

Road to **NZGP** *drivers guide*

67th New Zealand Grand Prix
11-13 February 2022

FT-60

State-of-the-art racing
Hampton Downs
Motorsport Park

Proudly hosted by
GR TOYOTA
GAZOO
Racing
New Zealand



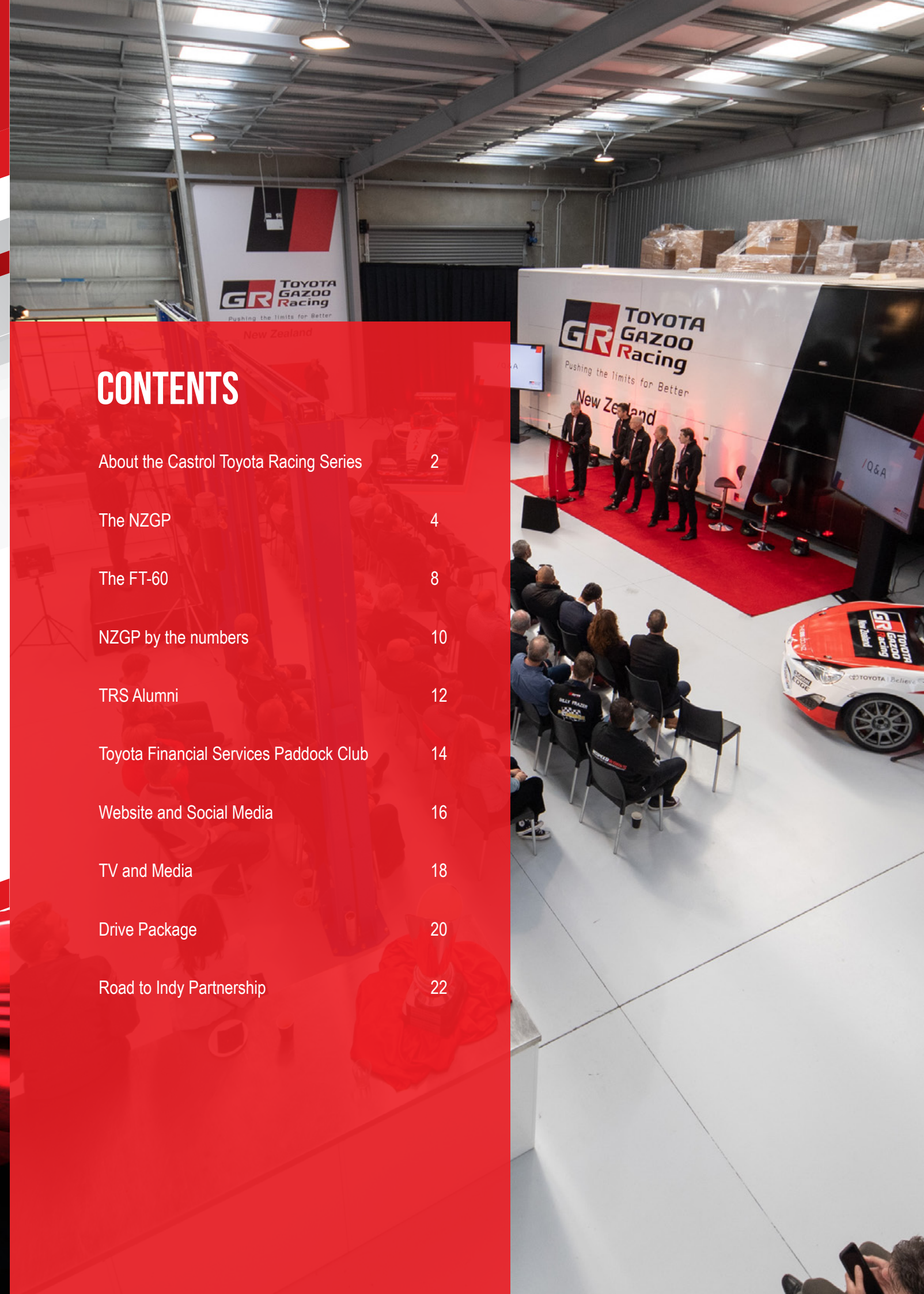
FINDING NEW ZEALAND'S NEXT WORLD CHAMPION

Toyota Gazoo Racing New Zealand is committed to developing and nurturing New Zealand's next generation of world-class drivers. Combining the latest innovations in motorsport engineering, technology and safety features, with the natural driving talent of our aspiring Kiwi drivers, we aim to provide them with the best possible preparation for intense competition on the global stage. Because we believe our drivers can beat the world.



