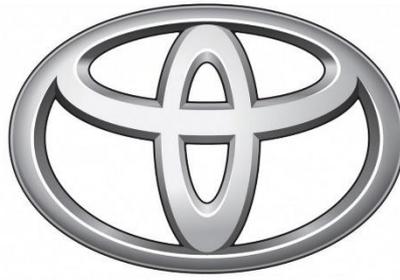
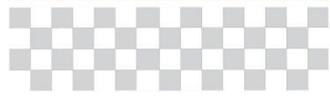


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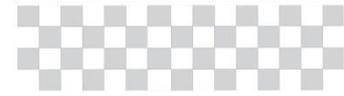


SPRINT
SERIES

2018



TOYOTA



Toyota Sprint Regulations 2018 – V3

Eligible vehicles

The championship is open to vehicles originally manufactured and/or originally sold by Toyota and Lexus, as well as the Subaru BRZ and Scion FRS.

Class Overview

Within the Toyota Sprint Series we run many different classes to ensure close competition.

Pro Tuner - Tuner or heavily sponsored entry where driver or car is at a professional level

A1 - Over 1600cc - forced induction with larger than standard turbo frame

A2 - Over 1600c forced induction - standard turbo frame.

A3 - Over 1600cc - forced induction - standard turbo frame - standard ecu

B - Up to 1600cc Forced Induction

C - Over 1600cc Normally Aspirated

D - Up to 1600 cc Normally Aspirated

E - Up to 1350cc Normally Aspirated

G - Diesel

J - Up to 1000cc Normally Aspirated

N2 - GT86 - Standard Car - Michelin Primacy Tyre

N1 - GT86 - Normally Aspirated - Modified

F2 - GT86 - Forced Induction - Standard Engine

F1 - GT86 - Forced Induction - Modified Engine

With the exception of Pro Tuner, the classes are further split in to Street & Pro classes. eg: C- Street & C - Pro.

Generally speaking a Street class car will have a full interior and a normal road tyre whereas a Pro class car is a stripped out car with a semi slick tyre.

Street classes must conform to all applicable Street Class & General Regs - see section S & G

Pro classes must conform to all applicable Pro Class & General Regs - see section P & G

Please Note: Due to the varied nature of vehicles competing we also have a gentleman's agreement on class structure, and may well ask a competitor who is competing on or near a level with a higher class to comply with the higher class ruling as to regards safety equipment. Eg: someone builds a 1599cc turbocharged starlet with 500bhp and sequential gearbox can run in B Pro, but will need to comply with A1 Pro safety equipment.

Section S: Street Class - Additional Regs

Street Modifications within class are limited to

S1 - Shock absorbers and springs, street type coilovers up to 3 way adjustable.

S2 - Suspension bushes may be replaced with polyurethane bushes or commercially available suspension arms and coilovers with rose joints are allowed.

S3 - Must use standard suspension pick up points - upper and lower strut bracing allowed but must be bolt on.

S4 - Anti Roll bars - Upgraded road type allowed, must use standard pick up points or in the case of rear beam axles, additional points may be used.

S5 - Engine or transmission conversions - may be allowed as long as they are carried out to a high standard and supported by suitable brake and suspension upgrades. Vehicles will be allocated a class on a case by case basis - please contact us with full details.

S6 - Engine Internals – Free - Except N2 & F2 GT86 which has to stay standard.

S7 - Gearbox - no dog or sequential shift gearboxes allowed unless fitted as standard equipment.

S8 - Exhaust free within current noise limits (105db)

S9 - Air filter free

S10 - Boost control free

S11 - Turbocharger - Free - Except A2 & A3 which must retain OE type turbocharger housings – internal turbo modifications such as hybrids are allowed, the turbocharger must retain an internal wastegate. (conversions to single port internal wastegates are allowed)

S12 - Fuel – must be petrol / diesel - commercially available race fuel and octane boosters allowed. No Methanol as a main fuel but can be mixed with water when used as part of a water injection system

S13 - Must retain all glass as fitted by manufacturer.

S14 - Carbon and FRP bonnet, boot lid and front wings are allowed. All must be securely fixed using standard catch / hinges or additional pins if deemed necessary.

S15 - No dry sumps, oil or fuel lines inside the car.

