2025 Technical Rules and Sporting Regulations

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SCHEDULE 1 - 2025 TECHNICAL RULES

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2025 TECHNICAL RULES

1.0 Overview:

"TA2 Racing Australia" referred to as **"TA2 Racing", "TA2 Muscle Car Series" or "TA2"** for the duration of this document.

The TA2 Muscle Car Series will run under the National management of **TA2 Racing Australia.** To be eligible to race in the TA2 series, each competitor must be a paid-up entrant in the TA2 Racing Series, either as a series registered competitor or on a round-by-round basis.

The following is to be used in conjunction with the relevant safety documents, supplementary and further regulations from the event promoter, stewards and event bulletins and guidelines as deemed appropriate by the track officials and/or governing body.

The spirit and intent of these rules is to give a consistent standard as to what **TA2 Racing** officials will rule on. Event officials will determine what constitutes a rule breach.

IF THIS RULE BOOK DOES NOT STATE YOU CAN SPECIFICALLY MODIFY A COMPONENT, THEN AN ASSUMPTION MUST BE MADE THAT THE MODIFICATION WILL BE DEEMED A RULE BREACH.

If you are unsure if a modification or repair you are about to perform is within the spirit of the rules, please confirm with TA2 Technical Support (TM) **PRIOR** to commencing the work to avoid any inconvenience and costs in having to reverse the modification or repair.

These rules are designed to benefit the TA2 Racing class as a whole and designed to keep the cars at an even mechanical level with no advantage to any one competitor, while keeping cost to a minimum for this level of Motorsport.

TA2 Racing reserves the right to amend any rules as necessary for safety and fair competition due to any Force Majeure Event which is outside the TA2 Muscle Car Series reasonable control.

ACCEPTANCE OF THE RULES: By participating in a race conducted under these racing rules, each competitor and car owner **agrees** (a) to be **governed** by the rules; (b) to **accept the penalties** imposed and other action taken under the rules.

DEFINITION: "As standard" - as supplied by the original manufacturer and distributed through PBR Distributions, and now HCC Pty Ltd effective 28/1/25. For the purpose of this document, PBR Distributions Pty Ltd and HCC Pty Ltd are now the one entity.

The over-riding philosophy in respect to the eligibility of any area of the TA2 race vehicle will always defer to the "as standard" specification of the vehicle, and/or "as the vehicle was manufactured by Howe Racing, supplied and delivered formerly by PBR Distributions Pty Ltd, and effective from 28/1/25, HCC Pty Ltd.

2.0 General Specifications:

2.1 TA2 Australia Race Vehicle Specifications

Minimum Ride Height	65mm
Wheelbase	2640 mm plus or minus 10 mm. ie Minimum 2630 Maximum 2650
Wheel Track Front	2000 mm plus or minus 25.4 mm (outside of tyre to outside of tyre)
Wheel Track Rear	2000 mm plus or minus 25.4 mm (outside of tyre to outside of tyre)
Minimum Weight Dry	1250 kg (including driver)
Minimum Weight Wet	1250 kg (including driver and wet tyres)

2.2 Engine and Transmission Location

Engine and transmission location must remain unmodified. All engines must remain mounted to original mounting points in the chassis.

2.3 Driver Position

The driver must sit to the left of the center line. No portion of the driver's seat or restraint system can cross the center line of the car. The driver's position is set by the manufacturer and only front and back adjustment is allowed.

2.4 Fuel Cell Size: 22Gal/ 84ltr

Fuel: Commercially available 98 Octane BP Ultimate/Caltex Vortex ONLY or fuel as supplied by the control fuel supplier. No blending or mixing of additives with the standard pump fuel. The Category Manager may nominate a control fuel supplier for rounds of the series and teams will be advised prior to the round. Fuel may be checked by the official scrutineer via the fuel check valve or by direct drainage from the tank at any time during a sanctioned TA2 Race event.

2.5 Controlled Components

(a) All suspension and controlled components fitted MUST BE or HAVE BEEN PURCHASED through PBR Distributions and now HCC Pty Ltd, even if these parts are available from a normal or specialized retail outlet.

(b) These components are vital to keeping the class of TA2 Racing equal and the mechanical specifications of the cars as equal as possible. The components listed below are vital and could be easily modified to give an individual car an unfair advantage. The following parts must be purchased through PBR Distributions.

Updated List as of 1st February 2025

	Part Number
Howe Racing Chassis	As supplied and numbered by PBR
New Complete LS Engine	As supplied, sealed and numbered by PBR
Electronic Control Module (ECM)	As supplied, sealed and numbered by PBR
PWR Radiator	PWR59538
Woodward Power Steering Rack	HE236-1825
Gearbox (Sealed)	G101A-PBR or G101A-LT-PBR
Heavy duty clutch kit (Red cover inc. steel flywheel)	TA2-0023

	Part Number
Tiger Quick Change Rear End	TG20103
Upper Control Arm (front)	2213407
Lower Control Arm (RH front)	229921R
Lower Control Arm (LH front)	229921L
Steering Arm	R3314
Caster Rod	30618
Lower Ball Joints	22410
Upper Ball Joints	22320
Outer Tie Rod End Stud	2329610
Outer Tie Rod End Housing	23248
Inner Tie Rod End	23285
Front Sway Bar 170	2373134
Front Sway Bar 250	23732
Front Up-right R/H (stub)	34611W
Front Up-right L/H (stub)	34611LW
Front Hub	36569
Rear Hub	36568
Hyperco Coil Springs F&R	Linear rate only part #HY10B0-Spring Rates
Penske Shock Absorber Front	PK7500-TA2-F
Penske Shock Absorber Rear	PK7500-TA2-R
Watts Link Assembly	30799
Trailing Arm Assembly	31994
Detroit Locker	TG2403
Locker Spring	TG2430 or HC2430
Axle L&R	TG3001-34 or RP300M-34 or RPEN26-34
Brake Rotor Wilwood RHF	WW160-11839 or BED-WW160-11839
Brake Rotor Wilwood LHF	WW160-11840 or BED-WW160-11840
Brake Rotor Wilwood RHR	WW160-13499 or BED-WW160-13499
Brake Rotor Wilwood LHR	WW160-13500 or BED-WW160-13500
Brake Caliper – Wilwood RHF	WW120-13948
Brake Caliper – Wilwood LHF	WW120-13949
Brake Caliper – Wilwood RHR	WW120-13263
Brake Caliper – Wilwood LHR	WW120-13264
Brake Pads Circo HD Front TA2 Competition Spec	MB1812-20-M207.TA2 or BED-M207
Brake Pads Circo MD Front TA2 Competition Spec	MB1812-20-M111.TA2
Brake Pads Circo Rear TA2 Competition Spec	MB2690-20-S83.TA2 or BED-S83
Brake Bias Adjuster (Howe)	52625
Basset Rim	B50L55

	Part Number
Goodyear Eagle Slick Tyres	D 2560
Goodyear Eagle Wet Tyres	D 2561
All Body Panels	Fivestar / PBR approved
Windscreen Camaro	FS81131-63343
Windscreen Mustang	FS81321-63343
Windscreen Challenger	FS81521-63343
Windscreen Camaro Rear	FS81131-61243
Windscreen Mustang Rear	FS81321-61243
Windscreen Challenger Rear	FS81521-61243 or B923D
Fuel sample valve	XARO15631
Howe Radiator 19 x 28	342A28NF
Windscreen Demister Front	TA2-0119

***Note:** Only TA2 Competition Spec Circo pads are permitted for use during qualifying and races.

3.0 Chassis – Howe TA2 PBR Spec only

The Howe PBR approved chassis must be used.

(a) Only cars purchased via PBR Distributions Pty Ltd will be eligible to compete in sanctioned TA2 Racing Events.
(b) Strictly no modification to the chassis/frame under any circumstances.
(c) Additional mounts may be fitted with prior written approval from TA2 Racing Australia.
(d) Chassis must remain in good order and provide the driver with protection in case of an accident. Damage to a major chassis member must be repaired or replaced to the highest standards and meet the satisfaction of the scrutineer. Cars involved in a major accident may be subject to extra scrutineering prior to being allowed to compete at future sanctioned events.
(e) Any modification to suspension pick-up points, engine mounting points or mounting plates will be treated as a deliberate breach and penalties applied.
(f) Added weight must be in block form. No single block can weigh more than 15kg. Any weight used must be within the chassis rails side to side, within the center line of the front and rear wheels and be directly bolted to the chassis plates provided. Any success ballast must be fitted in a location as directed.
(g) No movable weight.
(h) No weight trays other than those provided on the chassis by Howe.
(i) All added weight blocks must be a bright colour and have the car chassis and/or car race number clearly marked on each weight.
(j) Weight must be attached via positive means to the satisfaction of the scrutineer (1/2” UNC Bolt Lock Nuts).
(k) No added weight in the driver’s compartment.
(l) Any TA2 car that has added weight fall off during a TA2 event will be subject to penalties that will include points deduction or exclusion.

4.0 Body

4.1 All replacement body panels must be supplied by PBR Distributions and be of Five Star or PBR-TA2 make.

4.2 Repairs to body panels must not change the shape of the panels to aid in aerodynamic performance.

4.3 Cowl panel (below windscreen) must remain unchanged – all engine intake air or cooling air must come through the front bumper grille sections and hood vents only.

4.4 Grille

(a) Grille inserts are permitted, however, must be a TA2 spec part supplied by PBR. A maximum of only 2 grille inserts allowed and must be located within Grill airbox frontal area. Bumper sections may not be modified.
(b) Grilles must retain the original profile as viewed from the top, sides, and front.
(c) Please refer to Annexure 13, 14 and 15 for Grille openings on the upper nose section for all bodies.
(d) Grille mesh is to be of steel/stainless steel construction and the profile of the mesh must remain constant from left to right and top to bottom, no modification of the mesh is permitted. Taping of the grille mesh and overlaying of the mesh is not permitted.

4.5 Quarter panels must remain un-modified other than repairs to damage.

4.6 Rear boot/trunk must remain un-modified other than repairs.

4.7 Rear wing mounts are to remain unmodified.

4.8 Optional inner front guard rain fenders may be fitted in wet conditions. Wet conditions as determined by the use of wet weather tyres.

4.9 Hoods

(a) Hoods must remain unmodified.
(b) Additional fasteners are allowed on the hood section.

4.10 Internal tinwork should remain unchanged from the original standard design, providing it affords the driver with safe insulation from the driveline and engine bay area. A positive firewall is required on all four sides of the driver. The floor must remain minimum 1/8" magnetic steel plate. Tin work must be of neat appearance and have no sharp edges.

4.11 Windscreens must be fitted, and

(a) The front windscreen must be TA2 spec/Five Star Clear sheet and have no holes other than the mounting holes. All replacement windscreens must be TA2 spec/Five Star screens only.
(b) The rear windscreens must be TA2 Spec/Five Star screen only.
(c) Windscreen protectors are allowed.
(d) Front windscreen demister/heaters are permitted (Approved).

4.12 Aerodynamics

(a) The Standard factory front splitter is permitted (Part No. FS81001-41851) or alternate material can be used only if approved by the TM. All splitter/undertrays are required to be no longer than 620mm deep with a 5mm tolerance and must follow without protruding past the profile and of the further most point of the front bumper and air dam.

(b) A distance from the center line of the front cross member to the back edge of the splitter/undertray is to be no less than:

355mm on the **Dodge**,

345mm on the **Camaro and Mustang.**

(c) Splitter/Undertray thickness is to be no thicker than 9mm and no thinner than 6mm.

(d) The allowance of a wear strips to the front underside edge of a fitted one-piece fibreglass nose cone is permitted but, must be no wider than 50mm and no thicker than 9mm and is not to protrude outside of the nose profile. Please refer to **Annexure 16**.

(e) The profile must remain as standard. No additional aerodynamic aids are to be attached to any section of the standard supplied body. Please refer to the drawings in **Annexure 4 and 5**.

(f) The front splitter/undertray must be flat and not stepped or curved.

(g) It must be mounted in its factory location.

(h) Be no lower than the straight line prescribed between the bottom of the chassis rails and the front cross member lower section.

(i) Be no higher than 19mm above the straight line prescribed between the bottom of the chassis rails and the front cross member lower section.

(j) A variation of a maximum of 13mm (rake) is permitted from the front leading edge (at 0) to the rear trailing edge of the splitter/undertray (at 13mm). Wear strips are not considered when measuring splitter/undertray height. At no point will it be permitted for the splitter/undertray to be any lower than the lowest point of the bottom of the chassis. **Annexure 17**

(k) Taping of anybody panel gaps is not permitted.

(l) Manipulation of body panels, beyond their relaxed state, is not permitted.
All support struts, both internal and external, must not be loosened, adjusted or manipulated in any way so as to create a change to the body shape of the car. All cars at speed must retain the relaxed shape of all body panels including windscreens.

4.13 Rear Wing

(a) TA2 Australia Spec Rear Wing must be fitted and unmodified.

(b) TA2 Australia Spec Rear Wing hardware and mounts must not be modified.

(c) No packers or shims can alter the standard TA2 Australia spec wing.

(d) No other aerodynamic aids are permitted on the wing.

(e) Standard TA2 Australia wing end plates only.

4.14 NACA ducts or air inlet ducts may be fitted in the side window openings. These may provide air to the driver or as a means of windscreen demisting. This air MUST NOT be forced into the engine compartment. Ducts must in no way impede the driver's ability to remove himself from the vehicle in the case of an emergency.

4.15 Side mirrors are to be as standard and must always be fitted.

4.16 An internal rear-view mirror is required.

4.17 Aerials and antennas may be fitted to the roof or boot/trunk.

4.18 Internal and external cameras are permitted; these must be fastened securely and must be present and secure when the vehicle is produced for scrutineering.

4.19 TA2 Australia spec front and rear tow straps must be fitted**.** Tow straps must be easily accessible and clearly marked.

5.0 Engine

TA2 Racing Australia LS3 supplied engines only. All engines must be purchased through PBR Distributions.

(a) All engines come complete and are sealed for even performance, integrity, and identification.

(b) No modifications to the components of the engine are permitted, other than as mentioned in this rule section.

(c) Replacement components not identical in their supplier and part number are not to be used unless specific permission is granted, via writing from TA2 Racing Australia Management.

(d) Throttle must have a minimum of two return springs that positively return throttle to its idle position.

(e) Improved throttle pedal assembly is permissible however, must be TA2 spec part no.52350 plus the addition of a throttle pedal support plate. Part Number #TA2-0112. Pedal pads may be modified to suit the driver's preference. To allow the throttle pedal height to be adjusted to suit the driver's preference, the throttle stops thread length may be modified, to lengthen or shorten the stop, by the addition of or removal of thread. This can be done to both the pedal height stop (engine bay side), and the pedal travel stop (cockpit side).

(f) Fuel pump must remain the original type, mounting position and unmodified (255 LPM).

(g) K&N Filter elements are permitted.

(h) TA2 Australia supplied airbox only, filter location must remain unchanged, all engine intake air must pass by the inlet air filter and throttle body. No other inlet air to the engine is permitted.

(i) Exhaust manifold including muffler and exit location must remain standard. Extractor header pipes are spec parts. No modification to these parts is permitted.

(j) TA2 spec noise augers or turn downs are not permitted unless directed by the TM.

(k) Rocker cover type and design is Unregulated.