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ABOUT THE CASTROL TOYOTA RACING SERIES

Delivering fast, competitive racing, New Zealand's premier single-seater category offers an action packed NZ Grand Prix event, scheduled for 11-13 February 2022.

With a modern state of the art Tatuus chassis, the latest FIA safety features including the halo, Hankook tyres and 285 horsepower, this is a series that prepares drivers for Formula Renault Eurocup, FIA Formula 3 and FIA Formula 2. It is the premier single seater category not only in New Zealand but also in Oceania and gives drivers vital experience with top engineers, wings and slicks cars and composite technologies right when they need it ahead of northern hemisphere championships.

The iconic New Zealand Grand Prix is one of only two FIA-sanctioned Grand Prix race events outside of Formula One. With winning names like Stewart, McLaren, Brabham, Rosberg, Norris, Lawson and more recently Fraga and Van Gisbergen, it remains a world class motorsport event rich in history and prestige.

Toyota's support for the only manufacturer based single seater class in New Zealand extends beyond the cars, teams and track to the most advanced trackside hospitality facilities in the country. Add to that an F1-style set up that features a paddock area and marquee bay so that each competitor works in a self contained professional environment alongside the race teams. It's a paddock presence that supports the race teams, the sponsors and the families of the competitors.

TGRNZ's support of the series is like no other with all cars prepared by TGRNZ to an exacting, identical standard. Engines and gearboxes are prepared by TGRNZ with engines dyno verified. Shock absorbers are controlled by TGRNZ and SuperShock as are all oils and fluid, in conjunction with Castrol.

The TGRNZ team carry out on-track system checks prior to the event to check everything is on point and ready to race in February 2022.



The FT-60 chassis is supplied by Tatuus in Italy and constructed to FIA Regional Formula 3 safety standards.



Toyota 8AR-FTS, two litre, turbocharged, direct injection, 285hp (212 kW) engine.

