

2022 Queensland 2L Coupe Series



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Sporting Regulations

SR1 TITLE

S1.1 Title

The *Series* will only be known as and referred to as the Queensland 2L Coupe series. The series will be managed by Track Attack Australia (TAA) and the Series Manager is Brett Peters

SR2 ADMINISTRATION PERSONNEL

The following personnel have been appointed to the *Series* and have the authority to administer the various aspects of these regulations.

- (i) Category Manager & DSO Andrew Wilton
- (ii) Technical Manager TBA
- (iii)

SR3 COMPETITOR/DRIVER ELIGIBILITY

- (a) To be eligible to compete in the *Series*, each *Competitor* must:
 - (i) Hold a valid Competition Licence which is acceptable to the Governing Body for each event, and;
 - (ii) Comply with all rules and regulations set down by TAA, Track/Facility Managers & the Governing Body.
- (b) Management reserves the right to prohibit a *Competitor* from entering an *Event*.

SR4 DRIVER REGISTRATION

Each *Driver* is required to enter each round via the appropriate website 7 days prior to the event. Entries may be accepted after this time at the discretion of the Series Manager.

SR5 SERIES EVENTS

- (a) The *Series* will be conducted over 6 *Events* as detailed in the *Series* Calendar.
- (b) Each race conducted as a part of the *Series* will count in determining the final *Series* standings.

SR6 SERIES CALENDAR

The *Series* will be conducted over between 5 and 7 rounds: Each round will be held over 3 or 4 races. Dates will be on the “Events” tab on the TAA website.

Due to the current landscape in QLD Motorsport, the Series Calendar is subject to change at any time. Registered competitors will be notified if and when any calendar changes are made.

SR7 GRID DETERMINATION

The grid for each race will be determined in accordance with the Progressive Grid method.

SR8 START PROCEDURE

The *Start* procedure for each race will be in accordance with procedure outlined by the event promoter in the Supplementary Regulations. For clarity, this does mean the start procedure may differ from round to round.

SR9 POINT SCORE

(a) Points will be awarded to *Drivers* for each race in the *Series* in accordance with the following table:

Position	Points	Position	Points	Position	Points	Position	Points
1 st	100	11 th	60	21 st	40	31 st	20
2 nd	90	12 th	58	22 nd	38	32 nd	18
3 rd	82	13 th	56	23 rd	36	33 rd	16
4 th	76	14 th	54	24 th	34	34 th	14
5 th	72	15 th	52	25 th	32	35 th	12
6 th	70	16 th	50	26 th	30	36 th	10
7 th	68	17 th	48	27 th	28	37 th	8
8 th	66	18 th	46	28 th	26	38 th	6
9 th	64	19 th	44	29 th	24	39 th	4
10 th	62	20 th	42	30 th	22	40 th	2

SR10 EVENT OPERATIONS

- (a) All drivers must obtain a copy of & clearly understand the QLD 2L Coupe Series Driving Code of Conduct. The Driving Code of Conduct will be used to assess any incident, and penalties will be applied as per guidelines outlined by the governing body for each event.
- (b) For any event where a compulsory Race Management Radio is stipulated by the Event Promoter, it is mandatory that each competitor comply with this requirement.

SR11 TYRES

- (a) The control tyre is the Nankang AR1– see T12

SR12 FUEL

- (a) Only 98 Fuel can be used – no additives allowed – Fuel testing will be done

SR13 AUTOMOBILE MARKINGS**S19.1 General**

- (a) Only sponsorship material approved by the *CM*, including, but not limited to, signage, *Automobile* decals and uniforms may be displayed by a *Competitor*.

- (b) With exception of the *Series* Signage detailed in Regulation S19.4, signage is prohibited to be displayed on the front windscreen, rear windscreen or side windows of the *Automobile*.
- (c) The *CM* is the sole arbiter with regard to the interpretation and application of all *Automobile* Markings regulations and any decision made by the *CM* in this regard, will not be the subject of any protest or appeal.

SR14 Competition Numbers

- (a) The allocation of a Competition Number is on the TAA website.