(l) The water pump must be crankshaft belt driven.

(m) An engine crankshaft-belt driven alternator must be fitted and the alternator must be operational.

(n) The engine must be able to start under its own power at any time as requested by the TA2 Racing scrutineer.

(o) The starter motor position is fixed.

(p) Spark plugs are Unregulated.

(q) Coolant pipes are to be as standard.

(r) The radiator and oil cooler type and position are fixed. Only TA2 Spec PWR units purchased via PBR Distributions are permissible.

(s) A fuel sample point must be installed in the same location as indicated in the pictures detailed on **Annexure 6**. Part no. XARO15631 is the mandated valve that must be used.

(t) Thermo fans are to remain as supplied and retained in the 'as standard' location.

(u) TA2 spec ECM units must be used. Strictly no modifications to this part will be tolerated. Strict penalties apply to anyone competing in a TA2 event with a modified ECM. The ECM must not be tampered with. The scrutineer can, at any time, check the operation of the rev limiter. All ECM Rev limiters are set to 6500 rpm with no tolerance. TA2 Racing reserves the right to test all or any ECM at any race event. At the direction of a TA2 racing official, an ECM Unit owned by TA2 may be supplied and the competitor directed to race or qualify using the TA2 supplied unit. Refusal to replace the ECU at the direction of the official will be treated

as a material breach of the technical regulations and penalties will apply**.** The CM reserves the right to swap ECUs from vehicle to vehicle.

(v) Engine repairs/rebuilding will be completed by contractors to PBR Distributions Pty Ltd (PBR) ONLY. Engine rebuilding will be at cost to the competitor and meet the maximum horsepower window set by TA2 Racing Australia. If any engine has metal in the filter, not performing or making noises not consistent with a healthy engine, the engine must be removed by the owner and PBR will supply a sealed TA2 rebuilt or new engine. The faulty/worn engine will be sent for repair, and a report will be given to the owner on the failure of that engine. If economical, it will be repaired, dyno checked and sealed. If it is uneconomical to repair, a new engine will be ordered to replace PBR stock. The failed engine will be returned to the owner in as is condition. The replacement engine will remain the property of PBR until all costs are paid in full.

(w) Any engine found to have missing or broken seals will be deemed illegal until the seal is replaced at the discretion of the approved TA2 Racing scrutineer.

(x) These engines rules are in place to protect the integrity and cost effectiveness of TA2 Racing. Any breach of the engine rules will be dealt with harshly and treated as deliberate cheating. If you are unsure of a modification or wish to make a repair that requires the removal of an engine seal, check with TA2 Racing technical representative before attempting repair. No repairs outside of PBR will be allowed.

6.0 Driveline

6.1 Transmission (Only TA2 Racing sealed transmissions are eligible)

TA2 Australia Spec G-Force Transmission G-101a is to be used. Ratio as follows:

Gear	Ratio
1st	1.93:1
2nd	1.44:1
3rd	1.17:1
4th	1.00:1

There is an optional gear set upgrade now available as follows. The change includes new parts specifically for 2nd and 3rd gear, a new half shaft and gear assembly process, spacers, and plates to facilitate the changes. There is a very slight gear ratio change as a result.

Gear	Ratio
1st	1.93:1
2nd	1.45:1
3rd	1.154.1
4th	1.00:1

Optional Holinger RD4 TA2 Set Spec Ratio Transmission as supplied by Holinger Engineering -
Not eligible until TA2 Muscle Car Series Round Two, 2025

Gear	Ratio
1st	1.926:1
2nd	1.463:1
3rd	1.187:7
4th	1.000:1

(a) The Shifter must remain as supplied. The HT4000 shift lever can be changed to suit the driver's preference.
(b) The shift must remain H in pattern and mechanical to be operated by linkages and gear shifting only via positive means from the driver's seat.
(c) Transmissions must always retain an operational reverse gear.
(d) Transmission repairs can be performed by a suitability qualified person but must be checked and sealed by a TA2 Racing tech official. Remanufactured transmissions are available via PBR Distributions.
(e) Transmission must remain mounted to the engine by standard TA2 spec bell housing.
(f) A Transmission pump and cooler is permitted. Part no. TIL40-524.
(g) A complete Transmission Cooler Pump Kit including mounting brackets, hoses, fittings, pump, and cooler is available via PBR Distributions. Part no. TA2-0031.

6.2.1 Clutch and Bell Housing

(a) Clutch and pressure plate must be single plate design of the same size as the original (290mm) or as the listed option in the TA2/PBR Options Upgrade list as per Section 14.0 in Technical (pages 17/18)
(b) Clutch operation is to be via internal slave cylinder.
(c) Clutch master cylinder is to remain as standard.
(d) Original flywheel is a spec part only available via PBR Distributions. Part no.12571611
(e) TA2 spec upgraded clutch kits are permitted. Part no. TA2-0023 includes a replacement steel flywheel.
(f) Clutch and flywheel options are also listed in the TA2/PBR Options Upgrade list as per Section 14 for the Holinger Gearbox, **however not eligible until TA2 Muscle Cars Round 2, 2025.**

6.2.2 Driveshaft

(a) Driveshaft must be one piece and of same dimensions of the factory fitted drive shaft. Part no.244000.
(b) Driveshaft must not be aluminum or composite.
(c) Yokes are unregulated.
(d) Universal joints are unregulated but must be a four-roller conventional commercially available type joint.

6.2.3 Differential

(a) Axles must remain un-modified from the original supplied type or as listed in the Options Upgrade list in Section 14. No machining or drilling permitted.
(b) Diff spec ratio is 4.11:1. Any secondary gear set ratio is allowed.
(c) No camber or toe adjustable hubs are permitted.
(d) No method of adjusting rear wheel camber permitted.
(e) Maximum of ONE Degree of camber per side +/- .025 degrees vertical.
(f) Maximum TOTAL OVERALL of 3mm of toe +/- horizontal.

7.0 Brakes

(a) The brake package fitted to the TA2 car must remain the same specifications, supplied as standard, with the allowance of the option of Wilwood master cylinders.

Part no. WW260-10280 1-1/8 bore
Part no. WW260-10278 7/8 bore
Part no. WW260-10279 1'' bore

The application of cylinder sizes is at the discretion of the individual.

(b) Howe pro brake pedal option is permitted (1.6-1.7 ratio). Part no.52696. Wilwood Brake option is permitted. Pedal part number WW340-16377
(c) Brake duct box openings are to remain as standard and in factory positions, as detailed in **Annexure 2** and as measured below in (d) and (e).
(d) Mustang/Camaro 255mm +/- 5mm wide 120mm +/- 5mm high.

(e) Dodge 210mm +/- 5mm wide 120 +/- 5mm high and 255mm diagonally from bottom to top corners.
(f) Relocation of duct grille mesh from front of box to middle of box is permitted. Mesh profile is free and to be of steel/stainless steel construction. The profile of the mesh must remain constant from left to right and top to bottom. Rectangular profile of the mesh is acceptable, overlaying of the mesh is not permitted. Taping of the mesh will only be allowed at the TM's discretion during adverse weather conditions and is only to be ONE strip to a maximum of 50 mm (2 inches) wide tape to the bottom of the grille opening.
(g) Brake duct box upgrades for Dodge bodied cars are permissible. Part no.TA2-0034.
(h) Front rotors control spec Wilwood brand (See Page 4 for part number).
(i) Rear rotors control spec Wilwood brand (See Page 4 for part number).
(j) Only control spec Wilwood calipers can be used.
(k) Front Caliper part no. WW120-13948 Right, part no. WW120-13949 Left (GN6)
(l) Rear Caliper part no. WW120-13263 Right, part no. WW120-13264 Left (Superlite 4)
(m) No Caliper spacers permitted.
(n) Only Circo pads listed on Page 4 are permitted for qualifying and racing.
(o) No cutting or modifying of brake pads allowed.
(p) Master cylinder size must be of Howe or Wilwood TA2 Australia spec ONLY and remain unmodified. Refer to section 7 (a).
(q) Brake bias adjuster must be a Howe unit and remain in original location. Part no. 52620.
(r) Brake line material and size is unregulated.
(s) All four-wheel brakes must always be operational.
(t) No line lock devices are allowed.
(u) No bracing or modification of caliper mounts, front, or rear.
(v) Brake bias gauges are unregulated.
(w) Removal of brake fans are permitted.
(x) Upgraded front rotor cooling hose is permitted however, must be TA2 spec kit - part no. TA2-0032 4'' cooling hose upgrade.

8.0 Suspension and Steering

8.1 Suspension: Front

(a) No modification that changes the geometry or action of any suspension component or a modification that changes the arc, STI, KPI, or motion ratio is permitted. Suspension geometry may only be adjusted within the limits of standard spec supplied equipment of the PBR Spec TA2 car. No alternate ball joints, pins or spindle slugs are permitted other than standard spec supply.
(b) Upper Control arms must remain un-modified and TA2 Racing spec only including ball joints and pins. Upper Control Arm Bolts: A minimum of one thread protrusion of the bolt is required to ensure adequate locking engagement. The a-arms attach to the chassis with two ½'' x 2.5'' bolts, grade 5 or 8. It is important to use the torque specs that match the bolt grade and the thread to produce the right amount of bolt stretch. Grade 5 coarse 57ftlbs/Grade 8 coarse 80ftlbs
(c) Upright (stub axle) must remain as standard and un-modified including spindle slug.
(d) Lower control arms must remain standard and un-modified including ball joints and pins.
(e) Castor Bar (Radius Rod) must remain un-modified.
(f) All chassis mounts must fit within the original measurements (3mm tolerance).
(g) Any Howe spec shims are permissible on the top arm to facilitate desired wheel alignment specifications however, the factory length bolt of 2 ½'' must be retained.
(h) Shock absorbers are to be Penske 7500 Series single adjustable only.
(i) All shocks must be supplied by PBR or one of the nominated Authorised TA2 Shock Repair Centre Agents (ATSRC). These shocks will be set to the control specification and individually sealed with serial number. No

other modifications are permitted. No additional external method of adjusting bump or rebound characteristics will be permitted and no other modifications allowed. No external nitrogen canisters are permitted. There is an allowance for coil over adjusting sleeve (Silicone hose that fits over the coil over body threaded section and secured via hose clamp to prevent adjuster from rotating). The sole purpose of this is to reduce the damage to the coil over body threaded section from adjuster ring locking screw.

(j) Bump stops and extension limiters are not permitted.

(k) Front ride height measurement reference location (refer to **Annexure 11)** is to be no less than 65mm at the completion of any qualifying and or racing sessions with no less than 20 psi of tyre pressure at the measured corner and at a competition race weight of no less than 1250kg.

(l) Coil spring must remain in its original location and must be of Hypercoil brand only, purchased via PBR Distributions.

(m) Coil spring range: Front 350-750lb, Rear 200-500lb.

(n) One spring plus one helper spring per wheel. The helper spring is optional. Helper or tender springs are permitted, providing they remain fully bound (compressed) when weight of vehicle at normal ride height is applied.

(o) Heim Joints are unregulated.

(p) Springs can be tested and must be within 10% of the rating shown on spring.

(q) Only Howe branded PBR spec TA2 Upper and Lower Ball Joints are permitted. The front sway bar must always remain connected as delivered by the factory and in all conditions. Only the factory marked and supplied 250 & 170 front sway bars are to be used without any modifications to any surface of the sway bar.

8.2 Suspension: Rear

(a) No modification to the differential mounts' location or chassis to differential mounts location is permitted. Any modification to the position of these mounts, pick up points, or mounting holes in these mounts, will be dealt with harshly and considered deliberate cheating.

(b) Differential housing must be as standard in the caliper location and suspension locations are to remain in as standard positions.

(c) All differential mounting points must match CAD drawings available from TA2 Racing Management upon request or as detailed in **Annexure 1** of this document.

(d) The upper and lower trailing arms must be steel. No aluminium or carbon allowed.

(e) Panhard bar or watts linkage are to be as standard, and factory supplied only.

(f) Pinion angles are unregulated.

(g) No remote adjusters for sway bars, pan-hard bars, watts linkage or rear end top link are permissible.

(h) Shock absorbers are Penske 7500 Series single adjustable only.

(i) All shocks must be supplied by PBR or one of the nominated Authorised TA2 Shock Repair Centre (ATSRC). These shocks will be set to the control specification and individually sealed with serial numbers. No other modifications are permitted. No additional external method of adjusting bump or rebound characteristics will be permitted and no other modifications allowed. No external nitrogen canisters are permitted. There is an allowance for coil over adjusting sleeve (Silicone hose that fits over the coil over body threaded section and secured via hose clamp to prevent adjuster from rotating). The sole purpose of this is to reduce the damage to the coil over body threaded section from adjuster ring locking screw.

(j) Bump stops and extension limiters are not permitted.

(k) One spring plus one helper spring per wheel. Helper or tender springs are permitted, providing they remain fully bound (compressed) when the weight of car at normal ride height is applied.

(l) Rear ride height measurement reference location (refer to **Annexure 12**) is to be no less than 65mm at the completion of any qualifying and or racing sessions with no less than 20 psi of tyre pressure at the measured corner and at a competition race weight of no less than 1250kg.

(m) It is permissible to disconnect or remove the rear sway bar.

(n) If the rear sway bar is to be used it must be the as supplied sway bar from the factory including mounting hardware and cannot be modified in any-way.
(o) Heating and bending of the standard sway bar is not permitted.
(p) The bottom hole in the 3rd link front chassis plate is a global addition to the late model (metallic grey) chassis and is not permitted to be used. Only the top and 2nd holes are permitted to be used for suspension set up. See Image on **Annexure 10.**

8.3 Steering

(a) TA2 spec Woodward 18.25" rack only. No Modifications are allowed. Torsion Bar changes are permitted.
(b) The steering column may be adjusted, lengthened, or shortened to suit driver's preference. No modifications are permissible. There is ample adjustment to cater for multiple driving positions.
(c) Side steering rods must be of standard supply. No welding or joining and must be of aluminum construction and be original fitment.
(d) Power steering lines and pump outlet fittings may be changed.
(e) The power steering pump must remain belt driven from the front of the engine crankshaft.
(f) No modification to the steering geometry is permitted. Any modification will be dealt with harshly and treated as deliberately gaining and advantage outside of the rules.

9.0 Electrical and Data

9.1 Electrical

(a) Battery must be a dry cell race type 12 volt. The battery must remain in the original location within 50mm in any direction.
(b) Factory as standard wiring looms only. CPWS spec MoTeC loom only permitted with no alterations allowed.
(c) Switch gear is free but ignition "On/Off" and "Start" button must be clearly marked.
(d) Gauges or electronic dash MoTeC C125/C127 is permitted for GEN 6 Cars. Logging is only allowed through MoTeC and factory ECU RPM output only. A track timer is permitted with no additional inputs via analogue or CAN are permitted.
(e) Transmission temperature input can be substituted with TPS reference. TA2 spec interface loom is required.
(f) Strictly no changes to wiring or ECU permitted.
(g) An alternator upgrade is permissible. Upgrade kit part no. TA2-0020 to install E1170 Alternator.
(h) The master switch, located to the left-hand side of the steering wheel, must be fitted, and operate as specified by the CM. This master switch location must be clearly marked by a symbol, showing a red spark in a white edged blue triangle of minimum edge length 150mm, which is fitted forward on the driver door.