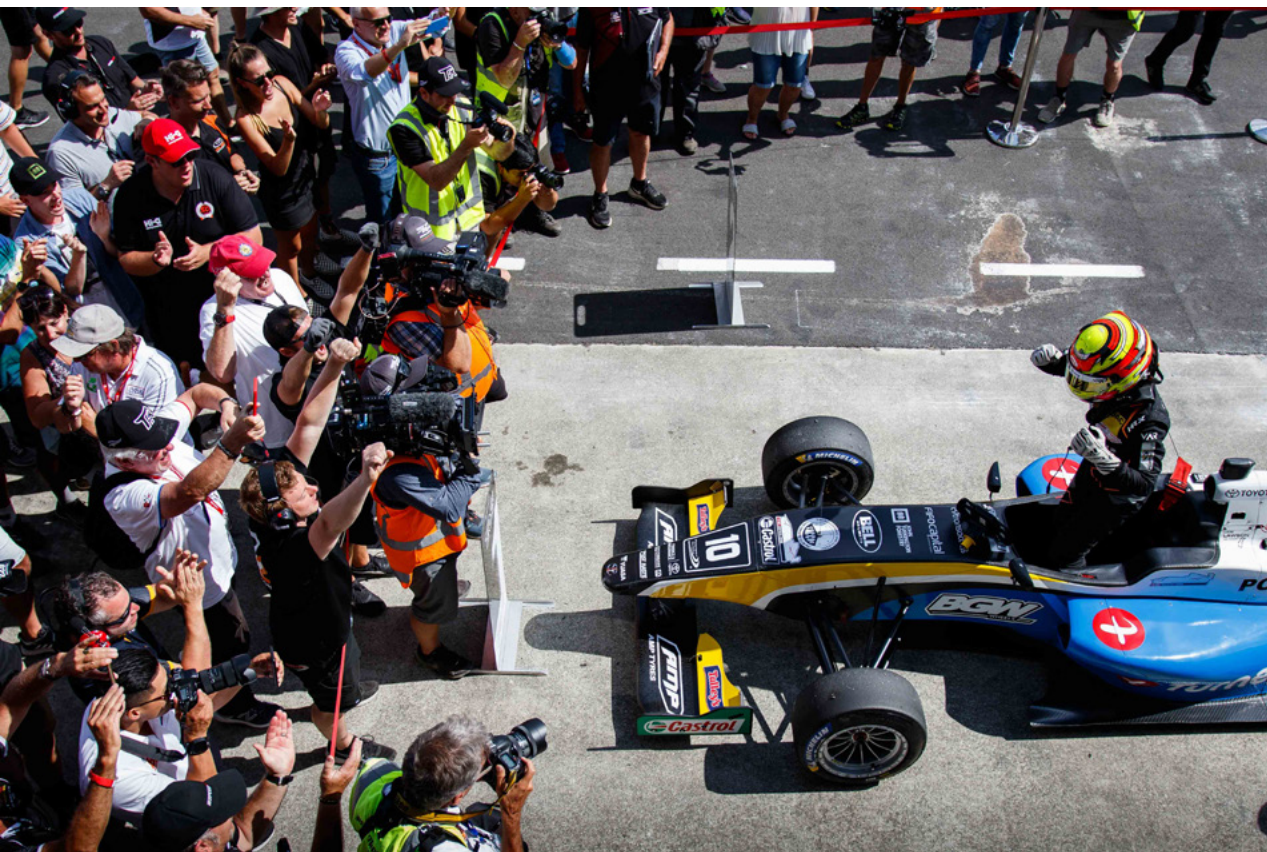


Television, social media, web and professional PR services.

NEW ZEALAND'S PREMIER SINGLE-SEATER CATEGORY



THE NZGP



This is our Grand Prix. It's an actual, official Grand Prix, recognised by the FIA too. In fact, little old New Zealand has one of only two current national Grand Prix events that are not part of the Formula One World Championship, the other being the Macau Grand Prix. And you can largely thank its heritage for that, almost, unique, accolade.

Geographically, it's been run at a variety of venues since the first race - Ohakea, Ardmore, Pukekohe, Ruapuna, Wigram, Teretonga, Manfeild and Hampton Downs where it resides today, of course. And its list of winners is not only a 'Who's Who' of Kiwi motorsport,

it is also fully reflective of golden eras of our international and domestic motorsport history and a fascinating technical record of the genres of cars that have competed for this outstanding piece of silverware.

Kiwis have always excelled in their home event. The first winner, John McMillan, was a Kiwi and there have been no fewer than 32 New Zealand wins over the years with Nick Cassidy, Craig Baird and Ken Smith topping the Kiwi table with three wins each followed by Daniel Gaunt in the Toyota FT40 era, Simon Wills in Formula Holden and legend Chris Amon in the glorious works V6 Ferrari with two victories apiece. Baird



and Cassidy are also notable for the 'three in a row' wins they achieved, and indeed nobody else in the history of the New Zealand Grand Prix achieved the same degree of 'domination', though Australian legend Jack Brabham came closest with three wins over four years.

Kenny Smith is still active, of course, and competed in the 2021 event won by Shane van Gisbergen. Smith's first win in the Grand Prix dates back 45 years to 1976 in a F5000 Lola of course. He won it again in 1990 in a Formula Pacific Swift Cosworth

and demonstrating his complete versatility and staying power, took the trophy once more back in 2004 during a period when Formula Ford cars competed for the Grand Prix.

The type of cars that have competed for the GP trophy is also a point of interest and is a reflection very much of what was going on in the rest of the world at the time outside of Formula One, Formula Two and Formula Three – which tended to be mainly European-based formulae but were by no means exclusively the fastest single seaters in the world.

