



RELEASE NOTES

To be read in conjunction with the Regulation Version 'RELEASE'

Welcome to the release of the Regulations for the Alfa Romeo Twin Spark Cup – *'Equal & Economic'*

Our thanks to all those that have offered valuable input into the Draft Regs that were distributed some months ago

Thanks to Alan Morrison from AROCA Vic for the work done on the Branding of the TS Cup

It must be emphasised that whilst the Regulations are for a Race format the heart of the TS Cup is to provide those setting out on their Motorsport career, usually through SuperSprints (SS) a clear 'road map' of vehicle development.

We don't want anyone wasting money developing a car for SS/Regularity events and then finding their car does not comply with The Cup Regulations or CAMS Regulations. (eg roll cage)

Everything is a stepping stone and can be done at your own pace and within a known budget ... one or more steps at a time.

A good Twin Spark can be purchased for under \$4000 (a lot less if you buy a NSW Stat Write Off where there may be minimal damage – and we have proved that to be case already)

One of the critical aspects of these cars for Road or Track it doesn't matter Is that the TIMING BELT and WATER PUMP must have been changed 'recently' ie as scheduled.

Pick up the 'right' road registered car for say \$4000 and come SuperSprinting No mods no nothing just hit the track and have fun and develop your car from that point!

What budget do I need to have a full race car configuration? Remember only MANDATORY race mods will be those required by CAMS

We believe the car, full state level cams roll cage, The Cup Regulation suspension mods, exhaust and tyres can definitely be achieved for UNDER \$10,000 – the first 147 was done for UNDER \$6000 as the car was a NSW Stat Write Off – and that included a Timing Belt and Water Pump change.

Here are a few additional notes:

Suspension - Important Explanatory Note

The Organisers are very conscious of the importance to allow Competitors a graduated approach to the improvement in the handling of their car and at the same time limiting Competitors who have larger budgets gaining an 'unequal advantage'.

Competitors are able within 2 Categories to (or not to) modify their cars in a planned approach and a reasonable budget.

The Organisers encourage Competitors to commence their Motor Sport participation by entering Supersprints whereby no modification to their Suspension is necessary from that installed by the factory.

Some Competitors may already have a car that is fitted with, for example a King Spring/Koni/Bilsten/Eibach Sports set up (these configurations are marketed by the respective companies as 'Road Sports' products designed for better handling on Public Roads – they do not market these products as 'Race Track' products) and Competitors are encouraged to leave their car exactly as it is until such time they feel the need to improve the handling of their car to more of a 'Race' setup.

Bearing in mind that once the CAMS State Level Roll Cage is installed that car can no longer be driven on Public Roads, it may well be at that time you install 'Category 2 Race Set Up'.

The Category 2 is a Controlled set up package that is vastly different and is a **custom** engineered technical specification **specifically** for TS Cup cars.

Whilst the Regulations allow a Competitor 'free reign' in terms of Springs (say stiffer) the unwritten consequence is that a Damper will have to be revalved to match that stiffer spring – and that is the 'advantage' that we are conscious of negating. Additionally, the cost to have custom Springs and matching revalved Dampers will be significantly MORE than the 'Category 2' solution – watch for the Technical Bulletin advising cost and distribution arrangements.

CAMS Log Book – When you are thinking about getting your car logged with CAMS please be aware we are currently talking with CAMS Motorsport Development people. We may end up with our own separate Production 3E category so that our Regulations can be incorporated into one document with variations to the 'standard' Production 3E rules – similar to 'Circuit Excel' principles. Currently some have taken the interim and easier path and that is to obtain a AASA Passbook – visit <https://aasa.com.au/vehicle-passports/vehicle-passport-application/>

Engine Sealing (or any other component) / Dyno Benchmarking

This is an expensive exercise and we do not wish to go down this path however if Race Organisers deem it appropriate to require some Competitors to present their vehicles for Dyno testing, Scrutineering etc then this may lead to a change of Rules – in summary, don't let your mates push the envelope!

Interim Contacts

Email: ts_cup@internode.on.net – the following will all receive your email

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See you at the track !