9.2 Data Collection

(a) Data Collection is allowed through Motec dash, Motec Camera and V.Box Camera only through the standard channels, no additional CAN or analogue inputs into the dash are permitted.
(b) It is permissible for the TM or his nominee to download any data for inspection.

10.0 Wheels and Tyres

10.1 Wheels

(a) 15' x 10' Bassett Steel wheels only. Part no. B50L55 with 5-inch backspace
(b) No wheel spacers or alterations to offset permissible.

(c) Wheels maybe coated, painted, or chromed.
(d) Wheels must be in good condition.
(e) All wheel weights must be covered with race tape.
(f) Steel wheel nuts must be used.
(g) All rims must have the relevant car number clearly on the rim.

10.2 Tyres

(a) Goodyear Eagle slicks DS2560 tyres are to be used, with the exception of Round Two, Bathurst. Available only from HCC Pty Ltd.

Tyre	Size	Type	Compound	Wheel diameter
Dry	27.0/10.0 x 15	Bias Ply	DS2560	15"
Wet	27.0/10.0 x 15	Bias Ply	DS2561	15"

(b) No tyre grooving permitted.
(c) The use of any device that controls, regulates, or monitors the pressure of the tyres during qualifying and or racing is not permitted.
(d) It's recommended by Goodyear that **any green tyre must have a minimum tyre pressure of 27 psi** with no weaving as part of the initial bed in process to prolong durability.
(e) Tyre warming devices are prohibited.
(f) All tyres must have the Goodyear Barcode visible.
(g) Only six tyres per round are allowed for use unless otherwise advised. For rounds 1, 3,4,5,6 and 7 - six of those tyres can be green "un-roaded" Goodyear control tyres (new) for use in qualifying and racing.
(h) With the exception of round 1, only tyres marked from the previous TA2 Muscle Car round the competitor has competed in can be used in official practice. For round 1, 4 new tyres can be used for Friday practice, with another 6 new tyres allocated for qualifying and racing. Any new tyres run in practice will be at the discretion of the TM.
(i) Competitors can present used tyres for marking as it's not compulsory to purchase new tyres, however only 6 tyres in total will be marked for qualifying and racing.
(j) For round two at Mt Panorama, Hoosier will be the control tyre and up to 6 new or used tyres to be marked for qualifying and racing.
(k) **Note: Round One is determined as the first round of the series point score in any competition year. This does not apply to any pre-season non championship event. The following table refers to qualifying and all race sessions.**

Round 1,3,4,5,6,7,	Goodyear DS 2560	Up to 6 new or used tyres to be marked for Qualifying and racing
Round 2 Bathurst	Hoosier	Up to 6 new or used tyres to be marked for Qualifying and racing
No NEW tyres are permitted to be used in practise on the Friday of the race weekend, with the exception of Round 1 and Round 2 or as advised by the TM. Tyres to be used in official practise for other rounds must be marked tyres from the TA2 Muscle Car Series round that the competitor previously competed in. New tyres in practise at other rounds will only be allowed at the discretion of the Technical Manager and must be marked prior to Practise One.		

(i) Tyres must be available for Tyre Marking prior to Qualifying. All 6 for marking need to be laid out in front of the pit garage. Tyre Marking times may vary from track to track, you will be advised when this is by the CM prior to the round.

(j) Damaged tyres will be removed from the tyre bank, and any replacement must be discussed and confirmed with the Category Manager and Technical Manager. No replacement tyres should offer a performance gain. (Any damaged tyre must be presented to the TM, and destroyed before any other tyre is marked for replacement). If a competitor takes a new tyre during the course of the competition weekend over the new tyre allocation as per the above graph, then that competitor must start the subsequent race from the rear of the grid or as determined by the TM. Any further new tyres taken will also be cause for rear of grid starts in subsequent races for each rule incursion. Competitors starting from the rear of the grid due to driving or technical infringements, or competitors that don't have damaged tyres as examined by the TM will not be permitted to take new tyres under this rule.

(k) The use of tyre treatments to gain a performance advantage is strictly forbidden. Anyone found using a tyre treatment will be dealt with by the Category Manager and Technical Manager. Penalties will apply.

(l) Anyone who is found tampering with or remarking their own tyres will be dealt with by the Category Manager and Technical Manager and excluded from the event and/or series.

(m) Unless advised in this document, tyres are not to be tampered with in any way as to gain a performance advantage and will result in penalties at the Category Manager and Technical Managers discretion.

(n) If a new competitor joins the series after the first round and does not have a bank of previously used tyres, then that competitor can purchase up to 4 new tyres for practice, or as determined by the Technical Manager

(o) If due to a vehicle sale, vehicle write off, new vehicle purchased mid-season, or changed circumstances, the tyre rules applied to any vehicle entry any time after Round 1 will be at the discretion and direction of the TM.

(p) The TM is permitted to impound any tyres between sessions.

(q) The TM shall be the sole arbiter regarding the interpretation and application of all tyre regulations and any decision made by the TM in this regard shall not be the subject of any protest or appeal.

11.0 Safety

(a) The driver must hold (or be in the process of attaining) an appropriate Australian Racing License. TA2 reserves the right to consider if any driver is suitable to compete in the TA2 Series. If there is any doubt as to whether the driver will be allowed to compete under these rules, please contact TA2 Racing Australia for clarification.

(b) All TA2 cars must be made available for safety scrutineering when requested by a scrutineer or an authorized member of the controlling body at any race venue.

(c) It is the DRIVERS responsibility to keep informed of any current regulations, or changes to those regulations, for the drivers own safety apparel.

(d) TA2 Racing will, when possible, inform all nominated drivers of any updates or changes to the regulations.

(e) All drivers' restraints (safety harness) must meet or exceed FIA 8853/98.

(f) Six-point harnesses are a minimum requirement.

(g) The safety harness must be presented within the required "date" as marked on the harness by the manufacturer.

(h) Safety harness must be in perfect structural condition and work faultlessly when tested.

(i) Safety harness must be mounted using the correct and approved mounting hardware and be within the manufacturer's guidelines.

(j) Driver's race suits must meet or exceed FIA 8856/2000.

(k) Race suits must be in good condition and free from any fuel or oil residue.

(l) The driver's underwear, shoes, socks, gloves, and balaclava must carry the appropriate approval markings as required by the governing body for that event.
(m) Approved HANS devices MUST be worn by the driver at all official TA2 Racing events.
(n) TA2 Racing recommends Racetech seats, however any manufactured race seat with an aluminium or composite material may be fitted. The seat must have current SFA or FIA markings as required by the governing body for that event.
(o) Helmets must have the current SFA or FIA markings as required at the time by the governing body for that event.
(p) Window nets must be fitted to the driver's window opening and restrained for all on-track activities.
(q) The window net must stop the driver's arms and/or hands from being able to protrude from the body work of the TA2 car in the event of an accident.
(r) Window net release must work faultlessly when scrutineered and its operation must be clearly visible.
(s) Window nets must carry the current SFA or FIA markings.
(t) Window nets over five years of age will not be approved, regardless of their condition.
(u) Firebombs are mandatory at all official TA2 Racing Events and must be clearly marked.
(v) Each extinguisher fitted must remain compliant with the relevant extinguisher system standard (i.e., SFI 17.1 On Board Fire Suppression Systems) including any necessary service requirements.
(w) Read the *TA2 Owner's Manual* so you know exactly how this system works. Annual testing and tagging are mandatory and is the sole responsibility of the TA2 car owner/team.

All safety equipment must be kept in excellent condition and fitted to meet or exceed the manufacturer's requirements. No compromises will be accepted for any of the above rules. The scrutineer of the event will have final say on any safety item issues.

12.0 Bolts and Fasteners

(a) All major component bolts must be 'GRADE 5' or 'GRADE 8' High tensile or equivalent. No "torque to yield" bolts permissible.
(b) Any bolt that could influence steering or braking must not be modified in any way. Any damaged or bent bolts or nuts must be replaced. No lightening allowed of any of these fasteners.
(c) Pop Rivets, where used, may be replaced with another fastening means. Rivets may be coloured.
(d) Dzuz fasteners may be replaced or up graded.
(e) No quick release fasteners to be used on driver's protection firewalls, front, sides, or back.
(f) All seat belt and seat fasteners to be of the highest quality.
(g) Race tape or similar may be used in the case of on track damage but the prolonged use of race tape is discouraged.
(h) Hood pins may be upgraded or changed. The hood must have a minimum of eight fastening points. Hood pins must not form any type of aerodynamic aid.

13.0 Identification and Markings

(a) Race numbers will be assigned, teams may request a certain race number, every effort will be made to allow the usage of that number, but no guarantee is implied.
    i. Race numbers must be displayed clearly on both sides of the TA2 Race car. Number minimum height 280mm.
    ii. Race numbers should be as large and bold as possible to imitate the American style of NASCAR racing.
    iii. Race numbers must also be displayed in yellow (min 100mm high) on the R/H top corner of the windscreen. Note: Allow room for sponsors windscreen banner (approx. 180 mm). Each number

should also have the relevant class in letter form next to the number ie. **Pro** – P, **Rookie** – R, **Master** - M in the same colour and 50 mm high.

(b) An area directly behind the front wheel arch must be made available for series sponsor logos.

(c) The top of the windscreen must be left available for series sponsor banner signage as required.

(d) Branding or decals that make the TA2 car appear as a certain model of its shape (i.e. Mustang "Supersnake") is permissible and encouraged.

(e) Rear quarter panels are reserved areas for major sponsor signage on your car.

(f) The Hood area is reserved for signage of any secondary sponsor.

(g) TA2 logos on rear bumper, front bumper, are permissible.

14.0 Performance Upgrades or Rule Updates

PBR TA2 Option/Upgrade Components

The options listed below are what has become available to update older models to current specification builds and improvements that have been necessary to maintain reliability and cost effectiveness to the category.

Part Number	Optional Component	Availability
244000-CHRO	Driveshaft w/upgraded Chrome Moly Slip Yoke	Purchase option
32680	Howe Shifter Boot	STD fitment 2019+ models
30799DET1	Watts Link Chassis Bracket (Allows lower bar angle)	STD fitment 2019+ models
524358	Remote Clutch Reservoir Conversion	STD fitment 2020+ models
52350	Improved Accelerator Pedal	STD fitment mid-2019+ models
52359	TA2 Pedal Stop Accelerator	STD fitment mid-2019+ models
524373	Aluminium Master Cylinder Cap (Replaces plastic cap)	Purchase option
B96100 & B96101	Steel Perforated Rock Guards (Replace plastic part)	STD fitment 2020+ models
ED02H SOLID	Solid Centre Clutch Disc	Purchase option
G101A-LT-PBR	G101A Gearbox with Large Tooth Gears	Purchase option
MOTEC LOGGING	Computer Programming	Purchase option
MOTEC TPS	TPS Extension Kit	Purchase option
MOTEC 18037	C127 Race Display Screen 7"	Purchase option
PWO122866	PWR Engine Oil Cooler - 280 x 279 x 37mm (32 Row)	Purchase option
RP300M-34	Axle 300M Billet 34"	Purchase option
RPEN26-34	Axle EN26 Billet 34''	Purchase option
TA2-0009	Brake Pressure Gauge Kit (Brake bias display)	Purchase option
TA2-0020	Alternator 110-amp (Replaces Power master part)	STD fitment on 2019+ models
TA2-0026	Mid Gearbox Skid Plate	Purchase option
TA2-0031	Transmission Cooler Pump Kit	Purchase option
TA2-0032	4'' Brake Cooling Duct Kit	STD fitment on 2019+ models
TA2-0033-C	Grill Inserts for Upper Nose - Camaro (Additional grill opening for cooling)	Purchase option

Part Number	Optional Component	Availability
TA2-0033-M	Grill Inserts for Upper Nose - Mustang (Additional grill opening for cooling)	Purchase option
TA2-0033	Grill Inserts for Challenger (Additional grill opening for cooling)	Purchase option
TBA	Challenger Bonnet Vents	Purchase option
TBA	Challenger Quarter Windows	Purchase option
TA2-0043	Fire System Kit (Replaces 2 bottle system)	STD fitment on 2025+ models
TA2-0046	Holley Valve Cover (Red, Black or Orange)	Purchase option
TA2-0047	PWR Oil Cooler with 9” Skew Blade Fan	Purchase option
TA2-0049	Pinion Bearing Spacer	STD fitment on 2019+ models
TA2-0051-MC/C	Camaro One Piece Nose Cone	Purchase option
TA2-0051-MC/M	Mustang One Piece Nose Cone	Purchase option
TA2-0051-MC/D	Challenger One Piece Nose Cone	Purchase option
TA2-0057	Splitter Wear Blocks CAM/MUS	Purchase option
TA2-0057D	Splitter Wear Blocks Challenger	Purchase option
TA2-0057-LONG	Splitter Wear Blocks LONG CAM/MUS	Purchase option
TA2-0072 (Holley)	Engine Valve Cover (Holley) Breather Kit	Purchase option
TA2-0072(STD)	Engine Valve Cover Breather Kit	Purchase option
TA2-0076	Fibreglass Air Box Assembly	Purchase option
TA2-0108-OVAL	Early Camaro Front Air Duct Oval	Purchase option
TA2-0108-ROUND	Front Air Duct Round	Purchase option
TA2-0107	Air Duct Intake Pipe Fitting	Purchase option
TA2-0111MUS/LH	Mustang LH QTR Window Duct	Purchase option
TA2-0111-MUS/RH	Mustang RH QTR Window Duct	Purchase option
TA2-0111CAM/LH	Camaro LH QTR Window Duct	Purchase option
TA2-0111CAM/RH	Camaro RH QTR Window Duct	Purchase option
TA2-0112	Throttle Pedal Support Bracket	Purchase option
TA2-0119	Windscreen Demister Front	Purchase option
WW260-10372	Wilwood Brake Master Cylinder 3/14”	Purchase Option
WW260-10278	Wilwood Brake Master Cylinder 7/8”	Purchase option
WW260-10279	Wilwood Brake Master Cylinder 1”	Purchase option
WW260-10280	Wilwood Brake Master Cylinder 1 1/8”	Purchase option
#296001	Inner Guard Rain Fenders	Purchase Option
# WW340-16377	Pro Brake Pedal	Purchase Option
# PWO5929	14 row Transmission Cooler	Purchase Option
TA2-0077	Gearbox Interior Duct for14 row Transmission Cooler	Purchase Option

Part Number	Optional Component	Availability
# 22312X	Upper Steel Ball Joint Cap	Purchase Option
# 22415X	Lower Steel Ball Joint Cap	Purchase Option
GFLT592024	Gearbox – Half Shaft (H/S)	Purchase Option/STD fitment on March 2024+ models
GSRM2918	Gearbox – 1st Gear Set	Purchase Option/STD fitment on March 2024+ models
GSRL2420	Gearbox – 2nd Gear Set	Purchase Option/STD fitment on March 2024+ models
GSRL2324	Gearbox – 3rd Gear Set	Purchase Option/STD fitment on March 2024+ models
GSR031B	Gearbox – Spacer	Purchase Option/STD fitment on March 2024+ models
GF2314	Gearbox – Shifter Plates – Long	Purchase Option/STD fitment on March 2024+ models
TG2709	Billet Drive Yoke – 1310 Billet Steel	Purchase Option
RD4	Holinger TA2 Set Spec Ratios	Purchase Option **– Eligible from RD 2 2025**
68-303UG	Tilton triple plate 8 ½''	Purchase Option – **Eligible from RD 2 2025**
64215-7-EEE-36	Clutch Disc Set	Purchase Option – **Eligible from RD 2 2025**
51-2004	Flywheel- 215mm 168T	Purchase Option- **Eligible from RD 2 2025**
60440	Hydraulic release bearing -	Purchase Option – **Eligible from RD 2 2025**

SCHEDULE 2 - 2025 SPORTING REGULATIONS

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2025 SPORTING REGULATIONS

S1 Title

S1.1 Title

(a) This Series shall only be known as and referred to as the "The TFH Hire Muscle Car Series – presented by Maritimo" or as advised.