SR15 Series Signage

Each *Automobile* must display the following *Series* Signage as supplied by the *CA*:

Ref	Size (mm)	Signage	Colour	Location
1	200 high	Torque Toyota	White	Upper front windscreen (Supplied)
2	150 high	Competition number	Dayglo Yellow	Left-side front windscreen
	150 high	Competition number	Dayglo Yellow	Right-side rear windscreen
	150 high	Competition number	Dayglo Yellow	Side-quarter window (both sides)
3	75 high	My RaceWebsites		Middle of Front Bumper (Supplied)
4	50 high	<i>Driver's</i> surname	Black or white	Above door roofline (both sides)
5	75 high	DBA		Lower Side Sils (Supplied)
6	75 high	Circo		Lower Side Sils (Supplied)
7		Dunlop	Yellow	All 4 corners of automobile (Supplied)
8	100 High	Herron Accountants		Rear Number Plate (Supplied)
9				

SR21.2 Demerit Point System

The TAA QLD 2L Coupe Series adopts a demerit point system. Each competitor shall commence the year with 5 points. Should any competitor accumulate 5 (or more) demerit points in a season, that competitor shall be excluded from entering a TAA 2L Coupe Series round for the remainder of the season, or a period of 6 months – Which ever is longer.

For any session where a demerit point is applied to a competitor, it shall be at the discretion of the Clerk of The Course whether the competitor receives series points for that session (if applicable). Further sanctions may also be applied by any governing body in line with the relevant governing body's competition rules.

SR16 JUDICIAL

S21.1 In-car Camera

- (a) Each *Automobile* must be fitted with a judicial in-car camera unit with a minimum quality of a GoPro (720p minimum).
- (b) The judicial in-car camera unit must be installed in accordance with attachment 3 and be adjusted in such a way to at all times provide clear unobstructed video images of the *Driver's* view of the *Track* ahead.
- (c) Each *Competitor* must have 3 x 16GB or greater micro-SD cards at each *Event*, clearly labelled with their *Automobiles* competition number

ATTACHMENT 3 - JUDICIAL IN-CAR CAMERA FRAMING



2022 Queensland 2L Coupe Series

Technical Regulations

TR1 GENERAL

- (a) The series is run as a Production car series for Toyota 86 and Subaru BRZ, utilizing the Motorsport Australia Group 3E Production Touring Car regulations as the base & with the following regulations applying. If at any time the documents conflict, these specific Queensland 2L Coupe series regulations will take precedence.
- (b) TAA reserves the right to make changes to these regulations at any time.
- (c) In aid of reducing barriers to entry & to reduce ongoing costs for competitors, TAA QLD 2L Coupe Series Technical Regulations do not differentiate between Series 1 (2012-2016) & Series 2 (2017-2021) 86/BRZ vehicles. Any OEM component available on any Eligible Automobile (TR2.2) is considered to be permissible under these Technical Regulations, save as for any component which is specifically controlled under these Technical Regulations.

TR2 ELIGIBILITY

TR2.1 Homologation Requirements

- (a) With the exception of any Controlled Components outlined in this document, all cars presented for competition must comply with Motorsport Australia Group 3E Production Touring Car Regulations and/or TGRA Toyota 86 Series Regulations at all times. This includes, but is not limited to, compliance with the relevant Homologation Document.
- (b) Unless otherwise permitted in these regulations, each homologated component must be fitted and function in accordance with the component manufacturer's specifications and recommendations.
- (c) Any aspect relating to the construction, modification and/or preparation of an *Automobile* that is not specifically authorised in Motorsport Australia Group 3E Production Touring Car Regulations and/or TGRA Toyota 86 Series regulations (save as for additional items outlined in these regulations) is prohibited.
- (d) For the avoidance of doubt, Motorsport Australia Group 3E Production Touring Car Regulations and/or TGRA Toyota 86 Series Regulations are said to be interpreted as "if it doesn't say you can, you can't".

TR2.2 Eligible Automobiles

- (a) Only the following *Automobiles*, in accordance with the *Motorsport Australia Recognition Documents* to the satisfaction of the *TD*, are eligible to compete in the *Series*:
 - (i) Toyota 86 GT 86 ZN6 SER
 - (ii) Toyota 86 GTS 86 ZN6 SER
 - (iii) Subaru BRZ BRZ ZC6 SER
- (b) The presentation of an *Automobile* for participation in any *Event* will be deemed to be an implicit statement by the *Competitor* of conformity with respect to the eligibility of the *Automobile*.
- (c) TAA reserves the right to seal any *Automobile* or component for future examination at a later date and time. All costs associated with the examination must be borne by the *Competitor*.

TR2.3 Scrutineering

- (a) Scrutineering at each *Event* will be conducted by the TAA officials.
- (b) The event promoter may have additional Scrutineering requirements, with which the competitor is obliged to comply.
- (c) It is the *Competitor's* responsibility to present their *Automobile* for scrutineering at the appropriate times, in a complete and finished state, in 'ready to race' condition, including all markings, in accordance with these regulations.

