compete. No Shop cars or companies attempting to advance cars in Enthusiast class will be tolerated.

16-10.3 Professional drivers are not eligible to drive in Enthusiast Class. A professional driver is defined as someone who routinely competes, or has competed in 5 or more events in the last 2 years in a professional motor sports series. The determination of a professional by Redline officials will be the final determination.

16-10.4 Battery may be replaced with a lightweight alternate. The battery must be securely mounted in the OEM location.

17 STREET CLASS

The Street Class is designed to showcase stock to modified vehicles. 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 and model, i.e. Honda B to Honda K or Subaru 2.0 to Subaru 2.5. Engine upgrades may be replaced with an engine into their USDM vehicle if the engine was offered in the same chassis/model elsewhere in the world (JDM for example)

17-1.2 Sequentially shifted transmissions are not permitted. Original equipment "SMG" style transmissions are permitted only in the vehicle original equipped with "SMG" style transmissions.

17-1.3 Transmission upgrades are allowed within the same vehicle brand.

17-1.4 Engine components may be upgraded: Intake manifold, Injectors, camshaft(s), cylinder head(s), rods, crankshaft, exhaust manifold.

17-1.6 Aftermarket intercoolers are permitted. The intercooler must fit fully within the bodywork.

17-1.7 Final drive gear ratio and differential type is unrestricted.

17-1.8 Drive line changes are not permitted, i.e. changing a front wheel drive car to a rear wheel or all wheel drive car.

17-1.9 Exhaust must exit behind the front axle.

17-1.10 All exhaust components must be completely within the bodywork of the vehicle. Exhaust "tips" may extend no more than 3" beyond the rear bodywork.

17-1.11 Unleaded fuel must be utilized. Leaded fuel is strictly prohibited.

17-1.12 E85 fuel is permitted.

17-1.13 ECU may be reprogrammed or replaced with an aftermarket ECU or piggyback unit.

17-1.14 Radiator may be replaced with an alternate radiator mounted as close as practical to the OE location.

17-1.15 **Aftermarket turbo/supercharger upgrades, or non OEM turbo or supercharged systems are restricted to a 36mm intake air track at any point in the intake system before the turbo/supercharger. Air passing through the intake system must be restricted before entering the turbo/supercharger assembly. This intake restriction must be accessible to the TECHNICAL CHIEF or his designates for technical inspection. *If the aftermarket or OEM turbo is of the same size as the stock unit, the restrictor does not need to be installed. ** Any Turbo with a compressor inducer measuring 49.7mm or smaller DOES NOT need to a restriction.

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 not permitted.

17-2.6 All door glass must be functional.

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, splitters are allowed but must not extend more than 5" beyond any portion of the factory OEM body work 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 width of the car.

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 wing may be rearward of the rear most point on the OEM bodywork.

17-3.9 Vehicles are limited to a maximum of four canards. Canards must be mounted entirely forward of the front wheel tire assembly. Canards may project no more than 5" beyond the OE body work.

17-3.10 Active aero is not permitted.

17-3.11 OEM wings or aero packages with 2 or more separate elements may be used in an unmodified form other than to allow for adjustability. Only 1 aftermarket wing is permitted.

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 only such as required to obtain the necessary camber and caster.

17-4.4 Seam welding is 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. All components associated with the above components are required. If a six point roll cage system is installed the above components may be modified only as needed to facilitate installation of the cage system.

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

17-5.3 Carpeting and headliner may be removed.

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.

17-9 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 Vehicles must be registered for use on public highways. Vehicles must be presented at tech inspection with current proof of registration.
- 17-10.2 Professional drivers are not eligible to drive in Street Tire Class. Professional is defined as someone who routinely competes, or has competed in 5 or more events in the last 2 years in a professional motor sports series. The determination of a professional by Redline officials will be the final determination.
- 17-10.3 Battery may be relocated. The battery must be securely mounted and the positive battery post must be insulated. If the battery is a wet cell or spillable type battery it must be mounted in a spill proof container. The battery size is unrestricted.

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 Sequentially 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 OEM glass is required in all positions unless a roll cage is installed. The use of lightweight materials (Lexan / Plexiglass) is not permitted.
- 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 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.
- 18-2.5 Rear aftermarket over fenders and fender flares may be installed. Rear OE fenders may only be modified to allow tire clearance. Vehicles with bolt on fenders or quarter panels may replace the entire fender or quarter panel with alternate parts.
- 18-2.5 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.

18-3 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 permitted.

18-3.4 Full under tray/ flat bottom is 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 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. This includes all related components. The armrest 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.

18-6 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.

18-10 Miscellaneous

18-10.1 If front door glass is installed both front windows must be in the fully down position while on the racing surface.

18-10.2 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. The battery size is unrestricted.

19 UNLIMITED CLASS

Unlimited Class is designed for all out Time Attack race prepared vehicles and “super 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 class 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 allowed

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.

19-5.4 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.

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 Miscellaneous

19-9.1 All Unlimited Class vehicles must have the Redline Time Attack windshield banner in place anytime the vehicle is on track during Redline Time Attack sanctioned events.

19-9.2 Air jacks are permitted.

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

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. The battery size is unrestricted.

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