S1.2 Authority / Jurisdiction

(a) Each event in the Series shall be conducted under the Sporting and Technical Regulations issued for this Series, Supplementary and Further Regulations issued by the Organiser at each round; Bulletins issued by the Stewards of the Meeting; Driver Briefing Notes issued by the Race Director or the Clerk of the Course at a meeting and any event specific documentation as published by the CM.

(b) TA2 Racing Australia is the Category Manager (CM) for this Series.

TA2 Racing Pty Ltd ABN 93 683 058 620
51 Tradelink Road
HILLCREST QLD 4118
Phone: 1800 791 761?
Email: info@ta2racingaustralia.com

S2 Administration

S2.1 Personnel

The following personnel have been appointed by TA Racing and have the authority to administer the various aspects of these regulations.

Chief Executive Officer	Mark Crutcher	0411 481 595	mark@ta2racingaustralia.com
Category Manager	Matt MacKelden	0449 251 099	category.manager@ta2racingaustralia.com
Category Administrator	Melissa Crutcher	0478 156 756	mel@ta2racingaustralia.com
Driver Standards/Prosecuting Officer	Stephen White	0417 352 342	stephen@swr19.com
Media, Content and Marketing	Matt MacKelden	0411 481 595	media@ta2racingaustralia.com
Technical Manager	Cameron Sendall	0436 394 577	tech@ta2racingaustralia.com
Car Purchase Information	Mark Crutcher	0411 481 595	info@ta2racingaustralia.com
Social Media and PR	Amelia Foss	0428 555 022	ameliafoss20@gmail.com
PBR Production and Parts Manager	David McCowatt	0401 718 762	david.m@pbrdistributions.com.au

S3 Competitor Eligibility

To be eligible to compete in the Series, each entrant must hold a suitable racing license and be eligible to enter the TA2 Muscle Car Series.

S4 Automotive Eligibility

Each automobile must comply with the provisions of the technical regulations and the relevant eligibility documents to be eligible to compete in the Series. Only a PBR spec Australian delivered TA2 car will be eligible for the TA2 Muscle Car Series as approved by the TM and CM.

Model
PBR Howe Mustang
PBR Howe Camaro
PBR Howe Challenger

S4.1 Replacement Automobiles

(a) Any automobile that has been entered to compete at that Round, may be replaced with another automobile of the same specification prior to qualifying only.

S5 Timing

All automobiles must be fitted with an approved timing transponder in accordance with the relevant supplementary regulations for that round.

S6 Driver Eligibility

S6.1 General

(a) To be eligible to compete in the Series, each driver must hold a current circuit license, valid and recognised by the promoter of each event and be registered for the Series with the CM.

(b) The CM reserves the right to prohibit any driver from competing in any Round, if in the sole opinion of the CM, the driver's previous actions have resulted in any category being brought into disrepute or has unpaid debts with the category or its suppliers.

S6.2 Substitute Drivers

(a) Prior to the commencement of the first qualifying session at each round, a competitor may nominate a substitute Driver who may be permitted to compete in the remainder of the round, subject to the approval of the stewards of the meeting and the CM.

(b) If the regular driver is unavailable for a particular round, the entrant may nominate a substitute driver for one round of the series only, and the series points earned by that substitute driver can be added to the regular drivers point score for the remainder of the series. Professional drivers may not be used as substitute drivers, and substitute drivers will not be eligible to race at the final round of the series. The CM will determine the status of whether a driver is deemed to be a professional driver. A driver in the Master Class can only be replaced by a substitute driver eligible for the same class (i.e. A master class driver must be replaced by a driver eligible for the master class (Over 45) and not a PRO driver). A Master Class driver however can replace a PRO (Under 45) driver. The CM reserves the right to increase the racing weight of a vehicle for any round depending on the previous racing success of the substitute driver. Any substitute driver can only earn points for the original driver/entrant. If the substitute driver elects to compete in further rounds of the series, they cannot claim the points earned as a substitute driver and add those to their overall points tally.

S6.3 Professional Drivers

Drivers considered to have had a professional career in motorsport are welcome to race in the series, however, the CM reserves the right to increase the racing weight of that entry depending on the drivers on track success, age and fit with the category. The CM will reserve the right to determine if a driver is eligible to race, and if a weight ballast should apply.

S7 Series Rounds

The national Series shall be conducted over seven (7) rounds as detailed in the Series Calendar below. Each race conducted as a part of the series shall count in determining the results of the series. Each competitor can drop their lowest point scoring round, so only 6 rounds in total will count towards series points.

S8 Series Calendar

The TA2 Muscle Cars National Series point score will be conducted over the following rounds.

ROUND	VENUE	PROMOTER	DATE
Rd 1	Winton Raceway	BAC	Feb 28/March 2
Rd 2	Mt Panorama Bathurst combined round with National Trans AM	ARG	April 18/20
Rd 3	Sydney Motorsport Park	BAC	May 30/June 1
Rd 4	Qld Raceway	BAC	June 27/29
Rd 5	Qld Raceway Compulsory Two Driver Event – format TBA	BAC	August 15/17
Rd 6	Mallala Motorsport Park	BAC	September 26/28
Rd 7	Winton Raceway	BAC	Oct 31/Nov 2

The series point score as detailed in S13.2 will be the basis for scoring all competitors in each of the rounds/series as detailed above.

S9 Round Format

(a) The number, length, and format of track sessions shall ultimately be negotiated between the CM and the event organiser prior to a round and shall be advised in the relevant Supplementary Regulations issued for a meeting, however, usually consist of qualifying and 3 or 4 races. Practice is generally available on Friday.

(b) The CM reserves the right to introduce other round formats. Details shall be provided in advance by the CM and in the respective Supplementary Regulations for the event.

(c) The CM reserves the right (in consultation with Event Management) to shorten or lengthen the races depending on the circumstances at the time in regard to event timing, weather condition, or any event that may impact on the success of the TA2 series.

S10 Qualifying Format/Driver Qualification

S10.1 Qualifying Format

(a) A continuous session of generally 15 or 20 minutes whereby the fastest lap time achieved by each driver is used to determine the final qualifying positions. Where track density is an issue, the qualifying session may be split into 2 parts to alleviate traffic, however the session will be treated as one continuous timed session.

S10.2 Driver Qualification

(a) Each driver whose best lap time achieved in a qualifying session exceeds 115% of the fastest lap time achieved in that session shall not be permitted to further compete at that Round unless otherwise approved by the Stewards of the Meeting or the CM due to exceptional circumstances.

S11 Grid Determination

The grid for each race shall be determined as follows:

Race 1: The grid for Race 1 shall be determined by the fastest order from qualifying session 1.

Race 2: The grid for Race 2 will be a progressive grid based on the finishing positions of Race 1

Race 3: The grid for Race 3 shall be determined by the fastest order from qualifying session 2.

Race 4: The grid for Race 4 will be a progressive grid based on the finishing positions of Race 3

The CM reserves the right to introduce varying race and qualifying formats. Details shall be provided in advance by the CM and in the respective Supplementary and/or Further Regulations for the event.

S12 Start Procedure

The start procedure for each race shall be a rolling start as detailed in the supplementary regulations of each race meeting. The CM reserves the right to release a bulletin prior to each round to stipulate no overtaking until the exit point (past the apex) of either the first or second corner depending on the track involved and conditions at the time, in an effort to avoid first lap damage. If so, a bulletin will be released prior to Race 1 at that event.

In the event of inclement weather such as wet or partly wet track conditions, the CM reserves the right to start the race in single file, with racing on the green flag. This will be advised prior to the race start.

During a rolling start, all cars must be formed up line astern in their nominated grid position and must remain in that formation with no more than one car length between them, rolling through their nominated grid box on the formation lap until the green flag. (i.e. line astern until the green flag is displayed, or red lights go out, racing commences, and passing is permitted immediately after the green flag is displayed or red lights go out).

During a safety car period, all cars must form up in single file, (line astern) with no more than 5 car lengths between each competitor at any time and must remain that way until the restart. Once the race has been re-started, passing, or overlapping is not permitted prior to the start/finish line. The CM reserves the right to introduce alternate restart formats, any changes will be advised prior to the race start.

S13 Awards and Point Score

S13.1 Prizes and Trophies

Prizes, trophies, and awards shall be as determined by the CM and shall be advised to each competitor prior to the start of the Series. Trophies for 1st, 2nd, and 3rd outright, plus 1st, 2nd, and 3rd Masters trophies for the highest point scoring drivers over 45 years of age will be distributed at the end of each round. The highest placed Rookie will be awarded the “Rookie of the Round Award”. To be eligible, the driver must have competed in no more than 1 previous round of the TA2 Series in any preceding years and be determined as a rookie by the CM. Drivers entering the TA2 Muscle Car Series that have had a history of successful competition in other national categories and/or overseas may not be considered eligible for the Rookie Class. The final decision will be at the determination of the CM.

Trophies for the series outright winners and placegetters will be presented at the final round presentation evening, along with the master's trophies and other trophies as determined by the following. The TA2 Championship ring will be awarded to the overall winner and highest point scorer in the TA2 Muscle Car Series.

Awards such as Hard Charger, Best Presented, Pole Award, Big Braker and other contingency awards will be made available as the commercial support for the series develops.

Hard Charger Award:

The Hard Charger Award is for the driver that passes the greatest number of cars in any one race over the weekend, however drivers who have been relegated to the rear of the grid due to a driving or technical infringement won't be eligible for that particular race.

Geoff Leeds Memorial Award:

This annual award is presented to the competitor or team member that may not be the most competitive, but always on hand to help, turns up at every round and is willing to pitch in and contribute to the overall positive direction of the TA2 Muscle Car Series.

Most Improved Driver:

This is for the driver that has shown the biggest improvement in performance comparing his series position and point score in 2023 to his results in 2025.

Best Presented Team:

The Best Presented Award is for the team that consistently turns out the best presented cars or car, are well designed graphically, always maintained and the team well presented.

Rookie of the Year:

This is for the first-year driver that scores the most amount of points in the series over the 6 rounds. To be eligible, the driver must have competed in no more than 1 previous round of the TA2 Series in any preceding years and be approved as a Rookie by the CM.

Master Class Award:

The Master Class Award is for the highest point scoring driver over 45 years of age. Drivers must have turned 45 to be eligible. Professional and former professional drivers will not be eligible for the Master Class unless approved by the CM.

S13.2 Series Point Score

(a) Points shall be awarded to Drivers for each race of the Series in accordance with the following table.

Finishing position	Points	Finishing position	Points
1st	60	11th	15
2nd	53	12th	14
3rd	47	13th	12
4th	41	14th	11
5th	35	15th	9
6th	30	16th	8
7th	26	17th	6
8th	23	18th	5
9th	20	19th	3
10th	17	20th and over	2

(b) Points shall only be awarded to the Drivers classified as finishers in the results of each race.

(c) Any race which is stopped (red flagged) and not restarted, and during which less than 50% of the race distance has been completed by the leader, shall be deemed a non-race in respect of Series points and no points shall be awarded. Any race finished with a chequered flag will be deemed full race points.

(d) Any race which is stopped (red flagged) and not restarted, during which 50% – 75% of the race distance has been completed by the leader, shall be deemed to have been completed in respect of Series points but only 50% Series points shall be awarded. Any race finished with a chequered flag will be deemed full race points. Any race which is stopped (red flagged) before the completion of 1 (one) lap will be deemed a NO RACE and will be re-run in its entirety (time permitting), grid positions for the re-run will remain as per the original race which was red flagged.

(e) Any race which is stopped (red flagged) and not restarted, during which 75% or more of the race distance has been completed by the leader, shall be deemed to have finished and a full allotment of Series points shall be awarded.

(f) The results for each Round shall be determined by the total number of points scored by each Driver in that Round.

(g) In the event of a tie at the end of any Round, the final positions for that round shall be determined by comparing the results of each of the tied Drivers in the final race of that round. The higher place in the round results shall be awarded to the Driver with the higher finishing position in the final race.

(h) The Driver gaining the highest series points total over the seven (7) rounds of the Series, after each competitor has dropped their worst point scoring round shall be declared the winner of the Series.

(i) In the event of a tie at the end of the Series, the final positions shall be determined by comparing the race results achieved by each tied Driver, with the Driver with the highest number of first places being awarded the higher Series position. If at this stage a tie still exists, it shall be resolved by comparing the number of second, third or fourth places (and so on) achieved by each tied Driver until each position has been determined.

(j) A driver must finish 75% of each race distance to be classified as a finisher.

(k) The point score tally earned by a team nominating a substitute driver for one round of the series can add that point score for one round only to the series point score of the regular driver, with the exception of the final series round. Substitute drivers must be approved by the CM.

S14 Event Operations

S14.1 Series Registration and Entry

Series Registration and Entry forms shall be available from the CM with document checking being conducted by the CM or event promoter prior to the first official track session at each Round. Series Registration and individual round entry can be facilitated through the Series Registration Form on the TA2 Web Site, www.ta2racingaustralia.com.

S14.2 Driver/Team Manager Briefings

(a) Each Driver must attend the compulsory Drivers Briefing or Briefings conducted at each Round.

(b) Each Team Manager must attend the compulsory Team Managers Briefing if called at any round.

(c) The time and location of the Drivers Briefing shall be detailed in the Supplementary or Further Regulations for the meeting.

(d) All Drivers and Team Managers are required to sign the attendance sheet prior to the commencement of the briefing as confirmation of their attendance.

(e) Other compulsory briefings may be convened as required and shall be advised to each Competitor accordingly.

S14.3 Driver/Competitor Departure from the Precinct

For judicial purposes, each Competitor and Driver must remain at the precinct following the conclusion of any on-track session until officially released by the DSPO or the CM.

S14.4 Parc Fermé

(a) If directed by the TM, at the conclusion of qualifying and each race, each automobile and Driver, including any automobile/Driver that completed the session in Pit Lane, must proceed directly to Parc Fermé via the most direct route (or as directed by Race Officials) without returning to pit or paddock areas and without interference from any third party (other than an Official of the Meeting).

(b) Any Driver that is required to leave Parc Fermé prior to the completion of post qualifying/race scrutineering is permitted to do so only with the approval of the TM. At the conclusion of these commitments the Driver must report back to the TM immediately.

(c) After each session, each Driver is permitted to consume a maximum of (1) litre of fluid whilst in Parc Fermé, unless otherwise approved by the TM.

(d) Automobiles (or any component thereof) and Drivers may not leave Parc Fermé without the approval of the TM or his nominee or the Chief Scrutineer.