TR2.4 Component Sealing

- (a) It is the *Competitor's* responsibility to ensure that any component that is required to be sealed, is done so by the correct authority prior to or during the first *Event* in which the *Automobile* competes.
- (b) To facilitate the fitment of component seals, prior to presenting the components for sealing, it is the *Competitor's* responsibility to ensure that the appropriate holes have been drilled into relevant components

TR3 CONTROL COMPONENTS

- (a) Unless stated otherwise in these regulations, a *Control Component* must only be purchased from and supplied by the *Control Component Supplier*.

TR4 WEIGHT

T4.1 Racing Weight

At all times, each *Competitor* must comply with a minimum **Racing Weight** of **1280 kg**. For the avoidance of any doubt, Racing Weight is defined as "The weight of the *Automobile* during or immediately after competition including

the driver wearing all normal racing apparel including helmet. No materials, liquid or otherwise may be added prior to weighing” (Motorsport Australia, 2022 Definitions – Technical).

TR5

TR5.1 Safety Cage

- (a) All Automobiles must be fitted with a Motorsport Australia National Specification Roll Cage & be presented with the appropriate approval sticker.

TR5.2 Driver’s Seat

- (a) The *Driver’s Seat* must be replaced with a FIA homologated head restraint *Seat* that complies with the FIA 8855/1999 standard as a minimum.
- (b) When installing a replacement *Seat* that complies with the FIA 8862/2009 standard, only the homologated *Seat* mounting brackets for that particular *Seat* may be used.
- (c) Only the original mounting holes may be used for the fitment of the replacement *Seat* and no additional modifications may be made to the floor of an *Automobile* to facilitate the fitment.

TR5.3 Safety Harness

The *Driver’s* seat belt must be replaced with either a ‘5 point’ or ‘6 point’ safety harness that complies with the FIA 8853/98 or FIA 8853-2016 standard.

TR5.4 Driver Comfort Aids

Driver Comfort Aids must comply with *MA Group 3E Production Touring Car Regulations and/or TGRA Toyota 86 Series Regulations*.

TR5.5 Judicial In-Car Camera

- (a) Each *Automobile* must be fitted with a GoPro Hero judicial in-car camera unit and securely mounted in the *Cockpit* of the *Automobile* using the GoPro roll bar mount.
- (b) The judicial in-car camera system must be installed in accordance with all instructions provided by the *TM*; and remain as supplied by the manufacturer.
- (c) Competitors may make application in writing to the Category Manager for approval of an alternative camera setup. Any alternative camera must be in high-definition (Minimum 720p) and provide the same field of vision as the GoPro Hero Camera.
- (d) The Judicial In-Car Camera must be operable & recording for all official sessions (including Qualifying).
- (e) Upon request, the competitor must supply the footage to the Category Manager, Technical Officer or DSO within 30 minutes of the request being made.
- (f) Any vehicle which is found not to have a functioning Judicial In-Car Camera for any session will start rear of grid for the following session, and shall have no points awarded for the session in which the camera was not functioning (if applicable).
- (g) If a vehicle is involved in an incident of car-to-car contact and a Judicial In-Car Camera is not functioning, the competitor will receive a penalty equal to being deemed the vehicle at-fault for the incident, in addition to any other penalties applicable under these regulations.

TR5.6 Timing Transmitter

Each *Automobile* must be fitted with a transponder in accordance with the requirements of the Event Promoter. It is the competitors responsibility to ensure that their transponder is working at all times.

TR6 COACHWORK

- a) All Automobiles must comply with *MA Group 3E Production Touring Car Regulations and/or TGRA Toyota 86 Series Regulations* at all times.
- b) For the avoidance of doubt, vehicles are permitted to be fitted with the TRD Duck lip Style Spoiler (as per TGRA 86 Race Series regulations)

TR7 ENGINE

T7.1 General

- (a) All Automobiles must comply with *MA Group 3E Production Touring Car Regulations and/or TGRA Toyota 86 Series Regulations* at all times.
- (b) As per MA Group 3E Production Touring Car Regulations, air conditioning components may be removed, however, if the air conditioning compressor/pump is removed, it must be replaced with an AC Delete Pulley & bracket. OEM Drive Belt must be retained.