In the early years of the Grand Prix up until the early seventies - which ironically has many parallels with the current era of the Grand Prix (pre COVID) - many Northern hemisphere racers came to race on these shores. During that era the Grand Prix was a very important race on the international calendar, most notably when it was a part of the Tasman Series. In this era, several contemporary Formula One drivers would compete in the race, often with great success. Six Formula One World Drivers' Champions have won the New Zealand Grand Prix and looking



at some of the winners, none need an introduction. Our own Bruce McLaren, Amon, Brabham, Prince Bira, Stirling Moss, Reg Parnell, John Surtees, Jackie Stewart and Graham Hill. Enough said really. New Zealand's only F1 World Champion, Denny Hulme, however, never won his home Grand Prix.

From the early seventies, outside of F1 the major single seater formulae was F5000 with series in America, Europe, and Australasia and it was a halcyon period for the Grand Prix with the big bangers bringing massive crowds, decent fields and thunderous races won

by the heroes of the day. Our cousins across the ditch arguably mastered the art of these cars better than we did and Australians Frank Matich, Neil Allen, Frank Gardner, John McCormack and Warwick Brown all added their names to the trophy. It was only Smith who added a Kiwi name to the trophy during the 5000 era.

The big bangers were followed by another formulae that was hugely popular outside of the mainstream – Formula Pacific (or Atlantic as it was known in the Northern Hemisphere). These were mighty little cars, largely based on Formula Two machines of the time

but running smaller 1.6 litre rather than 2.0 litre four cylinder engines. The cars very much reflected and F2 thinking at the time, with the eighties and nineties cars having full ground effect long after it had been outlawed in F1, for example. Another golden era it was too, when drivers who raced in F1 like eventual F1 world champ Keijo 'Keke' Rosberg, Brazilian Roberto Moreno and Italian Teo Fabi all joined the list of winners.

Formula Holden - effectively Formula 3000 cars re-engineered with Holden motors - competed for the Grand Prix between 1994 and 2000 and the list of winners in that



period included Greg Murphy and the last winner of that era, Andy Booth. Murphy, of course, went on to gain legendary status in V8 Supercars.

Another Supercar racer Fabian Coulthard was a notable name in the Formula Ford era.

This era was ended in time for the 2006 Grand Prix which heralded the start of the Toyota Racing Series. Since then, the Grand Prix has been fought out in identical Toyota-powered Tatuus chassis, with the earlier FT40 putting in a long stint as the category car between 2006 and 2014 before the current FT50 chassis, which was utilised for five Grand Prix and carried Liam Lawson to his famous 2019 victory. Other

notables in that car type included F1 racer Canadian Lance Stroll, McLaren's Lando Norris and Jehan Daruvala - the 2018 Grand Prix winner.

The current FT60 was introduced for the 2020 season and it was champion Igor Fraga who showed his impressive style with a championship sealing victory in the Grand Prix that season. Then of course, COVID struck and the global pandemic left us temporarily without internationals. Step in the amazing Van Gisbergen to record what was arguably the greatest ever victory in the Grand Prix history when he drove through the field from a pit lane start to record a famous victory that was heralded throughout the motorsport world.

THE FT-60

New Zealand's premier single-seater category is the fastest and most competitive class in New Zealand.

The FT-60 - the third car the series will have used in a championship that stretches back 17 years - is a state-of-the-art racing machine that is more like a scaled down Formula One car than either of its two previous machines, the FT-40 and the FT-50.

Designed like the previous two series cars by Italian manufacturer

Tatuus, the chassis is similar to that used in other global junior formulae, but uses a new engine that will pack a powerful 285 horsepower (212 kW) making it one of the best performing junior cars on the FIA's recognised pathway to Formula One.

The new car features all of the key recent safety initiatives developed by the FIA in conjunction with Formula One. The design incorporates a 'halo' driver protection system to protect the driver from side, top

and frontal impact from debris in an accident and also features the very latest in side and front impact technology in the chassis itself. Twin wheel tethers are included in the design to prevent wheels flying off in the event of a crash, another feature straight out of Formula One. The car has undergone 36 controlled crash tests in the laboratory to ensure it meets the highest standards of safety in the sport today.