(e) Unless advised otherwise by the TM, one (1) team member per automobile is permitted to access Parc Fermé for the sole purpose of checking tyres pressures.

(f) If Parc Ferme is deemed to be in a team allocated garage, then the same rules apply as above and a sign impounding the car will be placed on the vehicle.

S14.5 Practice

During all practice sessions, each automobile must park in their designated pit bay when in Pit Lane.

S14.6 Qualifying

(a) During the qualifying session, automobiles may NOT return to the paddock area without the approval of the TM. Any automobile that exits Pit Lane to the paddock during qualifying shall not be permitted to re-join the session.

(b) Except for tyre pressures, ride height and/or wheel/tyre replacement, no work may be carried out on an

automobile during a qualifying session, unless approved by the TM or his nominee.

(c) Cars released on track for practice and or qualifying may be released in a specific car number order which will be advised by the CM.

S14.7 Pit Lane

(a) Unless otherwise directed to do so by an official of the meeting, drivers are not permitted to significantly slow and/or stop their automobile whilst in the 'Fast Lane' in Pit Lane.

(b) Should a session be stopped (red flagged), unless otherwise directed by an Official of the Meeting, each automobile must proceed directly to Pit Lane and proceed to Pit Exit maintaining their Track position leaving the "Fast Lane" and Pit Exit free for Service Vehicles at all times, further instructions will be advised by Race Control or CM.

(c) When parking in pit lane during race sessions, park at 45 degrees nose in.

S14.8 Removal of Automobiles from the Precinct

Following the commencement of the first practice session at each Round, it is not permitted to remove any automobile from the precinct (prior to the release of all automobiles from Parc Fermé following the final race of that Round) without the prior approval of the TM.

S14.9 Radio Communication to/from the Automobile

(a) Race control must always be monitored either through the tower radio system as supplied by some tracks, or through a team member monitoring race control and relaying information to the driver. Team radio communication is compulsory.

(b) Direct communication between competing automobiles is strictly prohibited.

S15 Fuel

(a) Fuel must be stored and dispensed as per the supplementary regulations for each round,

(b) When refueling by team members in the paddock or pit area, the re-fueler must be wearing a race suit/balaclava of current FIA standards, goggles, and gloves, with one team member holding a fire extinguisher within 2 meters of the refueling process.

(c) All individual race vehicles must have allocated a current MA/AASA approved 4.5 kg fire extinguisher on standby in each garage marked clearly with a TA2 logo and the corresponding car number.

(d) The CM may nominate a control fuel supplier for all or certain rounds of the Series. Fuel for all qualifying and race sessions must be purchased from the nominated supplier. Fuel testing will be conducted on a random basis. It is recommended that any fuel remaining from a previous event or private practice be drained prior to any TA2 round to ensure fuel compliance.

S16 Automobile Markings

S16.1 Competition Numbers

(a) The allocation of a Competition Number for each automobile is solely the responsibility of the CM.

(b) Unless otherwise approved by the CM, once a Competition Number has been allocated to an automobile (as defined by the automobile's logbook), this Competition Number must remain with that automobile for the entire Series.

S16.2 In-Car Signage

In-car signage is permitted subject to the prior approval of the CM, so long as it doesn't contravene broadcasting laws for the time slot and is of good taste. In car signage must include the series naming rights partner and TA2 website details as per **Annexure 9**.

S16.3 Compulsory Signage

The vehicle outline in **Annexure 9** details the signage positions on each vehicle and the compulsory signage areas to be retained for Category Series Partners. Any breach of the signage regulations will be treated as a breach of the Technical and Sporting Regulations and penalties will apply which may include exclusion from a qualifying or race session.

S17 Driver's Apparel

Each Driver must only use apparel that complies with the appropriate regulations and standards.

S18 Success Balance of Performance

(a) The CM reserves the right to introduce Success Balance of Performance from Round 2 of the series and apply to those Drivers that are 1st, 2nd, and 3rd in series standings prior to the commencement of each Round as published by the CM. The success BOP will be removed before the final round of the series and may be in the form of racing weight or air restrictor size, pending further testing.

Series Standing	Success BOP
1st	TBA
2nd	TBA
3rd	TBA

(b) Should multiple Drivers be tied in the series standings, all respective Drivers shall be required to carry the relevant Success BOP.

(c) Success BOP shall be applied on a Round-by-Round basis and therefore those Drivers that are required to carry Success BOP shall be required to do so for the entire Round, irrespective of their series standing after qualifying and/or races at the that Round.

(d) Success BOP is not accumulative and subsequently Success BOP will be re-calculated prior to the commencement of each Round.

NOTE: *Success BOP will be applied to Drivers based on the provisional results of each Round, irrespective of any pending judicial proceedings. The actual weight of the ballast will be advised following further testing.*

S19 In-Car Cameras

Each automobile must be fitted with an in-car camera unit as detailed in these regulations.

(a) The competitor must provide at least 6 SD cards at each round marked with the Car number and Q1, Q2, R1, R2, R3 and R4. SD cards must be 8 gig or larger, be able to withstand extreme heat and vibration and once released by the DSPO can be recycled for the following round. Example in the case of Car number 17: Q1 - 17, Q2 -17, R1 17, R2 17 etc.

(b) The in-car camera unit must be switched on and remain fully operational and record video images for the duration of all on-track sessions.

(c) The in-car camera unit must be installed and adjusted in such a way to at all times provide clear unobstructed

video images of the Driver's view of the racetrack ahead or as directed by the DSPO and include the drivers hands on the steering wheel in the field of vision.

(d) Unless otherwise approved in writing by the DSPO, the data stored on each SD card is not permitted to be deleted/cleared until after the completion of each Round.

(e) Access to the in-car camera unit must be provided to the CM, DSPO or TM at any time upon request.

(f) The video images recorded by the in-car camera unit can be used by each team for their own promotional purposes, subject to clearance by the rights holder as directed by the CM. This may vary from promoter to promoter.

(g) In addition to the in-car camera unit detailed in these regulations, the CM reserves the right for any outside broadcast Company to fit remote camera units to any automobile for the purpose of live television.

(h) Unless otherwise approved in writing by the CM, the fitment and/or use of any other camera unit or recording device in or on an automobile is prohibited. Allowance for the fitment and/or use of a rear vision camera must be approved by the CM.

(i) If a camera fails to operate, or the team fail to load an SD card, then penalties will apply.

(j) It is recognised that all rights to the vision remain the property of the CM, or the individual track promoter until released by the CM for team use. **See page 51 ANNEXURE 19 for In Car Camera Protocol**

S20 Head Restraints

Each Driver must wear a frontal head restraint which is approved to the FIA 8858 – 2002 or FIA 8858 – 2010 Standard always during all on-track sessions.

S21 Competitor Conduct

(a) It is the Competitor's responsibility to ensure the Driver and all associated team members always conduct themselves in a respectable manner. Failure to do so will result in the Competitor being referred to the Stewards of the Meeting for bringing the category into disrepute.

(b) The TA2 Racing Motto is to provide clean, close, professional and hopefully entertaining racing.

(c) TA2 Racing will have a Drivers Standards/Prosecuting Adviser (DSPO) at all races. The DSPO will be responsible for policing all on track driving standards and their decision, along with the event race director and series steward, will be final.

(d) If a driver fails to give racing room, or re-joins the track in a dangerous manner, the DSPO will recommend a penalty which may include a race time penalty, grid penalty or race exclusion.

(e) If a Driver is deemed to have driven recklessly and caused another driver to lose their position, then the offending Driver will lose positions or incur a grid penalty as determined by the DSPO and Race Director.

(f) If a Driver is deemed to cause avoidable damage to another Competitors vehicle because of lack of care, then the offending Driver will lose the finishing position or incur a grid penalty as determined by the DSPO or Race Director.

(g) Blocking is acceptable only on the first and last lap of any race, and then the car in front can only change line or move once into each corner to protect his/her position. This change of line cannot take place in the braking area of the corner being approached. Any "double movements" or consistent blocking will be referred to the DSPO.

(h) If a driver is involved in an on-track incident which is determined by the DSPO and Race Director to be a deliberate act, the driver will be referred to the CM and Stewards of the Meeting.

(i) If any TA2 Driver is found to have breached the Driving Standards code 3 times in one season, the CM reserves the right to exclude that driver from a race or round.

(j) The TA2 Series does not endorse cash penalties, however the CM and DSPO reserve the right to apply penalties through race time penalties/position changes to race results/grid penalties for the following race/exclusion from races/rounds and/or loss of series points. **Annexure 7 is the MINIMUM Penalty Matrix for driving breaches. More severe penalties may apply at the discretion of the DSPO or event steward.**

(k) Technical breaches will result in qualifying/race, round, or series exclusion, depending on the severity of the breach as determined by the CM, TM and DSPO. **Annexure 8 is the MINIMUM Penalty Matrix for Technical Breaches. More severe penalties may apply at the discretion of the DSPO and TM.**

(l) Where video evidence is required to determine the outcome of an on-track incident, if any in-car camera or card failure prevents the DSPO from making a determination, then it will be deemed that the car/driver carrying the failed unit will have been responsible and will result in either exclusion from the session or a grid penalty carried forward to the next race.

(m) Derogatory comments regarding any issue to do with the TA2 series, personnel or event will be treated as bringing the category into disrepute by the CM and will result in penalties which may include race, round, or series exclusion. This includes any verbal or written content as published via social media and other platforms.

(n) A driving infringement minimum penalty matrix is detailed as **Annexure 7** of this document.

S22 TA2 Racing Driver and Team Communication App

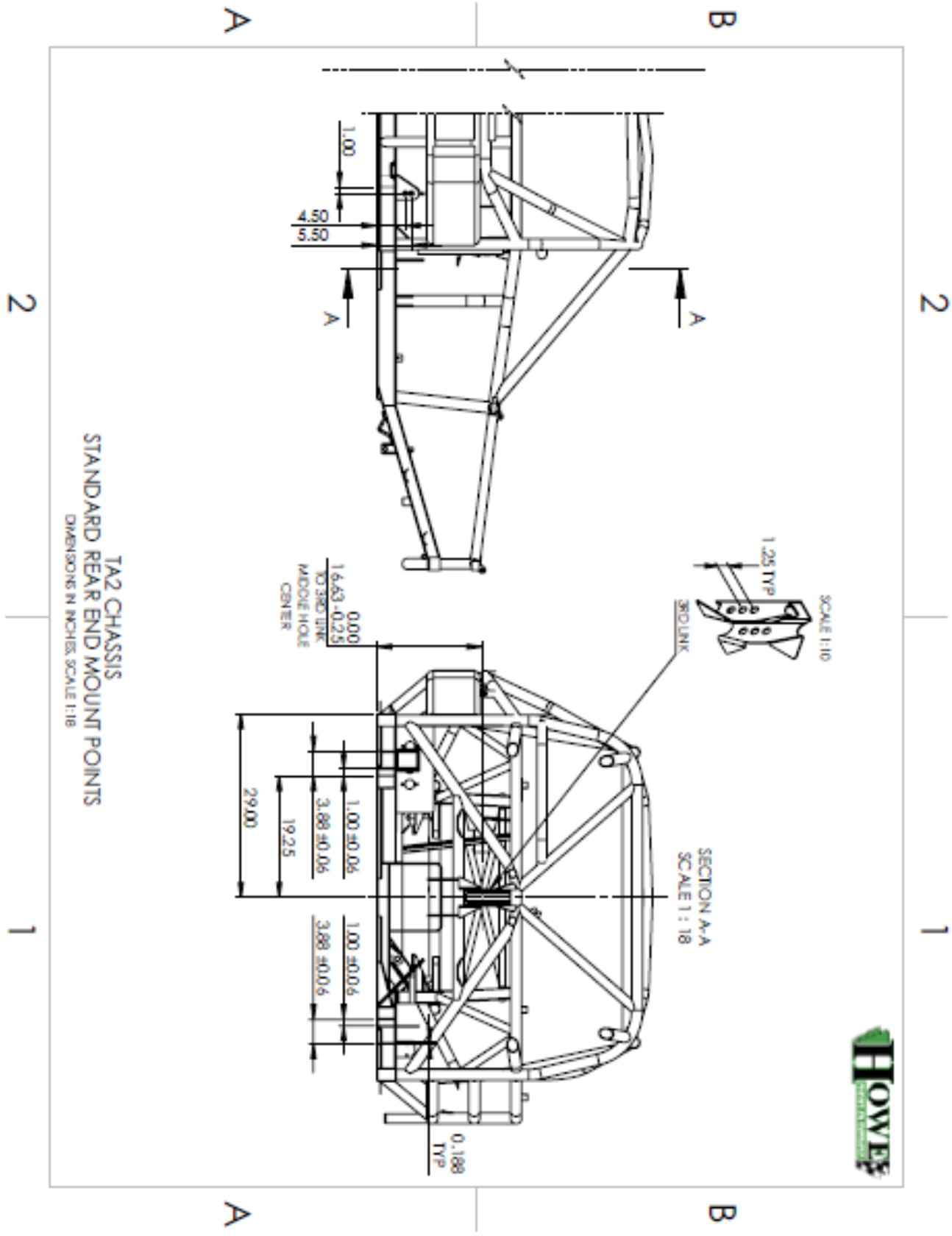
TA2 Racing has introduced a TA2 "Team App" for all mobile devices. This app will send a message or push notification to the phone or device of both the Driver and Team Manager to advise of any issues relative to the category and race weekend. This may include revised race times or change in schedule, shortened laps, re-scheduled drivers briefing time, podium presentation time etc, basically any issue which requires direct and quick communication to the teams. Log onto www.teamapp.com and search for TA2 Racing and follow the prompts to join, or follow the below link:

https://www.teamapp.com/users/current/clubs?_detail=v1

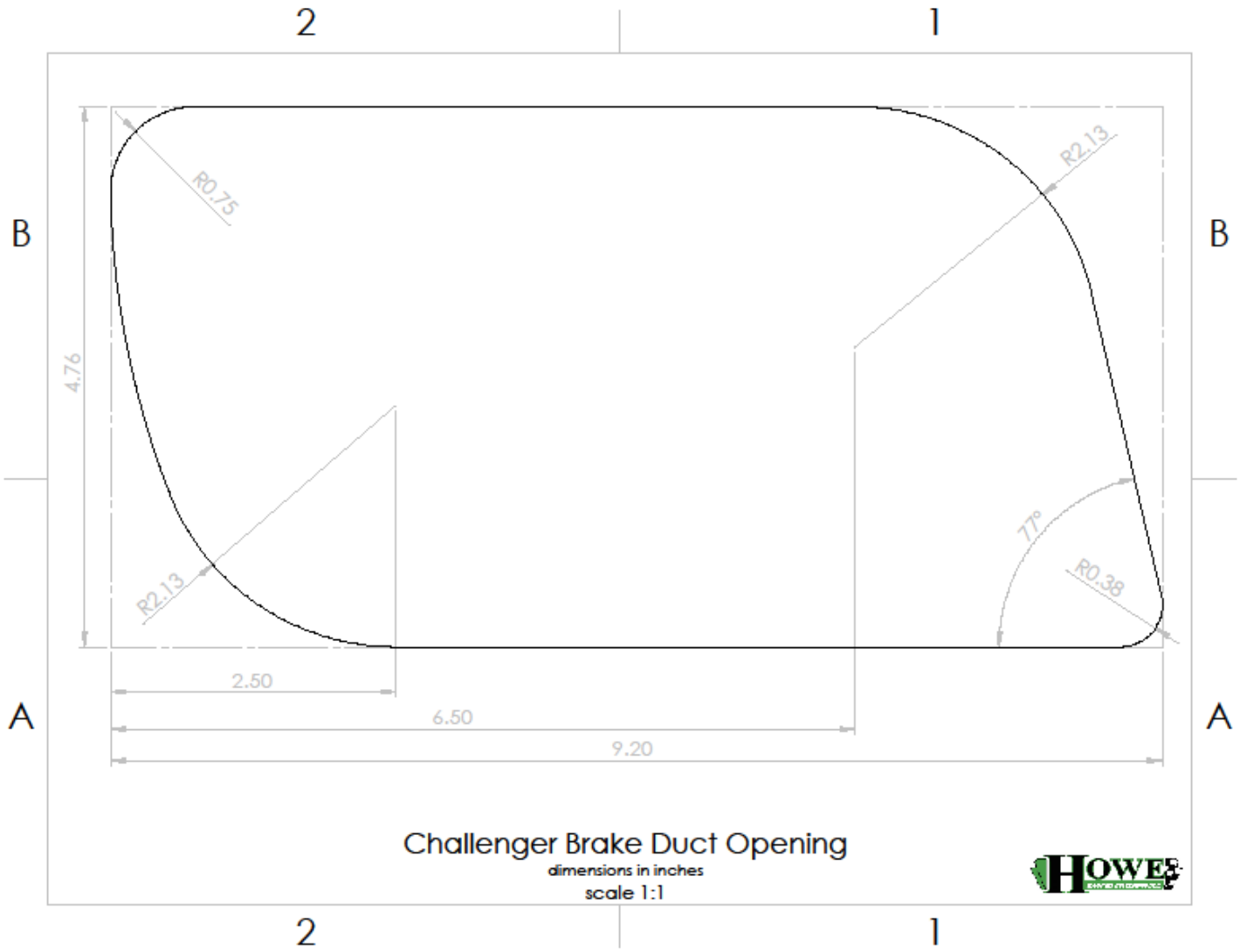
S23 Testing Restrictions

Unless otherwise approved by the CM, any racing Automobile associated with the Series is prohibited to be driven on any *Circuit* that is hosting a round of the Series during the 7 days prior to the commencement of that round, with the exception of any 2-seater ride car doing corporate or media rides as part of promotional activities leading up to each round. The CM and TM must be advised of any such activity prior to the event and the TM can determine the technical specifications any such vehicle must comply with at the time and have access to download performance and track data if required. The CM will be the sole arbiter as to whether the racing Automobile is associated with the Series.

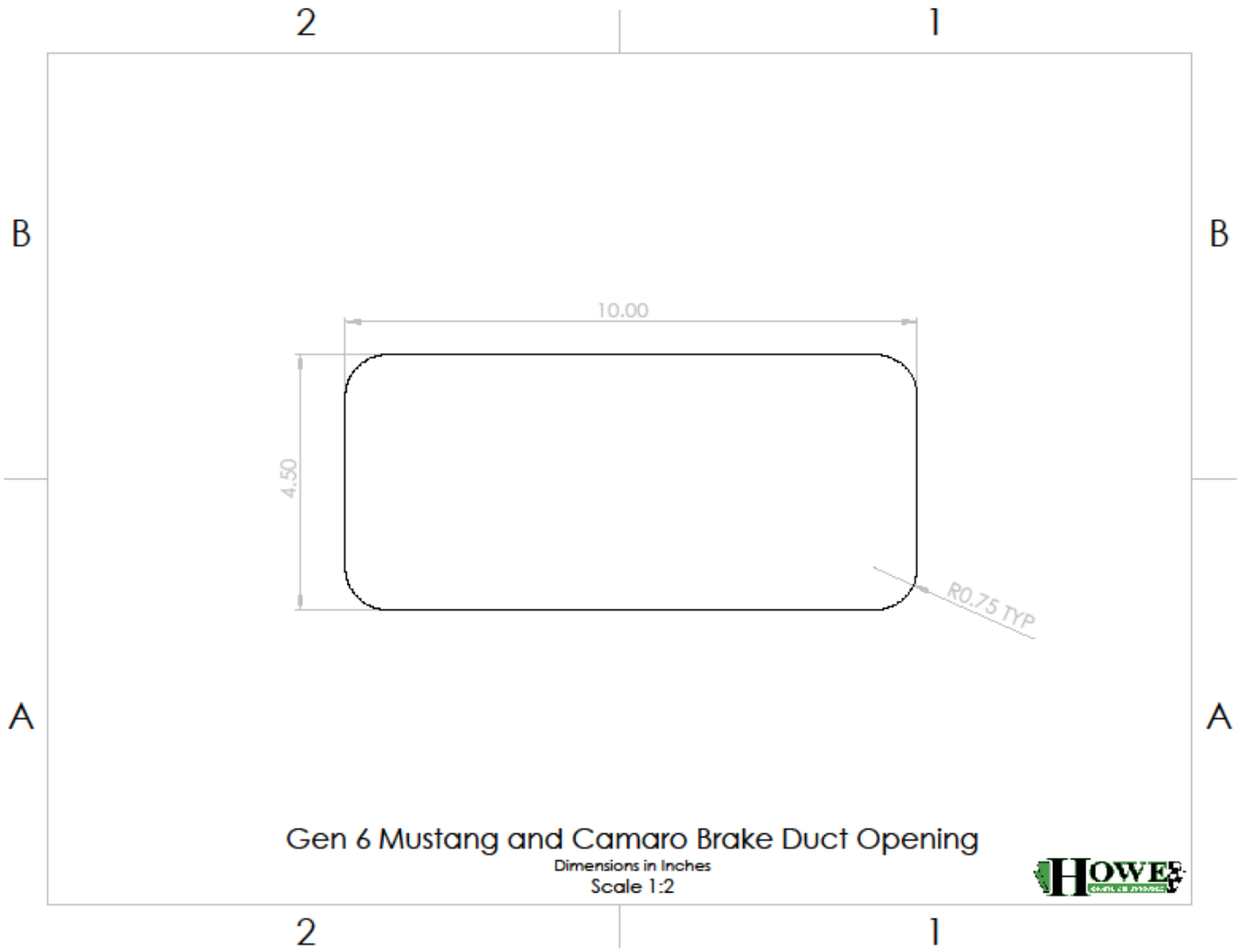
ANNEXURE 1: CAD DRAWING reference clause 8.2 (c) of the Technical Regulations.



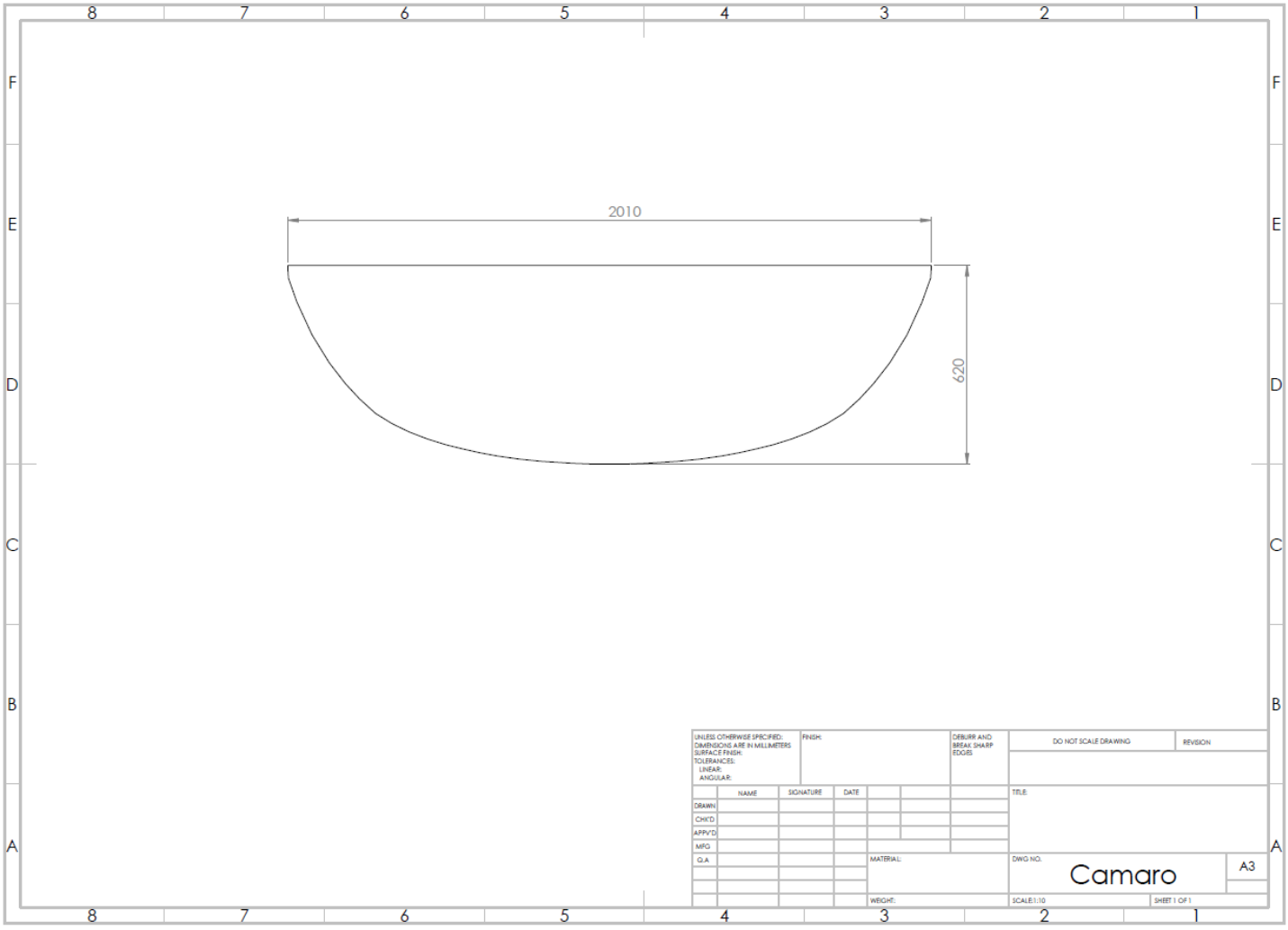
ANNEXURE 2: Dodge Challenger Brake Duct Measurements.



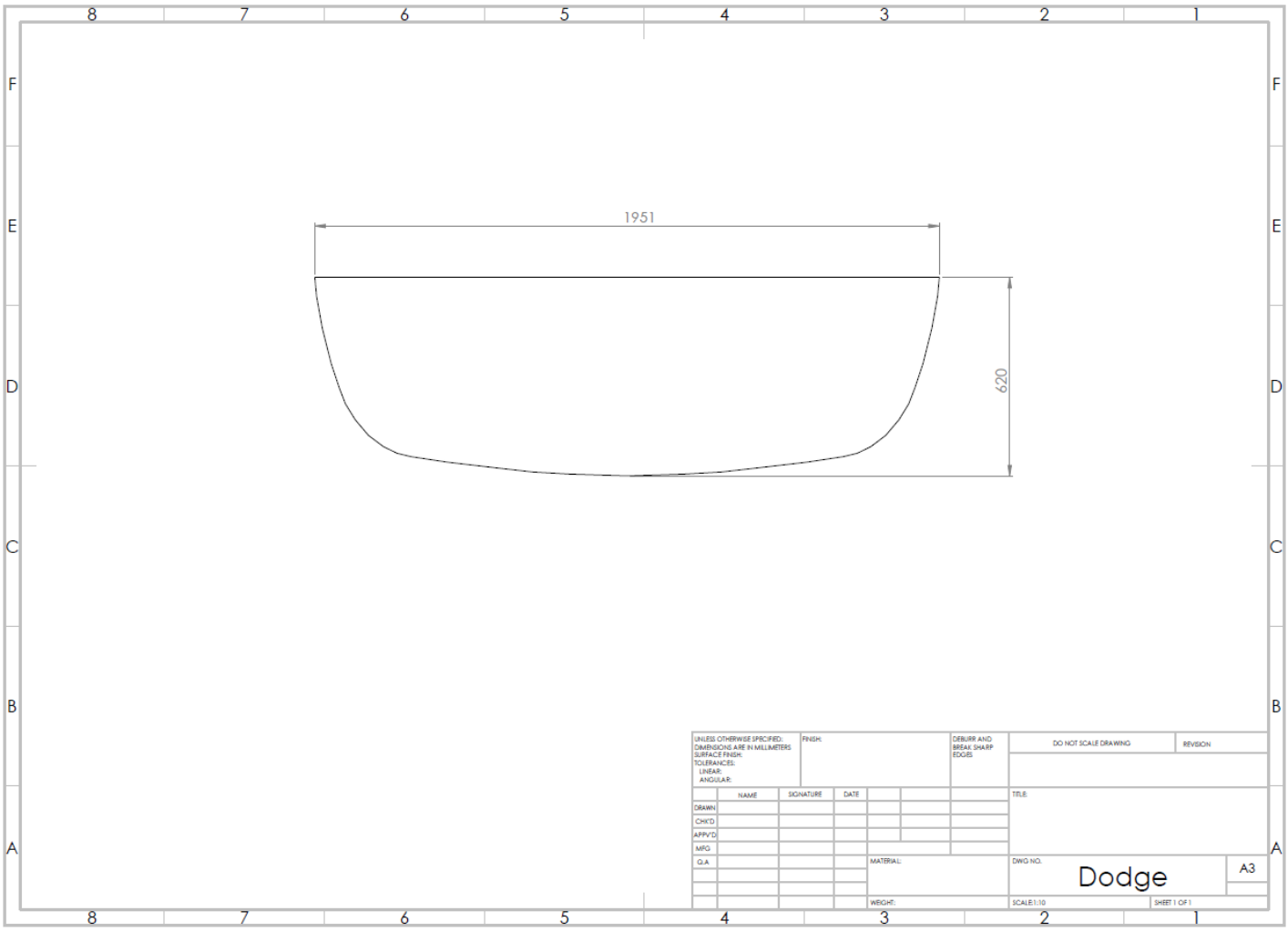
ANNEXURE 3: Chev Camaro and Ford Mustang Brake Duct Openings



ANNEXURE 4: Camaro/Mustang Splitter

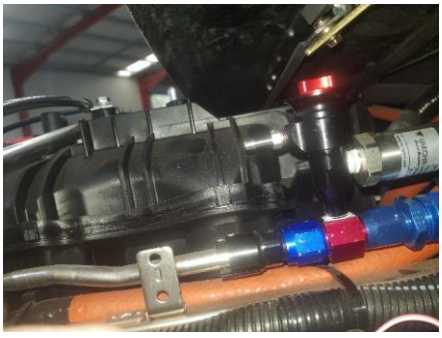


ANNEXURE 5: Dodge Splitter



ANNEXURE 6: Fuel Checking Valve

A fuel sample point must be installed in the same location as indicated in pictures below.
Remove existing transducer install valve point and reinstall transducer into side port of sample valve.
Part #XARO15631 is the mandated valve that must be used.
Valves will be available from the parts trailer at all events.