S16 – Tyres must be road legal and have a minimum of 1.6mm tread depth throughout the event.

All normal E marked radial road tyres are acceptable for Street Classes except the following:

MSA list 1b or 1c tyres are not permitted

Tyres marked “competition use only” or “Not for highway use” are not permitted.

Slick and Rally slick type tyres are not permitted

No tyre cutting permitted

No tyre warmers permitted

If in doubt, ask an official

S17 - Wheel size may be increased but not decreased.

S18 - Brakes - Free - Hydraulic handbrake allowed but no bias valves

S19 - Full interior to be retained - spare wheel & jack/brace to be removed. If using a roll cage then interior may be cut to allow cage fitment, but no more than necessary.

S20 - Front seats may be changed and harness and bolt in roll over protection may be added.

S21 - Street style body kit allowed ie: front and rear bumpers, side skirts, front lip spoilers, rear boot spoilers and rear lip spoilers. Front splitters - allowed but must not protrude forward past existing bodywork more than 75mm, and not extend more than 25mm either side of original bumper. Canards and vortex generators which are road type and do not extend past bodywork. (items should not have sharp edges and be deemed "road legal" eg: TRD front canards), no wide arch extensions or conversions etc

S22 - Vehicles are not required to have an MOT but must be safe and mechanically sound. Road tax is not required.

S23 - Advised for all Street classes

1.75L Hand Held Fire extinguisher securely mounted

Rollover protection

Race Suit & Gloves

Section P: Pro Class Regs

P1 - Pro Tuner & A1 Pro - Full Roll cage mandatory, Fit for Purpose. Self or manufacturer certificating with Scrutineer veto option.(Scrutineer's decision will be final).

P2 - Pro Tuner & A1 Pro - Must carry at least a 1.75kg hand held extinguisher securely mounted - plumbed in system advised.

P3 - Pro Tuner & A1 Pro - FIA Approved Cut Off switch advised - must be accessible to driver and linked to left hand side of scuttle panel and be clearly marked.

All Pro Classes

P4 - Roll cages, strengthening and seam welding is allowed but not space frames.

P5 - FWD to 4WD conversions – allowed

P6 - FWD to RWD conversions – allowed

P7 - RWD to 4WD conversions allowed

P8 - Engine conversions(ie: swaps) are allowed as long as they are carried out to a high safety standard and appropriate brake and suspension modifications are also carried out – some conversions may require more stringent safety equipment – Please contact our technical advisor with full details of modifications.

P9 - Perspex side and rear glass – allowed, but must be bolted in place.

P10 - Body panels may be replaced with lightweight versions but must be securely fixed.

P11 - Doors may be lightened or replaced with grp/carbon versions only if a roll cage with door bars is present.

P12 - Standard door cards may be removed, but the inside of the door must be covered in alloy, plastic or kevlar sheet with no sharp edges.

P13 - Suspension & brake modifications are free.

P14 - Body kits & aero enhancement allowed

P15 - Fuel – must be petrol or diesel - commercially available race fuel and octane boosters allowed - No Methanol as a main fuel but can be mixed with water when used as part of a water injection system

P16 – Tyres must be road legal and have a minimum of 1.6mm tread depth throughout the event.

All normal E marked radial road tyres including MSA list 1b or 1c tyres are acceptable for Pro Classes except the following:

Tyres marked “competition use only” or “Not for highway use” are not permitted.

Slick and Rally slick type tyres are not permitted.

No tyre cutting allowed.

No tyre warmers permitted

If in doubt, ask an official

P17 - If a vehicle does not have a roll cage, competition seat and full harness, then the standard vehicle interior must remain around the driver. ie: Dashboard, steering column covers, centre console, door panel and headlining. Carpet may be removed but there must be no sharp edges that could come in to contact with the driver in an accident.

P18 - Fuel lines inside the car must be metal or braided steel and no joins will be permitted within the passenger compartment.

P19 - Fuel systems mounted in the boot area must be separated from the passenger compartment by a firewall. Where a fuel system is filled from inside the vehicle a suitable drainage system must be in place to drain spilt fuel to the outside of the vehicle.

P20 - Vehicles are not required to have an MOT but must be safe and mechanically sound. Road tax is not required.

