SUPER TT 2026 Technical Regulations

1. Philosophy and Intent

1.1. SuperTT is a circuit racing category for highly modified production-based vehicles that retain the essential structure of their original road-going form.

1.2. The category bridges the gap between production-based racing and purpose-built competition cars, allowing a high degree of mechanical and aerodynamic freedom while maintaining a recognisable silhouette and construction lineage.

1.3. Vehicles must be based on a mass-produced vehicle and exhibit retained core structural components, such as the original steel floorpan, roof, and firewall.

1.4. The intention is to provide competitors with a platform for advanced vehicle development within defined structural limits, without permitting full space-frame construction.

2. Eligibility

2.1. All vehicles must hold a current Motorsport Australia Vehicle Logbook and comply fully with these Technical Regulations.

2.2. Vehicles must be derived from a mass-produced series production vehicle originally intended for road use.

2.3. The term “Defined Car” refers to the base production vehicle from which the SuperTT car is derived. All references to coachwork, dimensions, and silhouette are in relation to the Defined Car.

2.4. Vehicles originally constructed as purpose-built factory race cars (e.g. TCR) are not eligible for SuperTT and may be classified under the ExtremeTT category.

2.5. Vehicles originally constructed for international or national-level GT competition or Supercars (including GT3, GT4, and V8 Supercars) are not eligible for SuperTT or ExtremeTT. Vehicles such as MARC Cars and TA2 may be accepted into the ExtremeTT category at the discretion of the Category Manager.

3. Bodyshell and Floorpan

3.1. The original steel floorpan, roof, and structural pillars (A, B, and C) must be retained.

3.2. The firewall must remain in its original location and general profile.

3.3. The firewall may be replaced with a fabricated structure constructed from steel or aluminium of appropriate thickness, provided it remains in the original location and general profile.

3.4. Any replacement firewall must maintain full structural separation between the engine bay and cockpit.

3.5. The firewall must not be repositioned or reshaped in a way that provides a performance or packaging advantage.

3.6. Vehicles with significant firewall repositioning or structural bulkhead removal may be reclassified into ExtremeTT at the discretion of the Category Manager.

3.7. Chassis rails must remain in their original general location and orientation.

3.8. Permitted modifications include:

3.8.1. Clearance for wheel wells

3.8.2. Shaping of the floorpan for engine or transmission fitment

3.8.3. Addition of rear-floor boxes for suspension mounts

3.8.4. Tunnels for exhaust routing

3.8.5. Welded closure of any removed sections

3.8.6. Strengthening of jacking points and addition of air jack systems

3.8.7. Creation of pass-throughs for wiring, fuel, and fluid lines

3.8.8. Removal of bolt-in upper radiator support panels

3.9. The rocker panels may not be modified except for minor trimming of pinch weld seams.

4. Body Panels and Exterior Modifications

4.1. All body panels must retain the external shape and proportions of the Defined Car when viewed from the front, side, rear, and top.

4.2. The following panels may be replaced with composite materials such as fibreglass, carbon fibre, or Kevlar:

4.2.1. Front bumper/bar

4.2.2. Bonnet

4.2.3. Front guards

4.2.4. Doors

4.2.5. Bootlid

4.3. Where composite doors are used:

4.3.1. The door must retain the original external shape and profile

4.3.2. A functioning external door latch and handle must be fitted

4.3.3. The driver's door must have an internal release mechanism accessible from the seated position

4.3.4. Doors must be securely hinged or latched at the original locations

4.3.5. The driver's door must have a flat inner panel fitted to prevent intrusion of limbs into the cavity; this panel may be aluminium or composite, and must be securely fastened

4.4. Bonnet and boot lids may have internal bracing removed but must retain external profile and hinge or latch in a secure manner. Openings in the bonnet for clearance must be covered by a scoop or duct.

5. Windows and Glazing

5.1. The front windscreen must be laminated glass.

5.2. All other glazing may be removed or replaced with clear polycarbonate of minimum 3 mm thickness.

5.3. Side windows may be fixed in place.

6. Aerodynamic Devices and Body Kits

6.1. Composite body kits are permitted and may include:

6.1.1. Front and rear bumpers

6.1.2. Side skirts and door mouldings

6.1.3. Wheel arch flares

6.1.4. Roof scoop (max 50 mm height)

6.1.5. Bonnet scoop

6.2. No part of the body kit may protrude more than 100 mm beyond the original profile of the Defined Car when viewed from above and measured horizontally.

6.3. Rear aero devices:

6.3.1. Rear wings must not extend more than 200 mm rearward of the rearmost point of the coachwork.

6.3.2. Rear wings must not exceed the height of the roofline, except on hatchback-bodied vehicles, where the wing may extend up to 100 mm above the highest point of the roof.

6.3.3. Rear wings must be fixed during any on-track session. Movable, active, or driver-adjustable aerodynamic devices are not permitted to be adjusted from within the car during a session.