ANNEXURE 7: Driving Infringement Minimum Penalty Matrix

1	Minor Infringement - 5 second penalty applied post-race.	Demerit Points
2	Finishing position equivalent to the total number of positions gained or the total number of positions lost by any affected competitors involved. Example: Affected competitor finishes 15th, at fault competitor must finish no less than 16th or 25 second penalty, whichever is the greater.	2
3	PLP or equivalent grid penalty if applied post-race	3
4	PLP and rear of grid for subsequent race plus loss of 10 championship points	4
5	Exclusion from race results/session plus loss of 30 championship points	5
6	Exclusion from race/results plus loss of 50 championship points	6
7	Exclusion from meeting and 100 championship points	7
8	Overlap or passing before Green Flag/Lights Start – 10 second penalty applied to race time	1
9	Overlap or passing before Start/Finish line on safety car restart – 10 second penalty applied post-race	1
10	Failure to attend Drivers Briefing – Loss of 10 championship points	
11	Failure to attend Team Managers Briefing – Loss of 10 championship points	

A points penalty system will apply with demerit points allocated as above for each infringement. Any competitor incurring more than 9 points over the TA2 season will be prevented from starting the following race. Any competitor incurring 12 points or more in a season will be excluded from taking part in the next meeting.

Note:

PLP stands for “pit lane penalty.” These are the minimum penalties and will be applied at the discretion of the Driving Standards and Prosecuting Advisor, in concert with the Event Race Director or Event Steward to ensure consistency across the series. The levels determine the severity of the penalty, and if any competitor has 3 or more breaches of Level 3 or higher during the championship year or breaches the demerit points as detailed above, then the DSPO reserves the right to exclude that competitor from any nominated future race, round or event. The DSPO will maintain a log of all penalties incurred throughout the series.

Driving Standards Guide:

These Driving Standards Guidelines have been developed by the DSPO to assist Drivers in understanding how driving matters will be adjudicated.

The role of the DSPO is to provide guidance as a Subject Matter Expert to the Clerk of Course and the Stewards on driver standards, not to apply the penalties.

ZERO TOLERENCE: Abusive/ offensive behaviour will not be tolerated to the DSPO. Competitors will be held responsible for the actions of their Team members.

PRACTICE: Out lap, no passing. Go point where all drivers must start their lap will be the second last corner at every circuit.

QUALIFYING: Out lap no passing. Go point where all drivers must start their lap will be second last corner at all circuits.

DEFENDING: On the straight, a driver may use the full width of the track to defend his/her position, provided there is no overlap with surrounding cars. A driver is only permitted to make one change of direction to defend their position.

On the approach to a corner, a driver may move back towards the racing line after defending, providing there is no overlap with surrounding cars. If there is an overlap, one car width is required to be left for room of the overlapping car.

Any driver consistency defending or weaving to prevent a pass, maybe shown the bad sportsman flag, if behavior continues, the driver may receive a penalty black flag or post-race penalty.

No moving in reaction to the driver behind trying to overtake you by blocking them.

No moving once under brakes to defend for a corner.

OVERTAKING: Gaining an advantage by contact with another car is not permitted. When overtaking, the onus is on the driver behind to complete the manoeuvre safety with control. The onus is on the driver overtaking to get their front bumper up to at least the side Mirrors of the car they are overtaking. A small amount of overlap is not considered passing safety.

Dive bombing, pushing cars off the track will not be tolerated.

If two drivers are side by side through a corner. The inside driver must leave racing room {One Car Width} for the outside driver to exit the corner. However, if the outside driver is losing ground through the corner and heading back to the C pillar, the outside driver must recognise they need to roll off and pull in behind the driver in front.

TRACK LIMITS: Are defined by the outer edge of a solid painted line along each side of the track, two wheels must remain within the track limits.

Pit lane entry and exits also have a solid painted line. All four wheels must be inside of these lines when entering and exiting. If a competitor goes off track, they have zero racing rights and care must be taken before re-joining to ensure you do not interfere with other drivers.

SAFETY CAR: Maintain the prescribed speed, no more than 5 car lengths behind the car in front. Restart when Safety car lights are extinguished. Leader to maintain the prescribed speed (normally 60 to 80 kph as advised by race control). No driver is permitted to accelerate, brake or weave.

Once the green flag has been shown, the leader can go or wait to the control line. No overlap or passing before the control line.

REQUEST FOR INCIDENT REVIEW: A Request for Incident Review does not fall under the Motorsport Australia or AASA judicial process, but is a Championship, non-regulatory procedure, whereby the competitor may request that the DSPO investigate an on-track incident.

All SD cards are in **parc ferme conditions for 30mins after Qualifying** and Races or released by the DSPO via message.

All SD cards must be cleared from Qualifying onwards so the DSPO isn't looking through footage from different sessions.

If an Investigation has been put in by a driver and their SD card hasn't recorded, the DSPO has the right whether to pursue the drivers Investigation on their behalf.

Each driver has **up to 45 mins** after the race has finished, this time starts from the chequered flag to lodge an Investigation. If the Investigation form is not filled in correctly, the DSPO has right of refusal to Investigate.

If a driver is under Investigation, they may not leave the circuit under any circumstances until cleared by the DSPO or Steward.

ANNEXURE 8: Technical Rules Matrix

1	Failure to observe a radio communication instruction by the TM/Race Control/CM or DSPO - 5 Position Grid Penalty
2	Failure to observe Parc Ferme conditions as per S14.4 or advised by TM/Race Control/CM/DSPO – Session Exclusion
3	Any Technical Rule breach of the 2025 Technical and Sporting Regulations as determined by the TM or CM – Race, Round, or Series Exclusion
4	Any breach of the category signage regulations as determined by the CM – 10 grid place penalty

In summary:

To present a race vehicle that has any modifications other than what are specifically detailed in these regulations or sanctioned by the TM, whether performance enhancing or not, will be deemed as a breach of the "as standard" specification of the vehicle, and/or "as the vehicle was manufactured by Howe Racing and delivered by PBR Distributions" and will result in session, round or series exclusion. **The TM will be the final arbiter in any decision related to a technical breach and the TM's decision and any penalty applied is final and not subject to further protest or appeal.**

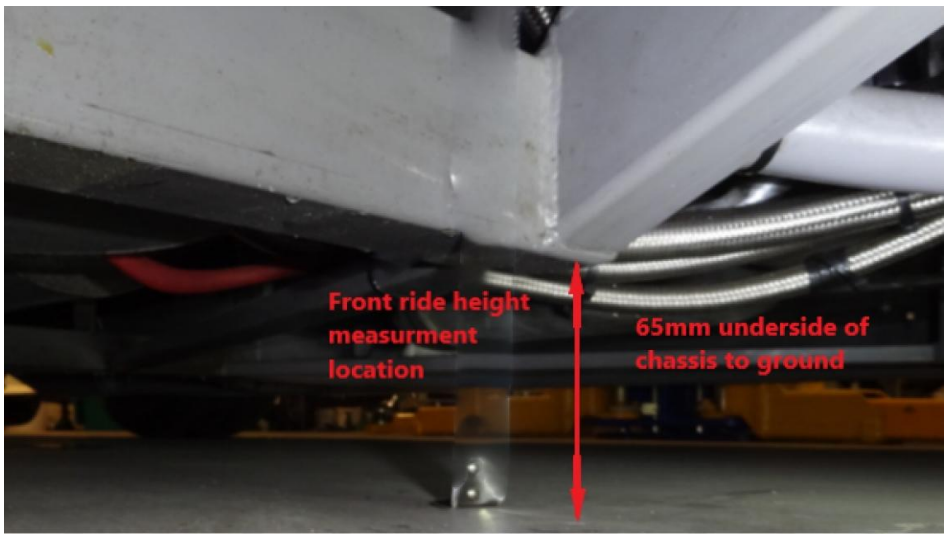
If the rules don't say you can, then assume you can't!

ANNEXURE 9: Vehicle Signage Positioning

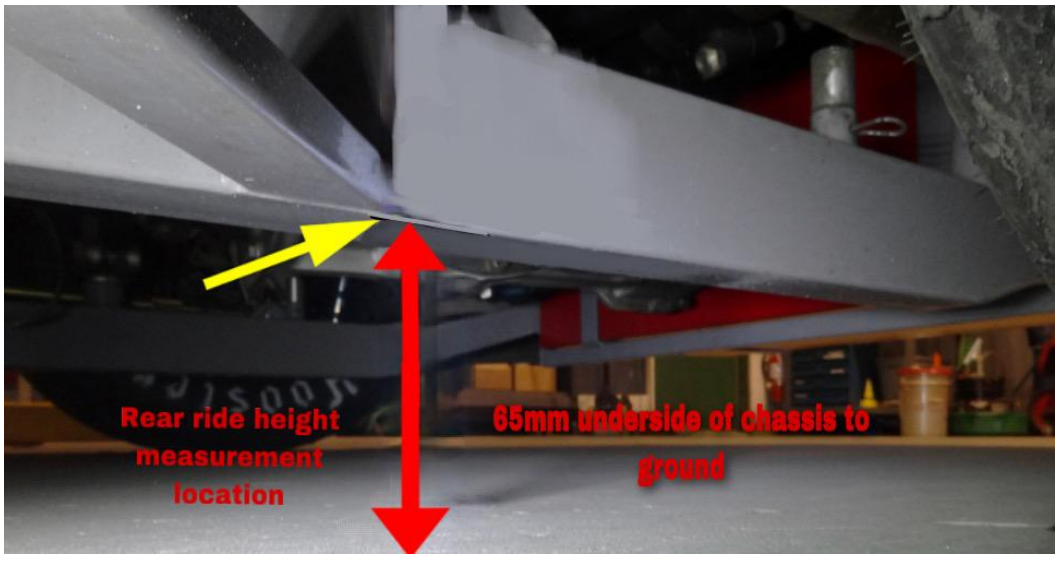
1. Windscreen Strip (180mm deep)	Category Partner as advised and supplied on a round to round basis
2. Rear Windscreen Strip (150mm deep)	Category Partner as advised and supplied on a round to round basis
3. Front Number Plate area	Category Partner as advised and supplied on a round to round basis
4. Both sides of rear bumper	Category Partner as advised and supplied on a round to round basis
5. Rear Number Plate area	Category Partner as advised and supplied on a round to round basis
6. Left and right front spoiler scallops	Category Partner as advised and supplied on a round to round basis
7. Front guards behind wheel arch	Category Partner as advised and supplied on a round to round basis
8. Both sides of front bumper	Category Partner as advised and supplied on a round to round basis
9. Lower edge of roof line above doors	Drivers name or nickname
10. Dashboard for in car camera coverage	Category Partner as advised and supplied on a round to round basis
11. Dashboard for in car camera coverage	Category Partner as advised and supplied on a round to round basis
RHS windscreen under windscreen strip	Car number minimum size 100 mm in ASLAN Fluorescent Monomeric Film ASLAN CL 70 Yellow with the letter **P, R or M** for class identification to be placed alongside 90 mm high x 45 mm wide lettering
RHS lower windscreen above bonnet line	Drivers surname in white Upper case 90 mm high block lettering x 45 mm wide lettering in bold Arial print font

ANNEXURE 10: 3rd Link Chassis Mount. The bottom hole is not to be used.

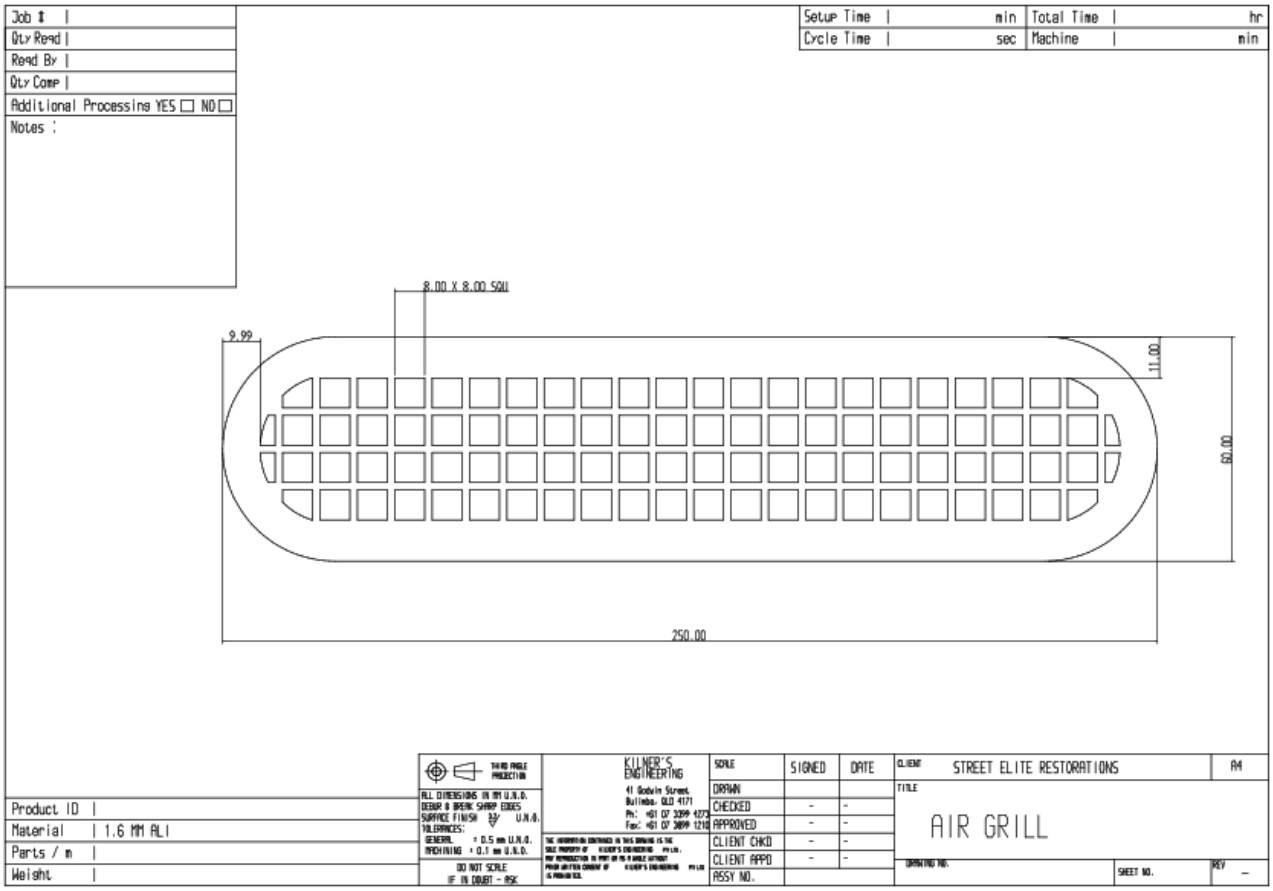
ANNEXURE 11: Front location where ride height is measured 65mm. This can be measured on either the left hand or right-hand side of the car at the TM discretion.

