

2022 Torque Toyota 2L Coupe Series



Version 1

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2022 Queensland 2L Coupe Series 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 Andrew Jeffcott
- (iii)

SR3 COMPETITOR/DRIVER ELIGIBILITY

- (a) To be eligible to compete in the *Series*, each *Competitor* must:
 - (i) Hold a valid QLD Raceways Competitor Licence;
 - (ii) Comply with all rules and regulations set down by TAA, QLD Raceways and RACERS.
- (b) Management reserves the right to prohibit a *Competitor* from entering an *Event*.
- (c) To secure one of 28 grid spot's for each season a fee of \$250 is paid to TAA. Existing competitors that have raced in previous season are given 1st preference. The fee also secures your race number. Please contact series manager Brett Peters to arrange payment..

SR4 DRIVER REGISTRATION

Each *Driver* is required to enter each round via the www.RACERS.world website 7 days prior.

SR5 SERIES EVENTS

- (a) The *Series* will be conducted over 5 *Events* as detailed in the *Series* Calendar below.
- (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.

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 RACERS – Rolling Start.

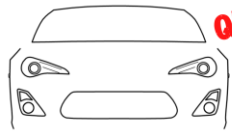
SR9 POINT SCORE

(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 get a copy of the RACERS (Recreation and Competition Event Resources & Services) manual from the RACERS website, read and understand this document. A reminder the ethos of RACERS is that it is recreational motorsport and the overtaking driver is always in the wrong. There is no such thing as a “racing incident”. Car to car contact is not acceptable and the overtaking car is always in the wrong.
- (b) Every driver must have a working race control radio which is purchased from QLD Raceways office

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SR11 TYRES

- (a) The control tyre is the Dunlop Direzza – 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.

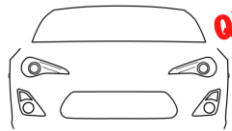
SR14 Competition Numbers

- (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	MyRaceWebsites		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 sil's- supplied
6	75 high	Circo		Lower side sil's - supplied



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7		Dunlop	Yellow	TBA or as per national series
8	100 high	Herron Accountants		Rear number plate - supplied
9				

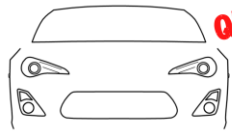
SR21.2 Demerit Point System

- (a) Where a competitor is given 200 points from RACERS no points awarded for that race.
- (b) 250 RACERS points no points for two races.
- (c) 500 RACERS points no points for complete round.

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



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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 with MA Touring Car, Group 3E Series production 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.

TR2 ELIGIBILITY

T2.1 Homologation Requirements

- (a) With the exception of any Controlled Components outlined in this document, all cars presented for competition must be in compliance with the Motorsport Australia 3E Production Touring Car Homologation Document for the relevant automobile, and must comply with Motorsport Australia Group 3E Production Touring Car regulations at all times.
- (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 these regulations is prohibited.

TR2.2 Eligible Automobiles

- (a) Only the following *Automobiles*, imported into Australia by TMCA with Australian compliance and built, 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, and 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) 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 *Automobile* and *Driver* combination must achieve a minimum *Racing Weight* of 1280 kg.

T4.4 Ballast

- (a) *Ballast* must be fitted to the *Automobile* and must be securely affixed and located in the front passenger *Seat* position.
- (b) *Ballast* may be affixed to the *Automobile* to achieve the minimum *Driver* weight.
- (c) Fuel may not be used as a form of *Ballast*.
- (d) It is the *Competitor's* responsibility to make provision for any *Ballast*



TR5

TR5.1 Safety Cage (a) The roll cage must be of National level *MA design and build* and be approved.

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

- (a) A drink bottle may be fitted to an *Automobile* for the sole purpose of *Driver* hydration
- (b) A false floor may be fitted to the *Driver's* side footwell.

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 timer purchased from Qld Raceways

TR6 COACHWORK

- a) Vehicle bodywork must be compliant with Motorsport Australia Group 3E Production Car regulations and the relevant Automobile Homologation Document
- b) In addition to rear spoilers permitted under the relevant Motorsport Australia Homologation Document, 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) Sound deadening material located under the bonnet may be removed.
- (b) The air conditioning condenser and its associated hoses may be removed.