FT-60 SPECIFICATIONS

CHASSIS	Monocoque carbon, FIA, F3 Manufactured by Tatuus SRL, Milan, Italy
ENGINE	Toyota 8AR-FTS, two litre, turbocharged, direct injection, 285hp (212 kW)
ELECTRONICS	ECU and data acquisition by MoTeC
GEARBOX	Sadev SL-R 82 six speed gearbox with LSD and Magneti Marelli, paddle shift gear change
SAFETY	'Halo' driver protection system, Front Anti-Intrusion Panel, Side Impact Cone
FRONT & REAR SUSPENSION	Double wishbone with pushrods
DAMPERS	SupaShock 2 Way Adjustable
BRAKE DISCS	Brembo Calipers, TM Discs & Brembo Pads
WHEEL RIMS	Front: Aluminium 10" x 13" Rear: Aluminium 12" x 13"
TYRES	Hankook Front: 230/560 Rear: 280/580
WEIGHT	692kg (with driver)
TOP SPEED	250 kph
0-100 kph	3.1 sec

ALL CARS ARE PREPARED BY TGRNZ TO AN EXACTING, IDENTICAL STANDARD

THE FT-60 CHASSIS IS SUPPLIED BY TATUUS IN ITALY AND IS CONSTRUCTED TO FIA FORMULA 3 SAFETY STANDARDS



NZGP BY THE NUMBERS

SPRINT RACE (RACE 1) - DOROTHY SMITH MEMORIAL CUP

1	\$1,000 CASH PRIZE	2	\$500 CASH PRIZE	3	\$250 CASH PRIZE
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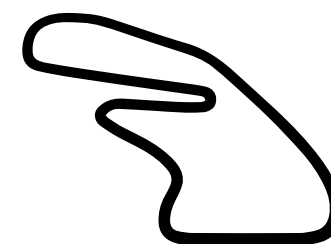
NEW ZEALAND GRAND PRIX PRIZE FUND

1	\$5,000 CASH PRIZE	2	\$3,000 CASH PRIZE	3	\$2,000 CASH PRIZE
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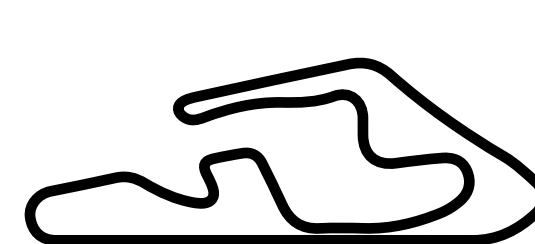
Plus a **\$500** Castrol pole position cash prize on offer.



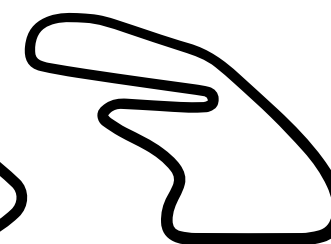
ROAD TO NZGP TEST DAYS



13 & 15 October 2021
Hampton Downs
Motorsport Park



18 & 19 January 2022
Mike Pero Motorsport Park
Ruapuna



2 - 3 February 2022
Hampton Downs
Motorsport Park

Note: Additional test dates to be added.

NZGP WEEKEND SCHEDULE

THURSDAY

- Test Session 1 (30min)
- Test Session 2 (30min)

FRIDAY

- Free Practice 1 (30min)
- Free Practice 2 (30min)

SATURDAY

- Free Practice 3 (30min)
- Qualifying Part 1 - 15min
(result = grid for sprint race)
- Qualifying Part 2 - 10min
(top 11 or 12 (depending on grid size) still driving)
- Qualifying Part 3 - 15min
(pole shoot out - top 8)