Section G: General Regs - applies to all Classes

G1 - Body shell must be originally manufactured by Toyota.(or Subaru if GT86 / BRZ)

G2 - Engine block must be Toyota or in the case of GT86 - Subaru engines are now allowed.

G3 - Laminated glass front windscreen – mandatory

G4 - Cabriolet MR2-Spider must be fitted with rollover protection to MSA spec Q1.5, which is a main hoop and rear stays fixed to chassis as a minimum

G5 - Any T/bar glass or accessory type sunroof glass must be removed. We advise vehicles with factory fitted sunroofs to cover the glass with security film and keep the interior cover closed when competing. Sunroofs must remain closed whilst competing.

G7 - Nitrous oxide – Not allowed

G10 - Front and rear lights & front wipers must be in working condition.

G11 - Headlight glass must be protected against breakage by tape or security film.

G13 - Batteries must be securely mounted, and if inside the passenger compartment, they must be contained in a sealed non conductive box (this includes gel type racing batteries)

G14 - Battery positive terminal must be covered and negative battery lead should be marked yellow to identify it.

G15 - No loose or hanging pipes/wires

G16 - Exhaust system free – must be below 105db

G17 - Wheels and tyres must be free from defects and are not permitted to touch or extend past the bodywork.

G18 - No aluminium wheel studs allowed.

G19 - Wheel bearings, ball joints, suspension and steering free from defects

G20 - Foot brake system operative

G21 - Hand brake system operative

G22 - No major fluid leaks

G23 - Seats and seatbelts secure

G24 - All vehicles must be equipped with towing eyes, one at the front and one at the rear. They must be clearly visible, or have an arrow or 'tow' painted on the car directing sight to the towing eye itself if located out of sight.

G25 - In the event of an impact the organisers reserve the right to re-inspect the vehicle before it is allowed to return to the circuit.

G26 - If using aftermarket full harness type seatbelts, they must be mounted to manufacturer recommendations

G27 - All vehicles will be subjected to scrutineering and at least should be fit for purpose. The driver is responsible for ensuring the car fully complies with the regulations – being passed by the scrutineer is not a guarantee that it is fault free – every detail cannot be checked every time.

G28 - All competing vehicles need a VSD (Vehicle safety Declaration)

G29 - Drivers must hold a full European Union road license, which you will need to present at signing on along with your vehicle safety declaration form and MOT certificate (where applicable)

G30 - All competitors must hold an IOPD Competition license. These will be available on the day of the event at a cost of £5 for a day licence, or £15 for an Annual Licence.

Driver Attire

G31 – Helmets

A: Helmets must be suitable for the activity and in a good, safe condition. Helmets with protruding chins are not permitted

B: Drivers of any open top, T Bar or removable roof vehicles are permitted to wear full face helmets only and must have a visor.

G32 – All competitors except A1 Pro & Pro Tuner

All participants are required to have their arms and legs covered when in the vehicle, we recommend participants avoid wearing non flame retardant synthetic fabrics where possible as most melt rather than burn in the event of a fire. Flameproof overalls are strongly recommended for all participants

G33 – A1 Pro & Pro Tuner

Must wear flame proof overalls which are in good condition and suitable for purpose.

Advised for all classes

Fire extinguisher

Rollover protection

Race Suit & suitable gloves

Noise:

Vehicles must pass and conform to the noise requirements set out below, vehicles failing these tests will be subject to exclusion from the event.

A). STATIC TEST – A maximum of 105dB at $\frac{3}{4}$ maximum revs measured 0.5m from the end of the exhaust pipe at an angle of 45 degrees. If we suspect that mechanical noise is giving a false reading then we will perform a test at 2m from the vehicle at 90 degrees from the centre.

B). DRIVEBY TEST - A maximum of 92dB at 20m trackside or equivalent driveby at shorter distances.

Any vehicle persistently back firing will be excluded.

Anti-Lag Systems are not permitted.

Launch Control is permitted providing it is under the noise limit.

Any vehicle breaching the driveby noise limit will have that run disqualified and faces exclusion from the event if the problem is not rectified

In car Cameras

Video and photographic equipment is allowed in car, but the installation must be secure, and checked by an official.

No handheld equipment is permitted.

Helmet Cameras are not permitted.

