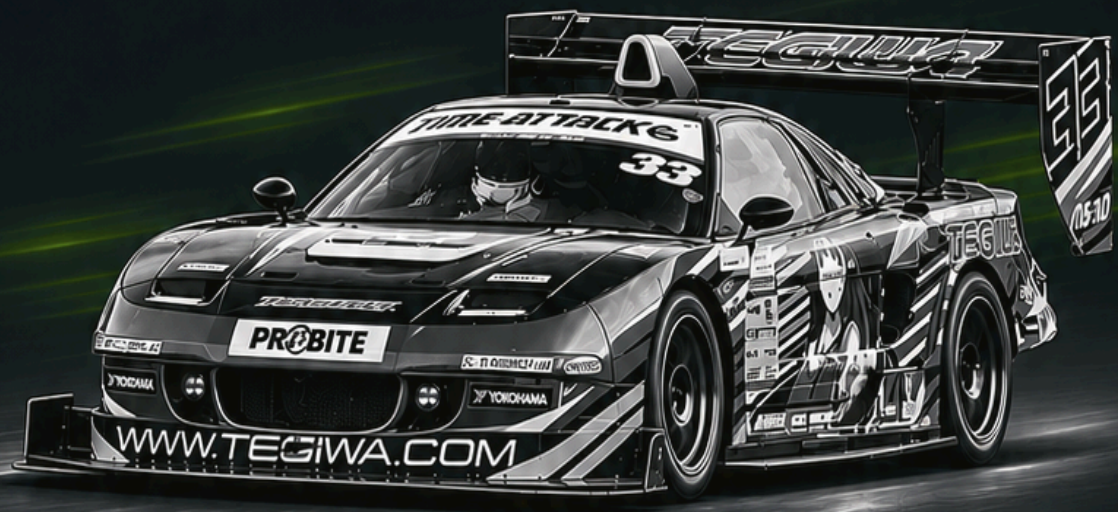
TIME ATTACK

2027

TIME ATTACK INFORMATION PACK

CLASS STRUCTURE | TECHNICAL ALLOWANCES | CHAMPIONSHIP INFORMATION



WWW.TIMEATTACK.CO.UK

2027

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TIME ATTACK CHAMPIONSHIP INFORMATION PACK

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TIME ATTACK UNVEILS MAJOR CHAMPIONSHIP CHANGES FOR 2027

A revised class structure, greater technical freedom and simpler, more flexible entry arrangements headline a new chapter for the Time Attack Championship.

The Time Attack Championship has unveiled a series of significant changes for the 2027 season, introducing a revised class structure, greater technical flexibility and a simpler approach to Championship participation.

Developed following a comprehensive review of the regulations and feedback from competitors, teams and car preparers, the changes are designed to make Time Attack clearer, more accessible and easier to compete in, while maintaining the competitive challenge and technical development that are central to the Championship.

From newcomers preparing their first Time Attack car to established competitors competing at the highest levels, the revised structure provides opportunities for a wider variety of machinery and a more straightforward route into the Championship.

SEVEN CLASSES. MORE OPPORTUNITIES.

At the heart of the changes is a revised Championship structure comprising seven main classes, each with its own technical allowances and eligibility requirements.

The 2027 classes are:

- **Trackday (Sport & GT)** – Accommodating both lightly modified production cars and factory high-performance machinery. Each class competes independently.
- **Trackday Superlight** – A dedicated class for lightweight, open-wheel sports cars.
- **Pocket Rocket** – Competition for compact B-segment performance cars.
- **Club Challenge (NA & FI)** – Providing opportunities for naturally aspirated and forced-induction machinery. Each class competes independently.
- **Club Pro** – For more extensively developed competition cars.
- **Pro** – High-performance Time Attack machinery with extensive technical freedom
- **Pro Extreme** – Returning to the Championship for the most extensively developed and extreme Time Attack machines.

The revised structure is designed to make it easier for competitors to understand where their cars fit within the Championship, with clearer distinctions between different levels of vehicle preparation and performance.