T7.3 Cooling System

All Automobiles must comply with *MA Group 3E Production Touring Car Regulations and/or TGRA Toyota 86 Series Regulations* at all times.

TR8 SUSPENSION

- (a) All Automobiles must comply with *MA Group 3E Production Touring Car Regulations and/or TGRA Toyota 86 Series Regulations* at all times, save as for;
- (b) Dampers/Shock absorbers must be 1-Way Adjustable ONLY, available "off the shelf", have no external canisters & a RRP which does not exceed \$3500. Should a competitor wish to utilize a suspension option which does not comply with TR8(b) permission must be sought in writing

TR8.1 Ride Height

Automobile Ride Height must comply with Motorsport Australia Group 3E Production Touring Car regulations. For avoidance of doubt, this is a minimum ride height of 100mm at the lowest point on the underside of the vehicle between both axels.

TR8.2 Camber

- (a) Each *Automobile* must comply with the following maximum wheel camber:
 - (i) Front - negative 4.0°
 - (ii) Rear - negative 2.5°
- (b) Camber will be measured by the *TD* or their nominee using the nominated official camber gauge, with the fully attired *Driver* seated in the *Driver's Seat* and each tyre set to a pressure of 26 psi.

T9 ELECTRICAL

TR9.1 Engine Management

All Automobiles must comply with *MA Group 3E Production Touring Car Regulations and/or TGRA Toyota 86 Series Regulations* at all times. For the avoidance of doubt:

- A) Vehicles may only be tuned to run 98 Pump Fuel with no additives
- B) In-line with the category's protest & technical compliance policies, a competitor's ECU may be impounded for inspection

If an Automobile is fitted with an aftermarket ECU (I.E. Motec M150 TGRA Specification), all competitors are required to have their Stock ECU on hand at each race meeting for the purpose of fault diagnosis & compliance verification.

For the avoidance of doubt, when the Stock ECU is plugged into the competitors Automobile, it is the expectation that the vehicle will be able to be started & driven.

Note: It is also a requirement of the TGRA 86 Racing Series that all Automobile's must have a stock ECU available at each round. If a competitor does not have a stock ECU, it is recommended that you contact RaceParts (sales@racepartsonline.com.au) to arrange supply & immobiliser pairing of a stock ECU

TR9.2 DATA

- (a) Vehicles are permitted to be fitted with a data logger (MoTec C125, VBox or similar)
- (b) Under no circumstances is car-to-pit transmission of data or telemetry during a session permitted
- (c) If fitted with a data logger, the competitor must be capable of extracting the data, and is required to present the data to the Category Manager, DSO or Technical Officer upon request.

TR 11 BRAKES

All Automobiles must comply with *MA Group 3E Production Touring Car Regulations and/or TGRA Toyota 86 Series Regulations* at all times. Additionally, the following requirements apply:

- (a) ABS must be left connected and in full operation.
- (b) The front backing plate may be removed.
- (c) The outer portion of the rear backing plate may be removed to facilitate the fitment of the rear brake rotor
- (d) All Automobiles must be fitted with Brake Rotors which comply with **either** TGRA Toyota 86 Series

regulations **OR** the DBA alternative listed in these regulations

- (e) All Automobiles must be fitted with Brake Pads which comply with either TGRA Toyota 86 Series regulations or the Circo alternative listed in these regulations.
- (f) TGRA Toyota 86 Race Series components must be purchased through Neal Bates Motorsport or their approved representatives.
- (g) TAA QLD 2L Coupe Series alternative components must be purchased through TAA or Approved Retailer.

TAA QLD 2L Coupe Series alternative components are as per the below listing. Prices are subject to change. Components can only be purchased through a TAA approved retailer.

DBA Front Rotor Ring (Suit TGRA Kit)	\$330.00
DBA Rear Rotor (Suit TGRA Kit)	\$229.00
DBA T3 4000 Series Front Rotor (Suit STD Caliper)	\$195.00
TBA T3 4000 Series Rear Rotor (Suit STD GTS Caliper)	\$195.00
Circo S99 Front Pads (Suit TGRA/AP Racing Caliper)	\$360.00
Circo S83 Rear Pads (Suit TGRA/AP Racing/Brembo Caliper)	\$278.00
Circo S99 Front Pads (Suit 86 GTS/BRZ STD Caliper)	\$269.00
Circo S83 Rear Pads (Suit 86 GTS/BRZ STD Caliper)	\$225.00
Circo S83 Rear pad for STD Calipers (GT)	\$225.00

Note: Any compliant brake package for which a Category Control brake pad is not available and/or in the event that stock of a Category Controlled Brake Pad is not available, TAA will specify an alternative compound which may be used. Any alternative may only be purchased from a TAA approved retailer & written consent to use of the alternative compound must be obtained from the Category Manager.