6.3.4. Maximum wing width is vehicle width excluding mirrors.

6.4. Front splitters must not extend more than 100 mm forward of original coachwork.

6.5. Dive planes/canards must remain below the horizontal centreline of the front wheel hubs and not protrude more than 200 mm.

6.6. Rear diffusers may extend to 100 mm rearward and must stay within the floorpan projection.

7. Suspension, Wheels and Tyres

7.1. Front suspension:
7.1.1. Must retain original layout (e.g. MacPherson or double wishbone)
7.1.2. Pivot points and subframes may be modified
7.2. Rear suspension:
7.2.1. May use OEM configuration or live axle or beam axle with 4-link.
7.2.2. All suspension components and pickup points are free
7.3. Wheels:
7.3.1. Mounting method is free
7.3.2. Single-nut systems must use a secondary retention device
7.3.3. Total rim width (all four wheels combined) must not exceed 44 inches
7.4. Tyres:
7.4.1. Tyres are free in construction, compound, and manufacturer, subject to the following conditions
7.4.2. Slick tyres are defined as tyres with no tread pattern or grooves, and are unrestricted in type or brand.
7.4.3. Treaded tyres are defined as tyres with a minimum of four full-width grooves and a minimum tread depth of 1.6 mm across at least 75% of the contact surface.
7.4.4. Wheels and tyres must be compliant with Motorsport Australia Schedule E.
7.4.5. Re-treaded tyres are not permitted.
7.4.6. The use of tyre warmers or pre-heating devices is prohibited.
7.4.7. Only air or nitrogen may be used for tyre inflation.
7.4.8. It is permitted to groove or sipe tyres, provided the tyres remain compliant with the above definitions.

8. Engine

8.1. The engine is free in type, origin, layout, and configuration.
8.2. Forced Induction and Rotary Engine Equivalency
8.2.1. For the purposes of classification, the effective engine volume will be used.
8.2.2. To calculate the effective engine volume use the following equivalency factors:
8.2.2.1. Forced induction piston engines: multiply swept engine volume by 1.7
8.2.2.2. Naturally aspirated rotary engines: multiply swept engine volume by 1.8
8.2.2.3. Forced induction rotary engines: multiply swept engine volume by 3.06
8.2.3. These calculations are for class eligibility only and do not restrict the actual swept engine volume.
8.3. The maximum permitted swept engine volume is 7.0 litres, unless the production variant of the Defined Car was originally fitted with a larger engine, in which case that engine may be retained.
8.4. Forced induction is only permitted for engines with a swept engine volume of 4.5 litres or less.
8.5. The engine may be relocated within the engine bay, provided that no part of the engine block, cylinder heads, or (in the case of rotary engines) rotor housings or end plates extends more than 100 mm rearward of the original firewall location.
8.6. Engine mounts and subframes are free, provided no modifications breach the structural retention requirements of the bodyshell as defined in Section 3.
8.7. Power to Weight
8.7.1. All SuperTT vehicles must be constructed so that the vehicle has a minimum racing weight of 2.0 kilograms per horsepower, measured at the engine flywheel.
8.7.2. Racing weight is defined as the weight of the vehicle including the driver, all fluids, and equipment as presented in the race.

8.7.3. Engine power may be assessed by methods approved by Motorsport Australia, including dyno testing or other means deemed appropriate by the Stewards.
8.7.4. Any vehicle found to be non-compliant with the minimum power-to-weight requirement may be excluded from results or reclassified, at the discretion of the Stewards.

9. Transmission and Driveline

9.1. Two-wheel drive:
9.1.1. Must remain 2WD
9.1.2. Gearbox may have up to 8 forward gears and must include reverse
9.1.3. Gearbox, clutch, flywheel, mounts and final drive are free
9.2. All-wheel drive:
9.2.1. May be retained or converted to 2WD
9.2.2. Gearbox and diff internals are free, but casings must remain OEM in external form

10. Fuel, Lubrication and Cooling Systems

10.1. Fuel system is free.
10.2. Fuel tanks and pumps must be isolated from the cockpit except for pass-throughs.
10.3. Oil and coolant systems are free but must be located outside the cockpit.

11. Electrical System

11.1. Electrical systems are free.
11.2. Vehicle must have functional brake lights and tail lights.
11.3. One operable windscreen wiper is required.

12. Brake System

12.1. Brake system is free.
12.2. A dual-circuit system is mandatory to allow braking on at least two wheels in case of failure.

13. Interior Requirements

13.1. Interior trim may be removed, except the upper crash pad.
13.2. Driver's seat must remain entirely on the OEM side of the car.
13.3. Steering wheel position must not exceed 150 mm rearward of OEM location.
13.4. Pedals and column positioning are free.

14. Safety Compliance

14.1. All vehicles must comply with Motorsport Australia Schedule A, B, C, and J.
14.2. The minimum roll cage requirement is a full six-point structure as defined in Schedule J.

15. Category Signage

15.1. The official SuperTT windscreen banner must be applied before any on-track session.
15.2. All other category decals as supplied by the Category Manager must be correctly affixed.
15.3. Vehicles not displaying correct signage may be excluded unless otherwise approved by the Category Manager.