COMPETITION FOR EVERY LEVEL OF PREPARATION

Time Attack has always welcomed a wide variety of machinery, from road-based production cars through to highly developed competition vehicles.

The 2027 structure builds on that philosophy, providing opportunities for competitors at different stages of vehicle preparation.

Trackday (Sport & GT) accommodates both lightly modified production cars and factory high-performance machinery, while Club Challenge, Club Pro, Pro and the returning Pro Extreme provide opportunities for progressively developed competition cars.

The objective is straightforward: to create an environment where competitors can enjoy Time Attack at a level appropriate to their car, experience and ambitions.

GREATER TECHNICAL FLEXIBILITY

The revised 2027 structure also introduces new technical allowances across a number of classes.

These include changes to aerodynamic modifications, gearbox configurations and other technical provisions that influence vehicle eligibility and development.

Revised aerodynamic allowances introduce clearly defined measurement limits within relevant classes, providing greater clarity over permitted modifications.

Changes to gearbox eligibility and other technical requirements offer additional freedom where appropriate, while maintaining clear distinctions between classes.

Together, these revisions provide greater flexibility in vehicle preparation and development, supported by clearer and more consistent technical requirements.

PERFORMANCE-BASED CLASS PROGRESSION

A key feature of the revised 2027 Championship structure is a clearer, more defined pathway for competitors to progress between classes.

The revised class structure and technical allowances have been designed to support both competitors who choose to develop their cars and progress through the Championship, and those whose on-track performance meets the criteria for progression into a higher class.

Building on the principle of the existing performance-based rule, the new approach will provide a more defined pathway between classes, with progression determined by established performance criteria rather than relying solely on a discretionary review.

Importantly, the technical requirements of each class have been considered as part of the revised structure, helping to ensure that cars progressing into a higher class have a clearer route to technical compliance.

The specific performance thresholds and criteria governing class progression will be detailed in the 2027 Championship Regulations.

SIMPLER, MORE FLEXIBLE CHAMPIONSHIP PARTICIPATION

Alongside the technical changes, the Championship is simplifying how competitors register and enter events.

For 2027, all competitors will be eligible to score Championship points, whether they participate in a single round, selected events or the full season.

This removes the previous distinction between full-season points-scoring competitors and non-points-scoring Single Round Entries.

Registration cut-off dates and the previous hard and soft entry payment deadlines will also be removed, providing greater flexibility for competitors planning their participation throughout the season.

Further details of the 2027 registration and entry fee structure will be announced separately.

CLEARER INFORMATION. EASIER DECISIONS.

To support the revised Championship structure, the Time Attack website features a dedicated **Compete With Us** area, bringing together the 2027 class information in one place.

A comprehensive comparison table outlines the eligibility requirements and technical allowances for all seven classes, including safety equipment, aerodynamics, gearboxes, tyres and other key provisions.

Each class also has its own dedicated page, explaining its purpose, eligibility requirements and technical allowances.

This provides existing and prospective competitors with the information they need to explore their options and understand what is required to take part.

LOOKING AHEAD TO 2027

The changes for 2027 represent an important step in the continued development of the Time Attack Championship.

With a clearer class structure, greater technical flexibility and simpler participation arrangements, the Championship is building on its established foundations while opening the door to new competitors and machinery.

Existing and prospective competitors are encouraged to explore the revised structure and discover where they can compete in 2027.

EXPLORE THE 2027 CLASSES

Visit the **Compete With Us** section of the Time Attack website to view the complete class comparison table, explore individual class allowances and find out how to get involved.

Paul McErlean

Head of Motorsport - Time Attack

e: paul@timeattack.co.uk

TIME ATTACK

2027

RACE CALENDAR

Competing at major automotive events in front of thousands of spectators.

