

TIME ATTACK



2018 CALENDAR

ROUND	CIRCUIT	DATE
TEST DAY	CADWELL PARK	WED 28th MARCH
1 / 2	CADWELL PARK	SUN/MON 6th/7th MAY
3	BRANDS HATCH	SUN 24th JUNE
4	OULTON PARK	SAT 28th JULY
5 / 6	PEMBREY	SAT/SUN 18th/19th AUG
7 / 8	SNETTERTON	SAT/SUN 15th/16th SEPT
9	ROCKINGHAM	SUN 14th OCTOBER

**A MOTORSPORT
REVOLUTION**

WELCOME TO THE 2018 MSA TIME ATTACK CHAMPIONSHIP

2018 marks the MSA Time Attack Championship's 13th consecutive season and its busiest yet, with a total of nine rounds taking place at six different race tracks and featuring three double-headers.

Originating on the racetracks of Japan, Time Attack defines the art of focused car modification by providing aftermarket tuners - both amateur and professional - with a platform on which to prove themselves in the most convincing way possible. It embraces a spectrum of tuning levels, from a road-based trackday car to a mega-horsepower racing monster!

The art of registering the quickest lap-time in a production-based car is a true test of man and machine against the clock. It's about running to the absolute limit - and beyond - on a knife-edge of engine power, traction and the limits of handling, chassis set-up and down force, whilst maintaining reliability and above all, performance.

Introduced to Britain in 2006, the UK Time Attack Championship has become the largest and most professional series of its kind in the world. It attracts drivers and teams from all corners of the British Isles as well as many from overseas, assembling an eclectic mix of cars that readily relate to those owned by many of the 1,000s of spectators and on-line supporters that follow the action.



HOW TIME ATTACK WORKS

Time Attack is held at the UK's leading MSA accredited racing circuits, complete with marshals, medical teams, rescue crews and race industry-standard lap timing.

Organisers work hard to ensure that every Time Attack round is a weekend to remember, with many of the rounds supported by spectacular

and well-attended car shows, so there's plenty of spectators watching the action. Adding to the profile of the championship is its on-line presence, with video broadcasts, live timing and social media activity.

When competitors arrive they sign on, get their car scrutineered and attend a driver's briefing, before

getting on track for the day's four sessions: Warm up, Practice, Qualifying and the Final that combined, provide competitors with at least an hour of on-track action.

Championship points are scored in Qualifying (1st - 5th) and the Final (1st - 10th). Results are calculated from the lap times set in the Final.



TRACK SESSIONS

The field is split into three categories for each of the four sessions: Warm-up, Practice, Qualifying and the Final.

CATEGORY 1

Clubman / Clubman+
Pocket Rocket
Classic & Retro

CATEGORY 2

Club 2WD / 4WD

CATEGORY 3

Club Pro 2WD / 4WD
Pro 2WD / 4WD
Pro Extreme 2WD / 4WD





CLUB CLASSES

Clubman and Clubman+

An entry-level category for mildly modified production cars. The class is split into Clubman for lower-powered and Clubman+ for higher-powered vehicles.

Pocket Rocket

For smaller cars and hot hatches of 1600cc with forced induction or up to 2240cc normally aspirated. Tuner modifications are allowed.

Classic & Retro

For cars based on models that are 25 - or more - years old, the class is designed to appeal to drivers of older cars that are looking for a non-contact form of motorsport. Because of the diversity of specification, sub-classes may be defined when entries are known.

Club

For modified production cars tuned and modified up to a certain level. The class is split into two categories: 2WD and 4WD.

PRO CLASSES

Club Pro

For modified competition cars running on Pirelli Trofeo R tyres for dry conditions and wet racing tyres when it rains. The class is split into 2WD and 4WD categories. Sequential gearboxes and additional aero mods are allowed over that of Club Class cars.

Pro

For highly modified competition cars running on racing slicks and wets. The class is split into 2WD and 4WD categories.

Pro Extreme

As long as it's based on a production car, almost anything goes! Spaceframes and modified chassis are allowed. The class is split into 2WD and 4WD categories.

Please note that classes may be amalgamated or changed, depending on the number or type of cars that are entered.

Single Round Entries

One-off entries for each round are available for all classes. Although drivers are ineligible to score championship points, trophies are awarded for first place.

JOIN THE MOTORSPORT REVOLUTION

Whether you're new to motorsport or a trackday regular who wants something competitive; a hillclimb or sprint driver who wants to compete for more than ten-minutes per-day; a racer that's fed up with other people causing high repair bills; or someone who wants to be part of the fastest-growing form of motorsport in the UK, then Time Attack is the place to be.

For drivers who haven't competed before, Time Attack is proud to offer a great entry point for those getting started in motorsport. From then on, the championship allows drivers to progress through the ranks as they become more experienced and the performance of their car increases.

Time Attack's wide range of classes means that a car can be eligible and competitive with just a few basic modifications. It also means there's a chance of winning trophies too. There's also the championship's social side, with great camaraderie between teams and drivers in the paddock. So what are you waiting for? Come and join the motorsport revolution!

ENTERING IS EASY...

HERE'S ALL YOU NEED TO GET STARTED:

1. Join Club Time Attack and enter the Championship ✓
 2. Obtain an MSA competition licence ✓
 3. Fit a fire extinguisher and full-harness seat belt ✓
 4. Wear an approved helmet, racesuit, boots and gloves ✓
 5. Fit a set of Pirelli tyres and apply the championship decals ✓
- ...and get on track!



For more information and championship regulations please visit our website or contact the championship coordinator:

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