TR12 WHEELS & SPACERS

For 2023, further freedoms have been permitted as per the below:

- Size:** 17" or 18"
- Offset:** Must comply with MA Group 3E Production Touring Car Regulations (staggered offset prohibited)
- Width:** Maximum 8" (225 width tyre)

Wheel spacers are strictly prohibited. All other related components must comply with *MA Group 3E Production Touring Car Regulations and/or TGRA Toyota 86 Series Regulations*

TR13 TYRES

- (a) Each *Automobile* must only use the following tyres:
 - Manufacturer:** Nankang
 - Model:** AR1
 - Size:** 225/40R18 or 225/45R17
- (b) With exception of wear resulting from normal usage, each tyre must remain as supplied by the nominated tyre supplier and respect the manufacturer's recommendations.
- (c) Tyres are available from Beaufair Bealeigh or any other approved Dunlop Motorsport Dealer.

TR14 FUEL SYSTEM

- (a) All Automobiles must comply with *MA Group 3E Production Touring Car Regulations and/or TGRA Toyota 86 Series Regulations*
- (b) For the avoidance of doubt, only premium 98 unleaded fuel may be used
- (c) With exception of ambient atmospheric air and the specified fuel, no other substance may be added to the intake charge of the engine.

TR15 EXHAUST

All Automobiles must comply with *MA Group 3E Production Touring Car Regulations and/or TGRA Toyota 86 Series Regulations*.

For all new builds, TAA recommends the 86/BRZ Full Exhaust & Headers developed by & available from Scotts Rods.

TR16 Final Drive, Gear Ratios & Driveline

- a) All Automobiles must be fitted with the OEM Specification Torsen LSD, including 4.1 Final Drive Ratio (as fitted in all 2012-2016 Toyota 86 & Subaru BRZ models)
- b) For the avoidance of doubt, the Torsen LSD with 4.3 Final Drive Ratio available in the later model 86/BRZ platform is **strictly prohibited**
- c) For all other driveline components, the Automobile must fully comply with *MA Group 3E Production Touring Car Regulations and/or TGRA Toyota 86 Series Regulations*.

TR17 Stabiliser

All Automobiles must comply with *MA Group 3E Production Touring Car Regulations and/or TGRA Toyota 86 Series Regulations*.

TR18 TOW POINTS

All Automobiles must comply with *MA Group 3E Production Touring Car Regulations and/or TGRA Toyota 86 Series Regulations*.

TR19 Protests & Technical Inspection

Competitors may elect to lodge a protest regarding the eligibility of a fellow competitor's automobile. For the protest to be considered, the complainant must meet following requirements:

- A) The protest must be lodged no later than 1hr following the completion of the last session for the event, and;
- B) Must be in writing, clearly outlining the items which are being protested, along with any supporting evidence, and;
- C) If requested, be accompanied by the complainant's Motec data and/or in-car camera footage from the event where the protest is being lodged, and;
- D) Must be accompanied by payment of the \$1000 protest fee

Upon acceptance of a protest, the category will inform the subject of the protest, and instruct them that they must comply with the following requirements:

- A) Maintain the integrity of Parc Ferme conditions following completion of the following session, and;
- B) Deliver the car to the category's dedicated technical delegate (TBA) no later than 1.5hrs after leaving the circuit

If a protest is deemed to be successful, the full protest fee (\$1000) will be returned to the complainant. At the discretion of the category manager, any competitor found in breach of regulations following a protest inspection may be required to pay a \$500 inspection fee to the category's technical delegate in return for services rendered.

If a protest is deemed to be un-successful, the complainant shall forfeit their \$1000 protest fee, and the funds will be distributed as per the below:

- A) \$250 paid to the subject of the complaint
- B) \$500 paid to the category's technical delegate
- C) \$250 retained by TAA

TR20 Unsportsmanlike Conduct

TAA QLD 2L Coupe Series aims to provide a fun & family friendly environment, and as such, takes a harsh approach to any competitors (or their associated team members) engaging in unsportsmanlike conduct.

Should a competitor have a concern regarding the eligibility or compliance of a fellow competitors automobile, they are reminded of and invited to engage the participate in the category's Protests & Technical Inspection policy.