R1	MON 29 MAR **BRANDS HATCH**	TUNERFEST
R2	MON 03 MAY **CADWELL PARK**	ModifiedLive
R3	MON 31 MAY **DONINGTON PARK**	JDMJAM
R4	SAT 26 JUN **CASTLE COMBE**	ModifiedLive
R5	SAT 24 JUL **OULTON PARK**	TUNERFEST
R6	MON 30 AUG **BRANDS HATCH**	GOJAPAN!
R7	SUN 26 SEP **SNETTERTON**	ModifiedLive

TIME ATTACK 2027 CLASS STRUCTURE

TRACKDAY (SPORT & GT)

The perfect step from track days into Time Attack competition, with dedicated Sport and GT classes welcoming lightly modified production cars and high-performance road-going machinery, each competing within their own class.



NEW FOR 2027

TRACKDAY SUPERLIGHT

Designed for lightweight, open-wheel sports cars, Trackday Superlight brings agile handling, responsive performance and the excitement of Time Attack to specialist track-focused machinery.



NEW FOR 2027

POCKET ROCKET

Small in size, big on performance. Dedicated to B-segment cars, Pocket Rocket delivers exciting competition where lightweight agility, clever preparation and driver commitment take centre stage.



2027 UPDATES

CLUB CHALLENGE (NA & FI)

Where performance meets preparation. With dedicated Naturally Aspirated and Forced Induction classes competing independently, Club Challenge rewards intelligent development, driver skill and the pursuit of faster lap times.



NEW FOR 2027

CLUB PRO

Where serious preparation meets serious performance. Club Pro brings highly developed competition cars together, combining advanced engineering, aerodynamic development and driver skill in pursuit of faster lap times.



2027 UPDATES

PRO

Where engineering freedom meets outright performance. Pro brings highly developed competition cars to the limit, combining slick tyres, advanced aerodynamics and precision driving in pursuit of the ultimate lap time.



2027 UPDATES

PRO EXTREME

The ultimate expression of Time Attack. Pro Extreme unleashes extraordinary engineering freedom, cutting-edge aerodynamics and purpose-built machinery in the relentless pursuit of outright circuit performance.