NOTE: If air conditioning pump is removed, it must be replaced with AC Delete Pulley & bracket. OEM drive belt must be retained



The throttle pedal stop may be replaced.

T7.3 Cooling System

A protective screen mounted in front of the radiator may be fitted

TR8 SUSPENSION

- (a) Any suspension component must only be adjusted within the permissible tolerances provided
- (b) Dampers/Shock absorbers must be 1-Way Adjustable ONLY, available "off the shelf", and have no external canisters. If not using suspension listed on the approved suspension list, approval must be sought from the category manager prior to purchase/competition.
- (c)

TR8.1 Ride Height

Automobile Ride Height must comply with Motorsport Australia 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.

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 Telemetry

ECU is open in accordance with Motorsport Australia Group 3E Production touring car regulations & in line with the below requirements:

- 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 running 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 The86Shop on (07) 3154 2838 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 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

Standard calipers or the TGR86 AP calipers are approved only (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) TGR86 series control brake components are approved and available from Neil Bates Motorsport



If not using TGR86 series components, the Control Brake components below are available from TAA

AP replacement front rotor - DBA52935.1S	\$297.00
TGR series DBA42656S-10 Rear rotor	\$211.00
DBA4650S front rotor for STD caliper	\$195.00
DBA42663S rear rotor for STD caliper	\$195.00
DBA Front Full kit to replace AP - 5000BLKS	\$490.00 DBA
Rotor only (ring for above)	\$249.00 Circo S99
Front pads for AP Calipers	\$325.00
Circo S83 Rear pad for AP Calipers	\$265.00
Circo S99 Front for STD Calipers (GTS)	\$260.00 Circo
S83 Rear pad for STD Calipers (GTS)	\$220.00 Circo S83
Rear pad for STD Calipers (GT)	\$220.00

Note: Any race car homologated/log booked prior to the 2022 Season which has an alternative brake package already fitted, may apply to the Category Manager for dispensation to run an alternative setup. To be eligible to make an application, the brake package must comply with the vehicle's Motorsport Australia 3E Recognition document. Should a dispensation be granted, the Category Manager may nominate a specific brake pad which must be used, should the Category Controlled Compound not be available.

TR12 WHEELS

- Must be 18x8 with +42 offset in a forged or semi forged wheel.
- OZ is available via Neil Bates Motorsport \$450 each
- Koya wheels are available from the T86 shop – contact Andrew Wilton 0456 452 639
- No wheel spacers are allowed.
- Each wheel nut must be made from a ferrous material and be open-ended.

TR13 TYRES

- (a) Each *Automobile* must only use the following tyres in accordance with Regulation S16:
 - Manufacturer: Dunlop
 - Model: Direzza
 - Size: 225/40R18
 - Specification: ZIII 86 spec
- (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) The official dealer is DMA OZ/Dunlop Motorsport NSW, Kiara 0418 833 797

TR14 FUEL SYSTEM

- (a) Only premium 98 unleaded fuel
- (b) With exception of ambient atmospheric air and the specified control fuel, no other substance may be added to the intake charge of the engine.

TR15 EXHAUST **Either the TGR86 system or a similar system supplied by Scott's Rods**

In order to prevent the exhaust system being dislodged from its mounts in the event of an accident, it is permitted to provide additional support to the exhaust system mounts by:

- (i) Adding a hose clamp, cable tie or similar around the rubber section of the mount, and/or;
- (ii) Adding a tether using suitable tie wire or similar.

TR16 Final Drive & Ratios

- a) Torsen LSD with 4.1 ratio
- b) 1st gear 3.626, 2nd 2.188, 3rd 1.541, 4th 1.213, 5th 1, 6th 3.437



TR17 Stabiliser

- a) Front 18mm
- b) Rear 14mm

TR18 TOW POINTS

Each Automobile must be fitted with both primary and secondary tow points

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

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 RACERS Code of Conduct.

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 30 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.

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).

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.

Wheels: TBA **Tyres:** Dunlop Direzza 225/35/18 **Diff Ratio:** 4.1 **Racing Weight:** 1280 kg **Wheel Spacers:** Not Permitted **Brakes rotors and Pads:** as above under TR11
Exhaust System – Neal Bates or Scott's Rod's Yamanto

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 via the RACERS portal.

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.