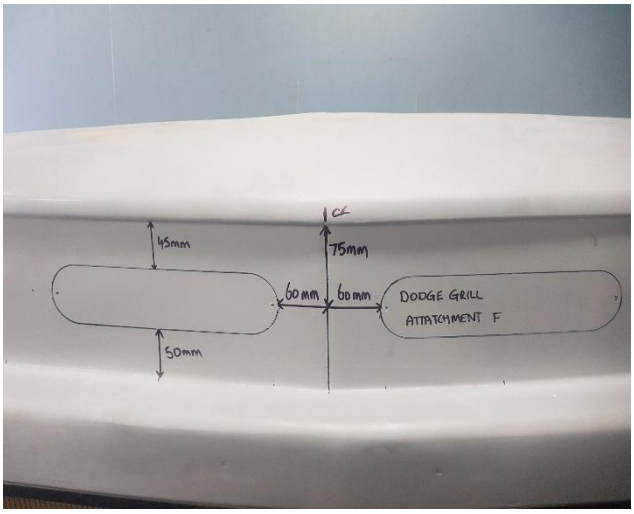


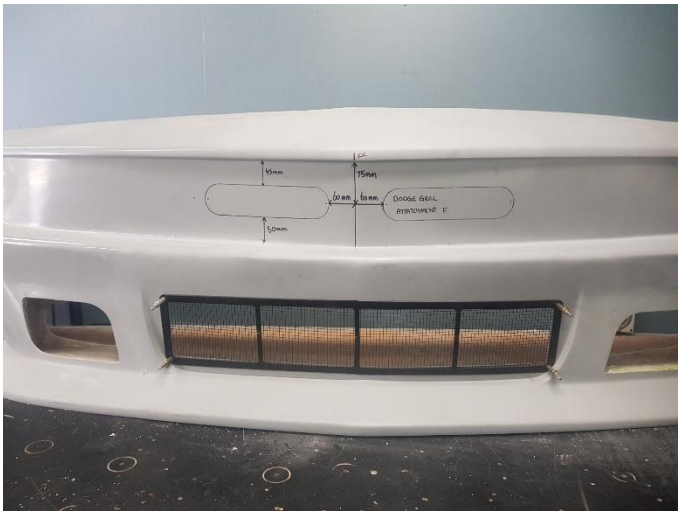
ANNEXURE 12: Rear location where ride height is measured. 65mm. This can be measured on either the left hand or right-hand side of the car at the TM discretion.



ANNEXURE 13: Dodge x 2 inserts refer to picture for reference for grill opening location.

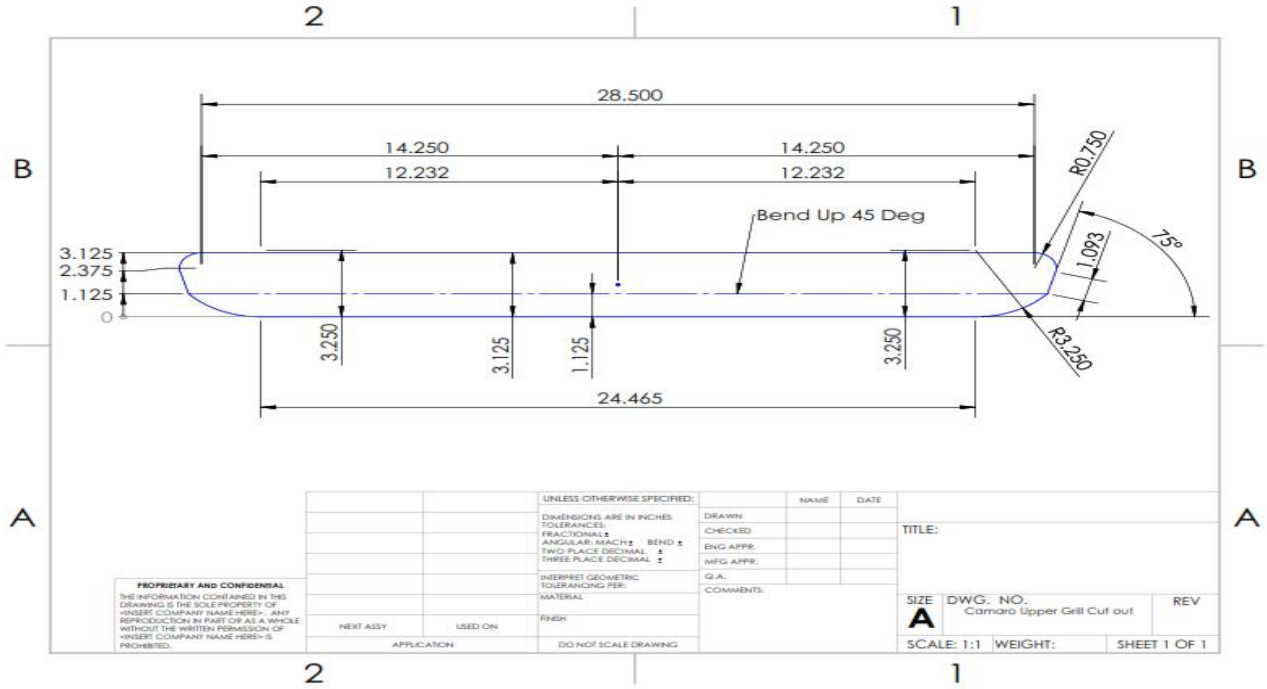


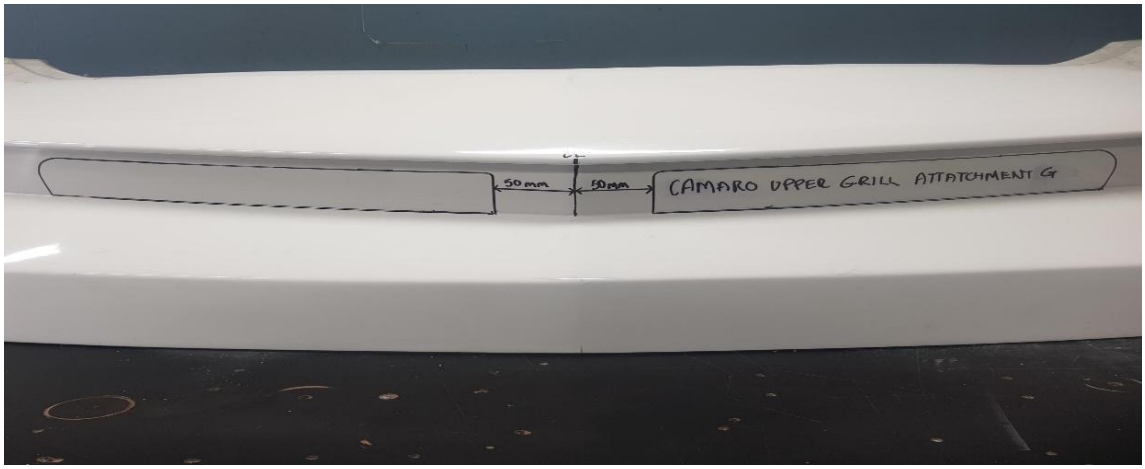




ANNEXURE 14: Camaro Grill

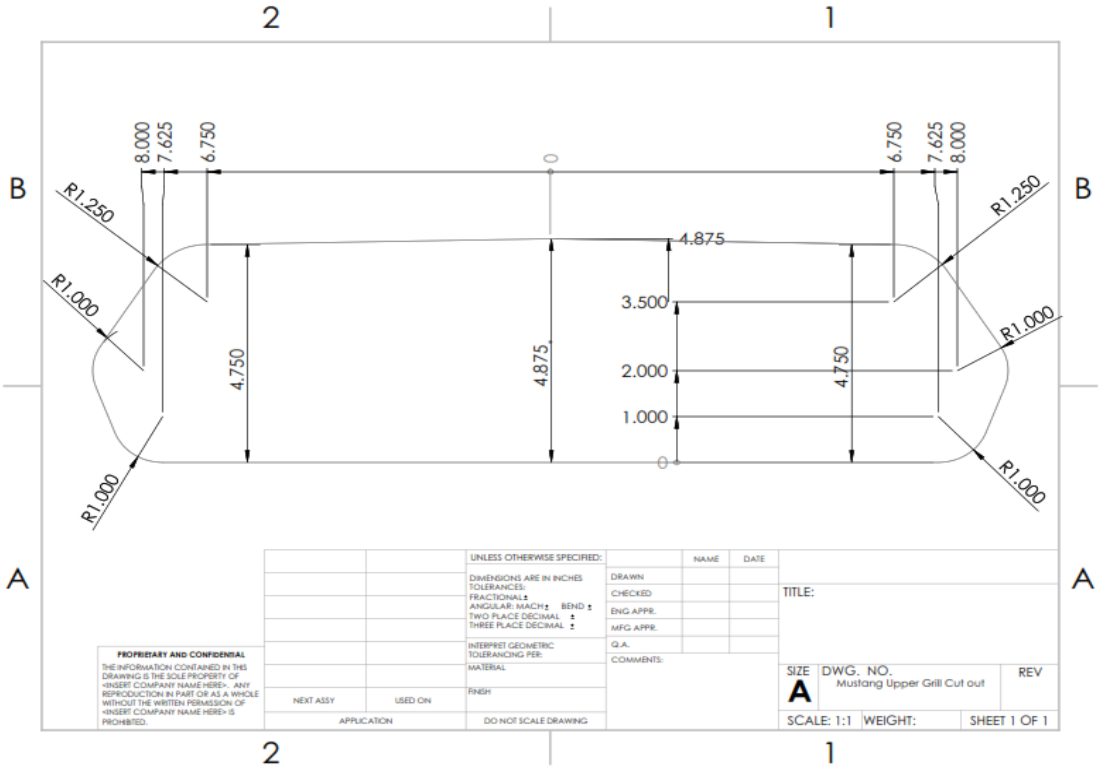
Refer to attached picture for example of cut out it is advisable to maintain a 100mm wide bridge section in the centre of the cut out.

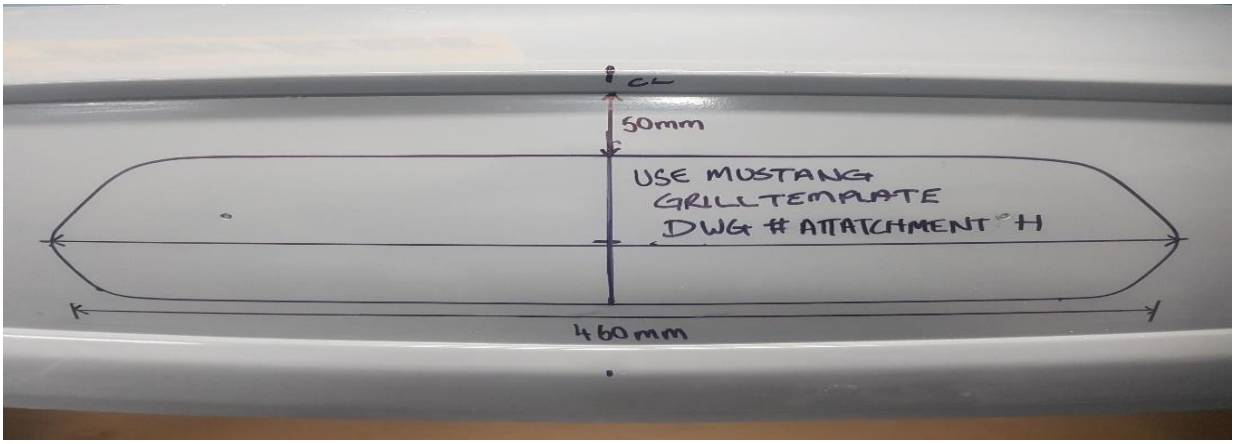


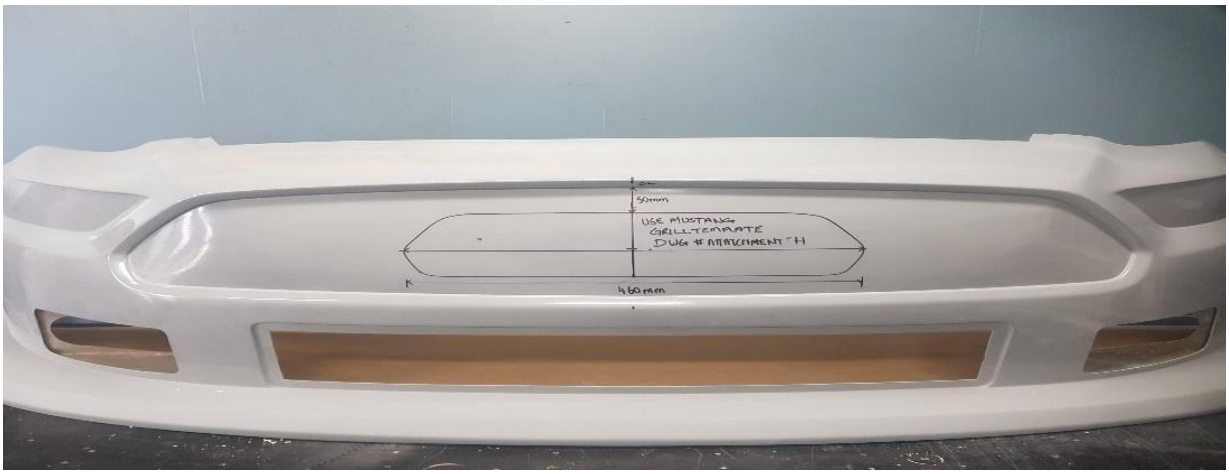


ANNEXURE 15: Mustang Grill

Refer to photo for the cut-out location for the grill opening.







ANNEXURE 16: Full wear strip attached to One-piece fibreglass nose assembly.

ANNEXURE 17: Front splitter measuring points.

ANNEXURE 18: Authorised TA2 Shock Repair Centre (ATSRC)

ATSRC Location	ATSRC Name	Contact	Contact Number
NSW	Waltec Motorsport	Aaron Tebb	0433 088 320
NSW	DNA Autosport	Andre Nader	(02) 9787 9900
QLD	PBR Distributions	Cam Sendall	(07) 3800 0141
VIC	Advanced Vehicle Design	Les Small	0418 314 062
VIC	Racing Shocks Australia	Rob Palermo	0407 951 990
VIC	Garry Rogers Motorsport	Stefan Millard	(03) 9793 6933
WA	Racing Tyres & Accessories	Craig Vosbergen	0419 953 800
QLD	Glenn Seton Racing	Glenn Seton	0408 551 965

ANNEXURE 19: In-Car Camera Data Collection and Presentation Protocol.

A fully operational camera is required to be fitted in all cars competing in any race session. Camera placement must clearly show both of the driver's hands visible at all times, with as much windscreen frontal view as possible.

Each car must have 6 memory cards to suit the cars camera. In most cases you will be using SD and Micro SD cards. We recommend a maximum of 32/64gb of available memory size on the cards. Please ensure cards are formatted and named correctly with car number and session. This can be done in the formatting stage.

All SD and Micro SD card adaptors need to be **clearly labelled with car number and session**. Micro SD cards **must be supplied in their adaptors**, they will not be accepted without the adaptor.

It is imperative that the camera data is exclusive to each session (Qualifying, Race 1, Race 2 etc.). If possible, please ensure your camera displays the correct date and time. Please ensure your cameras are recording in 1920 x 1080 HD format, as we cannot use low resolution or 4K footage. Failure to adhere to these rules may result in penalties.

ANNEXURE 20: Timing Device Fitment Location

The timing device must be fitted on the *Driver's* side, on the inner surface of the outer chassis rail. Most TA2 rounds will use MyLaps transponders or Dorian timer, both of which can be hired on track.

To

TA2 RACING
MUSCLE CAR SERIES

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