NEW FOR 2027

CLASS STRUCTURE

2027 CLASS ALLOWANCES

Seven classes | Full comparison matrix

REQUIREMENT	Trackday (Sport & GT)	Trackday Superlight	Pocket Rocket	Club Challenge (NA & FI)	Club Pro	Pro	Pro Extreme
Licence Type	MSUK RS Interclub	MSUK RS Interclub	MSUK RS Interclub	MSUK RS Interclub	MSUK Race Club	MSUK Race Club	MSUK Race Club
Roll Cage	Not required, but permitted	ROPS compliant with Motorsport UK NCR requirements.	Not required, but permitted	Not required, but permitted	Mandatory	Mandatory	Mandatory
Race Seat	Not required, but permitted; standard seats allowed	Mandatory competition race seat	Mandatory competition race seat	Mandatory competition race seat	Mandatory competition race seat	Mandatory competition race seat	Mandatory competition race seat
Harness	Minimum 4-point mandatory	Minimum 6-point mandatory	Minimum 6-point mandatory	Minimum 6-point mandatory	Minimum 6-point mandatory	Minimum 6-point mandatory	Minimum 6-point mandatory
Chassis	Original Chassis/Bodyshell must be retained	Original Chassis/Bodyshell must be retained	Original Chassis/Bodyshell must be retained	Original Chassis/Bodyshell must be retained	Original Chassis/Bodyshell must be retained	Original Chassis/Bodyshell must be retained	Unrestricted – Subject to MSUK NCR's
Bodywork / Silhouette	Body panels may be replaced with alternative materials but must retain a profile similar to the original OE panels.	Body panels may be replaced with alternative materials but must retain a profile similar to the original OE panels.	Body panels may be replaced with alternative materials but must retain a profile similar to the original OE panels.	Body panels may be replaced with alternative materials but must retain a profile similar to the original OE panels.	Body panels may be replaced with alternative materials but must retain a profile similar to the original OE panels.	Body panels may be replaced with alternative materials but must retain a profile similar to the original OE panels.	Unrestricted
Aero	Model-specific OE aero only	Model-specific OE aero only	All bodywork and aerodynamic modifications must remain within a rectangular box extending 100mm beyond the outermost points of the vehicle's body profile.	All bodywork and aerodynamic modifications must remain within a rectangular box extending 100mm beyond the outermost points of the vehicle's body profile.	All bodywork and aerodynamic modifications must remain within a rectangular box extending 200mm beyond the outermost points of the vehicle's body profile.	Unrestricted	Unrestricted
Interior	Door cards, dashboard and instrument panel must be fitted; replacements permitted	Door cards, dashboard and instrument panel must be fitted; replacements permitted	Door cards, dashboard and instrument panel must be fitted; replacements permitted	Door cards, dashboard and instrument panel must be fitted; replacements permitted	Door cards, full-width dashboard and instrument panel must be fitted; replacements permitted	Door cards, full-width dashboard and instrument panel must be fitted; replacements permitted	Free – Subject to MSUK NCR's
Suspension	Free - OE chassis mounting points must be retained and used.	Free - OE chassis mounting points must be retained and used.	Free - OE chassis mounting points must be retained and used.	Free - OE chassis mounting points must be retained and used.	Free - OE chassis mounting points must be retained and used.	Free - OE chassis mounting points must be retained and used.	Free – Subject to MSUK NCR's
Gearbox	Model-specific OE gearbox only	Unrestricted	Model-specific OE gearbox only	Unrestricted	Unrestricted	Unrestricted	Unrestricted
Tyres	Yokohama A052	Yokohama A052	Yokohama A052	Yokohama A052	Yokohama A052	Yokohama Slick & Wet only	Yokohama Slick & Wet only
Vehicle Eligibility	Closed-wheel vehicles	Open-wheel vehicles	B-Segment vehicles only	Closed-wheel vehicles only	Open-wheel and closed-wheel vehicles	Open-wheel and closed-wheel vehicles	Open-wheel and closed-wheel vehicles
Additional Class-Specific Provisions	The class comprises two separate classes, Sport and GT, each competing independently. Vehicle eligibility is defined in the Championship Regulations.	—	Maximum engine capacity: 1.6 litres forced induction or 2.72 litres naturally aspirated (MSUK forced-induction coefficient of 1.7:1 applies).	Club Challenge comprises two separate classes, Naturally Aspirated (NA) and Forced Induction (FI), each competing independently.	—	—	—
Progression Class	Pocket Rocket (subject to eligibility) / Club Challenge (all others)	Club Pro	N/A	Club Pro	Pro	N/A	N/A



CLASSES

TRACKDAY (SPORT & GT)

2027

INDIVIDUAL CLASS ALLOWANCES

TRACKDAY (SPORT & GT)

Technical and eligibility requirements

TIME ATTACK

more information: www.timeattack.co.uk

Licence Type	MSUK RS Interclub
Roll Cage	Not required, but permitted
Race Seat	Not required, but permitted; standard seats allowed
Harness	Minimum 4-point mandatory
Chassis	Original Chassis/Bodyshell must be retained
Bodywork / Silhouette	Body panels may be replaced with alternative materials but must retain a profile similar to the original OE panels.
Aero	Model-specific OE aero only
Interior	Door cards, dashboard and instrument panel must be fitted; replacements permitted
Suspension	Free - OE chassis mounting points must be retained and used.
Gearbox	Model-specific OE gearbox only
Tyres	Yokohama A052
Vehicle Eligibility	Closed-wheel vehicles
Additional Class-Specific Provisions	The class comprises two separate classes, Sport and GT, each competing independently. Vehicle eligibility is defined in the Championship Regulations
Progression Class	Pocket Rocket (subject to eligibility) / Club Challenge (all others)