You must obtain consent in writing from a Toyota Sprint Series official before public broadcasting is allowed, including internet broadcasting.

Some events may not allow in car cameras.

Vehicle Branding

All vehicles entered in to the Toyota Sprint Series agree to accept our terms and conditions regarding vehicle branding.

It will be a condition of entry that all competing vehicles will display official sponsor logos in the designated position on their vehicles. Failure to comply will lead to the loss of championship points.

Officials

Designated officials for 2018 are

Adrian Smith, Phil Cutler, Andy Bunney as Drivers. Peter Jebson, Vix Cutler, Tim Cogman as Non Drivers.

Any issues or grievances regarding class, competitor, car, regulations or track related must be reported to at least one official. That one official must consult at least another 2 officials before any decision is made.

Results

All results posted at the finish of an event will remain provisional for 15 minutes. Results are final after 15 minutes, unless a protest is lodged in writing with an event official.

Track

If any senior experienced participant should object to the condition or suitability of the course at least 30 minutes prior to the start of a competitive run then the course should be modified or the event postponed. Objections can only be over ruled when at least 5 equivalently experienced participants counter sign and record the time and date on their Event Entry Forms accepting the course to be acceptable and fit for purpose.

Appeals

Should a participant feel strongly aggrieved by any decision or ruling made by the Organisers, Championship Co-ordinators, Clerk of the Course or Event Officials. An appeal may be lodged with the Championship Organisers no later than 48 hours after the event. The Appeal must be made in

writing and be accompanied by a fee of £100. Appeals will be adjudicated upon by the IOPD who will remain impartial. If the Appeal is found to be justified then the appeal fee will be refunded. Otherwise it will be used to cover Appeal Hearing costs and any balance will be used to benefit the Championship

Pit Area

You will be allocated space in the pit area.

Groundsheets to be used for servicing vehicles

It is essential to work safely, especially when refuelling. No Smoking whilst refueling

No Smoking whilst refueling is taking place.

Petrol must be stored in suitably marked containers.

Oil spillages – must be cleaned up immediately and we advise the use of drip trays.

The jacking up of vehicles must be carried out proficiently and axle stands should be used at all times.

Rubbish – must be placed in bins or taken home with you at the end of the day. We aim to leave the pits in a better condition than when we arrived.

You must obey speed limits in pit areas usually 10mph.

No testing, wheel spinning, doughnuts, showing off etc in the pit area

Failure to adhere to the above will get you excluded from the event.

Right to entry

TSS reserve the right to withhold or bar an entry from anyone found to be bringing the sport as a whole, TSS or its sponsors and associates in to disrepute.

Anyone found to be abusing the above will also be banned from using club forum / Facebook pages.

Entries

Event Entries for an event must be placed and paid in full by midnight on the Wednesday before each event, any entries after that time will only be accepted at the organisers discretion.

Points System

The championship consists of 7 rounds. You are welcome to complete all 7 rounds but only your best 6 scores will count towards a final overall position.

Main points system Presuming 75 entrants... Fastest overall 75 points, 2nd overall 74 points etc etc.

This way everyone who competes scores points. This system benefits everyone except class A1, as

there is the real possibility to “steal points” from other classes. E.g. a class A2 car beats a class A1, or a class B Street car beats a class B pro car etc. It also encourages reliability over outright power.

It also gives an overall position for everyone at the end of the year; again this will be a benefit to the lower capacity classes, or maybe an embarrassment to the higher capacity classes?

Points are to be awarded to the driver and not the car.

Cars can be changed throughout the season as long as the car is in the same class, points will still be awarded.

Cars can be changed or upgraded through the season to a higher class and the driver will retain all points scored.

If a car is downgraded then points will be frozen and driver starts afresh.

If less than 75 cars enter a round then the winner will still get 75 points, and second place 74 etc etc

In an event of a tie then the drivers highest overall placing will count, if tied then whoever got highest place 1st will take the win.

Championship Awards

1st, 2nd, 3rd overall.

Class Awards - 1st in class, 2nd in class if there is a minimum of 3 competitors, or 3rd in class if more than 5 competitors.

Championship awards will only be given out if the competitor has competed in at least 3 rounds.

Extra championship trophies. eg: Highest Front Wheel Drive, Highest NA etc .