Negative & derogatory comments publicly made towards or regarding another competitor's compliance & eligibility (excluding measures available under the Protests & Technical Inspection Policy) may be considered unsportsmanlike conduct, with penalties being issued in-line with the Code of Conduct of the relevant governing body.

TR21 Parc Ferme

Following the completion of each Official Session, all automobiles are said to enter "Parc Ferme" conditions. Vehicles will remain in Parc Ferme Conditions for a period of 15 Minutes or until advised by the Category Manager, Technical Officer or DSO (whichever is sooner)

At the end of each session the following competitors will be instructed to attend the Scales/Scrutineering area:

- A) Top 3 Finishing Competitors
- B) 3 Additional Competitors (selected by DSO and/or Technical Director)
- C) Competitors subject to an investigation by the DSO, where the DSO wishes to speak with the drivers and/or inspect the vehicles immediately upon completion of the session.

All other vehicles are permitted to return to their Pit Garage/Paddock Area. While under Parc Ferme Conditions, the following actions are permitted:

- A) Driver can exit the vehicle
- B) Tyre pressures can be checked & adjusted
- C) In-Car Judicial Camera can be switched off but cannot be removed from the vehicle (removal of the SD card or storage device shall be deemed to be removal of the camera)
- D) A fan or cooling device can be placed in front of or attached to front of the Automobile for cooling purposes only

If an Automobile has a cooling issue which must be attended to immediately, teams are permitted to raise the bonnet and carry-out only cooling related activities (such as application of a fan, etc), however under this circumstance, a representative of the team must advise the Category Manager, Technical Officer or DSO immediately.

Breaches of Parc Ferme shall may be adjudicated by the Category Manager, Technical Officer and/or DSO and shall have the following penalties applied.

- Accidental/Minor Breach; Where a team member (including driver) has committed a minor breach of Parc Ferme rules which does not compromise the Parc Ferme condition of the vehicle. Penalty; 5 Grid Places for the next session
- Intentional/Major Breach; Where a team member (including driver), has committed a serious and/or intentional breach, whereby the Parc Ferme condition of the vehicle has been compromised. Penalty; Exclusion from the previous session (no points) and Rear Of Grid start for the following event

If any vehicle requires emergency repairs which need to be commenced immediately following a session, the Competitor or a representative can make a request to the Category Manager, Technical Officer and/or DSO for their automobile to immediately be cleared of Parc Ferme conditions.

TR22 Category Management Technical Inspection Impound

At the discretion of Category Management, a competitor may be advised that their vehicle is being impounded for further technical inspection upon completion of an event. Reasons for this may include (but are not limited to):

- Concerns regarding specific items of technical compliance which cannot be reasonably established at the circuit
- Discovery of components which do not comply with regulations, resulting in the need for further compliance verification
- A perceived significant performance advantage which cannot be explained through verification of driver performance data

Should Category Management wish to impound a competitors vehicle, the competitor will be advised within 1hr of the completion of the last session. The competitor shall be required to maintain the integrity of parc ferme & must deliver the vehicle to the CM's technical delegate (TBA) no more than 1.5hrs following the completion of the event.

Should the technical inspection identify technical breaches, the competitor may be required to pay a \$500 inspection fee (at the discretion of Category Management).

TR23 Control Components

To ensure parity across all variants of the Toyota 86/Subaru BRZ platform, the following items are said to be "controlled" for the TAA QLD 2L Coupe Series. For the avoidance of all doubt, where the vehicle's Motorsport Australia Homologation document specifies an alternative to the below component, the below components listed in this document are said to be the required specification.

Tyres:	Nankang AR1
Diff Ratio:	4.1
Racing Weight:	1280 kg
Wheel Spacers:	Not Permitted
Brakes:	As per TR11

TR24 Technical & Judicial Bulletins

Following the completion of each round, the Category Manager, Technical Officer and/or DSO will prepare & distribute a Technical & Judicial Bulletin. This document will outline:

- Details of items inspected by the Technical Officer after each session (and any associated penalties), and;
- Details of any incidents investigated by the DSO (and any associated penalties), and;
- The outcome of any incident, protest or compliance investigation arising from a previous round, and;
- Details of any ongoing investigations arising from the most recent round of the series

This bulletin is designed to be informative and done so in the interests of transparency. The bulletin will be distributed to all entrants, as per details provided to the category.

While names will be redacted, Car Numbers will be referred to in this bulletin (where applicable). By competing in this series, you acknowledge that this information will be published & distributed to all teams.