29 MAR	03 MAY	31 MAY	26 JUN	24 JUL	30 AUG	26 SEP
R1 - BRANDS	R2 - CADWELL	R3 - DONINGTON	R4 - COMBE	R5 - OULTON	R6 - BRANDS	R7 - SNETT



CLASSES

TRACKDAY SUPERLIGHT

2027

INDIVIDUAL CLASS ALLOWANCES

TRACKDAY SUPERLIGHT

Technical and eligibility requirements

TIME ATTACK

more information: www.timeattack.co.uk

Licence Type	MSUK RS Interclub
Roll Cage	ROPS compliant with Motorsport UK NCR requirements
Race Seat	Mandatory competition race seat
Harness	Minimum 6-point mandatory
Chassis	Original Chassis/Bodyshell must be retained
Bodywork / Silhouette	Body panels may be replaced with alternative materials but must retain a profile similar to the original OE panels
Aero	Model-specific OE aero only
Interior	Door cards, dashboard and instrument panel must be fitted; replacements permitted
Suspension	Free - OE chassis mounting points must be retained and used.
Gearbox	Unrestricted
Tyres	Yokohama A052
Vehicle Eligibility	Open-wheel vehicles
Additional Class-Specific Provisions	-
Progression Class	Club Pro

29 MAR	03 MAY	31 MAY	26 JUN	24 JUL	30 AUG	26 SEP
R1 - BRANDS	R2 - CADWELL	R3 - DONINGTON	R4 - COMBE	R5 - OULTON	R6 - BRANDS	R7 - SNETT



CLASSES

POCKET ROCKET

2027

INDIVIDUAL CLASS ALLOWANCES

POCKET ROCKET

Technical and eligibility requirements

TIME ATTACK

more information: www.timeattack.co.uk

Licence Type	MSUK RS Interclub
Roll Cage	Not required, but permitted
Race Seat	Mandatory competition race seat
Harness	Minimum 6-point mandatory
Chassis	Original Chassis/Bodyshell must be retained
Bodywork / Silhouette	Body panels may be replaced with alternative materials but must retain a profile similar to the original OE panels.
Aero	All bodywork and aerodynamic modifications must remain within a rectangular box extending 100mm beyond the outermost points of the vehicle's body profile.
Interior	Door cards, dashboard and instrument panel must be fitted; replacements permitted
Suspension	Free - OE chassis mounting points must be retained and used.
Gearbox	Model-specific OE gearbox only
Tyres	Yokohama A052
Vehicle Eligibility	B-Segment vehicles only
Additional Class-Specific Provisions	Maximum engine capacity: 1.6 litres forced induction or 2.72 litres naturally aspirated (MSUK forced-induction coefficient of 1.7:1 applies).
Progression Class	N/a

29 MAR	03 MAY	31 MAY	26 JUN	24 JUL	30 AUG	26 SEP
R1 - BRANDS	R2 - CADWELL	R3 - DONINGTON	R4 - COMBE	R5 - OULTON	R6 - BRANDS	R7 - SNETT



CLASSES

CLUB CHALLENGE (NA & FI)

2027

INDIVIDUAL CLASS ALLOWANCES

CLUB CHALLENGE (NA & FI)

Technical and eligibility requirements

TIME ATTACK

more information: www.timeattack.co.uk

Licence Type	MSUK RS Interclub
Roll Cage	Not required, but permitted
Race Seat	Mandatory competition race seat
Harness	Minimum 6-point mandatory
Chassis	Original Chassis/Bodyshell must be retained
Bodywork / Silhouette	Body panels may be replaced with alternative materials but must retain a profile similar to the original OE panels.
Aero	All bodywork and aerodynamic modifications must remain within a rectangular box extending 100mm beyond the outermost points of the vehicle's body profile.
Interior	Door cards, dashboard and instrument panel must be fitted; replacements permitted
Suspension	Free - OE chassis mounting points must be retained and used
Gearbox	Unrestricted
Tyres	Yokohama A052
Vehicle Eligibility	Closed-wheel vehicles only
Additional Class-Specific Provisions	Club Challenge comprises two separate classes, Naturally Aspirated (NA) and Forced Induction (FI), each competing independently
Progression Class	Club Pro

