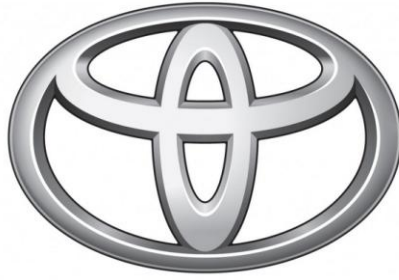


**RRG**  
GROUP



**SPRINT**  
**SERIES**

**2017**



**TOYOTA**



## **Toyota Sprint Regulations 2017 - V1.1**

### 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 (102db), must exit between rear wheels

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

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 - No competition type tyres, only msa listed 1a, must be UK road legal at all times (more than 1.6mm tread). No tyre cutting allowed.

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 - All Street Class cars must have a valid MOT\* where applicable (i.e. cars of 3 years and older) \*If the vehicle is registered in another EU country then it must have the MOT equivalent from the same country.

S23 - Advised for all Street classes

Fire extinguisher

Rollover protection

Race Suit

## **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 a1.75kg hand held extinguisher - plumbed in system advised.

P3 - **Pro Tuner & A1 Pro** - FIA Approved Cut Off switch mandatory - 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, engine must stay transverse.

P6 - FWD to RWD conversions – allowed

P7 - RWD to 4WD conversions allowed, engine must stay inline.

P8 - Engine conversions(ie: swaps) are allowed as long as 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

P16 - Only E marked radial tyres will be allowed, No slicks. Tyres marked “competition use only” or “Not for highway use” are not permitted. No tyre cutting allowed

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 - Pro vehicles do not require an MOT but need to be compliant to a minimum of MSA or equivalent regs. All vehicles need working wipers & lights.

## **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.
- G6 - Methanol – Not allowed as a main fuel but may be used as part of a water injection system
- G7 - Nitrous oxide – Not allowed
- G8 - Tyres must be road legal and have a minimum of 1.6mm tread depth throughout the event.
- G9 - No tyre warmers permitted
- G10 - Front and rear lights, indicators, brake and hazard lights, front wipers must be in working condition.
- G11 - Headlight glass must be protected against breakage by tape or security film.
- G12 - Road tax not required
- 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 must exit between the rear wheels
- 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.

### **Safety Equipment**

G31 - The requirement for all classes in the Toyota Sprint Series is a helmet conforming to BS6658 Type A (blue & white BSI sticker), AFR (red & white BSI sticker) or Snell SA2000. There are loads of companies that will sell you one of these (Demon Tweaks, Grand Prix Racewear etc.).

Javelin have helmets available for hire at events at a cost of £10 per day (subject to availability)

Note: In an open top car you need a closed face helmet. Open faced helmets can be used in 'tintops' or in convertibles with the hood up.

With regards sizing - measure around your head just above the ears; small = 55-56cms, medium = 57-58cms, large = 59-60cms, extra large = 61-62.

G32 - **A1 Street to Class X**, Covered arms and legs at a minimum, we recommend a race suit to EN533 as a minimum.

G33 - **Pro Tuner & A1 Pro** – Race suit to be worn at all times when competing, the minimum requirement is EN533.

G34 - All open top cars including T/Bar vehicles Drivers must wear a closed face helmet and gloves and we strongly advise a race suit for abrasion resistance.

G35 - All drivers must wear suitable race gloves

Advised for all classes

Fire extinguisher

Rollover protection

Race Suit

### **Noise:**

Unless stated, all events will have a maximum noise limit of 102db, tested at  $\frac{3}{4}$ 's of rpm range at a distance of 0.5m. If a car is over the Council's official limit, the car will not be allowed onto the circuit. This decision will be final and neither Toyota Sprint Series, nor event organizers Javelin will have any jurisdiction against the decision.

Anti lag systems are banned.

Launch control is ok if under the noise limit of 7-1.

Any car persistently backfiring will be excluded

### **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 allowed.

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.

### **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 steward.

### **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 Championship Stewards. 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 refueling.

No Smoking whilst refueling is taking place.

Petrol must be stored in suitably marked containers.

Oil spillages – must be cleaned up 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 may 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**

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.

### **Class X**

The organisers reserve the right to include non Toyota based vehicles as a non championship entry, ie: they will not score points nor will they be included in our press releases.



## **Points System**

The championship consists of 6 rounds. You are welcome to complete all 6 rounds but only your best 5 scores will count.

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 upgraded through the season to a higher class, 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.

## **Awards**

1st, 2nd, 3rd overall.

1st in class, 2nd in class if 3 or more competitors, 3rd in class if more than 5 competitors.

Championship awards are as above

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