29 MAR	03 MAY	31 MAY	26 JUN	24 JUL	30 AUG	26 SEP
R1 - BRANDS	R2 - CADWELL	R3 - DONINGTON	R4 - COMBE	R5 - OULTON	R6 - BRANDS	R7 - SNETT



CLASSES

CLUB PRO

2027

INDIVIDUAL CLASS ALLOWANCES

CLUB PRO

Technical and eligibility requirements

TIMEATTACK

more information: www.timeattack.co.uk

Licence Type	MSUK Race Club
Roll Cage	Mandatory
Race Seat	Mandatory competition race seat
Harness	Minimum 6-point mandatory
Chassis	Original Chassis/Bodyshell must be retained
Bodywork / Silhouette	Body panels may be replaced with alternative materials but must retain a profile similar to the original OE panels.
Aero	All bodywork and aerodynamic modifications must remain within a rectangular box extending 200mm beyond the outermost points of the vehicle's body profile.
Interior	Door cards, full-width dashboard and instrument panel must be fitted; replacements permitted
Suspension	Free - OE chassis mounting points must be retained and used.
Gearbox	Unrestricted
Tyres	Yokohama A052
Vehicle Eligibility	Open-wheel and closed-wheel vehicles
Additional Class-Specific Provisions	-
Progression Class	Pro

29 MAR	03 MAY	31 MAY	26 JUN	24 JUL	30 AUG	26 SEP
R1 - BRANDS	R2 - CADWELL	R3 - DONINGTON	R4 - COMBE	R5 - OULTON	R6 - BRANDS	R7 - SNETT



2027

INDIVIDUAL CLASS ALLOWANCES

PRO

Technical and eligibility requirements

TIME ATTACK

more information: www.timeattack.co.uk

Licence Type	MSUK Race Club
Roll Cage	Mandatory
Race Seat	Mandatory competition race seat
Harness	Minimum 6-point mandatory
Chassis	Original Chassis/Bodyshell must be retained
Bodywork / Silhouette	Body panels may be replaced with alternative materials but must retain a profile similar to the original OE panels
Aero	Unrestricted
Interior	Door cards, full-width dashboard and instrument panel must be fitted; replacements permitted
Suspension	Free - OE chassis mounting points must be retained and used
Gearbox	Unrestricted
Tyres	Yokohama Slick & Wet only
Vehicle Eligibility	Open-wheel and closed-wheel vehicles
Additional Class-Specific Provisions	-
Progression Class	N/A

29 MAR	03 MAY	31 MAY	26 JUN	24 JUL	30 AUG	26 SEP
R1 - BRANDS	R2 - CADWELL	R3 - DONINGTON	R4 - COMBE	R5 - OULTON	R6 - BRANDS	R7 - SNETT



CLASSES

PRO EXTREME

2027

INDIVIDUAL CLASS ALLOWANCES

PRO EXTREME

Technical and eligibility requirements

TIME ATTACK

more information: www.timeattack.co.uk

Licence Type	MSUK Race Club
Roll Cage	Mandatory
Race Seat	Mandatory competition race seat
Harness	Minimum 6-point mandatory
Chassis	Unrestricted – Subject to MSUK NCR's
Bodywork / Silhouette	Unrestricted
Aero	Unrestricted
Interior	Free – Subject to MSUK NCR's
Suspension	Free – Subject to MSUK NCR's
Gearbox	Unrestricted
Tyres	Yokohama Slick & Wet only
Vehicle Eligibility	Open-wheel and closed-wheel vehicles
Additional Class-Specific Provisions	-
Progression Class	N/a

29 MAR R1 - BRANDS	03 MAY R2 - CADWELL	31 MAY R3 - DONINGTON	26 JUN R4 - COMBE	24 JUL R5 - OULTON	30 AUG R6 - BRANDS	26 SEP R7 - SNETT