SATURDAY

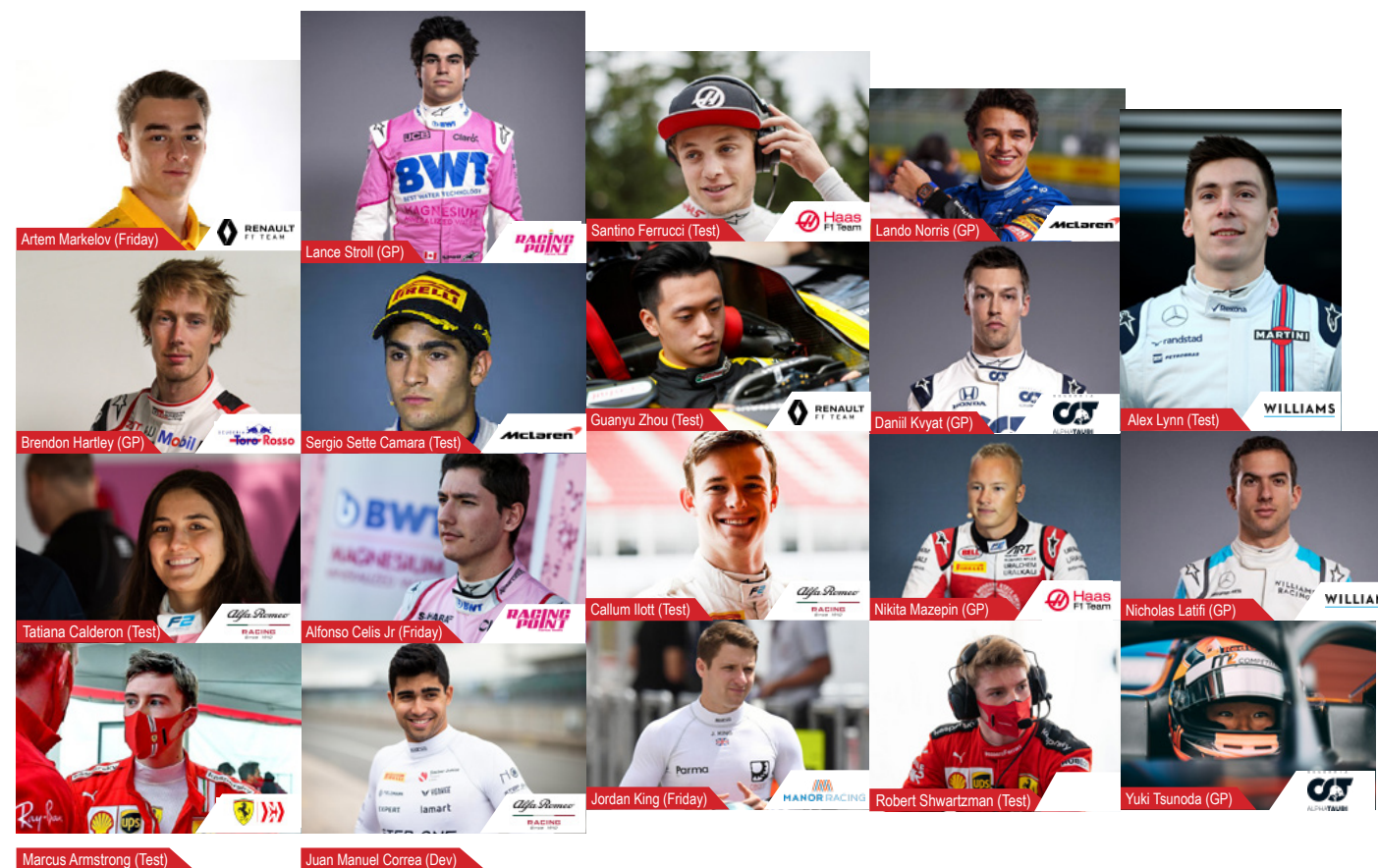
- Sprint Race (25 Laps)
- NZGP (40 Laps)

TRS ALUMNI

SINCE 2005 THERE HAVE BEEN OVER 220 TRS GRADUATES. MANY ARE REPRESENTED IN FORMULA ONE, WORLD ENDURANCE SPORTSCARS, FIA FORMULA 2, FIA FORMULA 3, FORMULA RENAULT EURO CUP, FORMULA 4, PORSCHE SUPERCUP, GT SPORTS CARS, INDY LIGHTS AND SUPERCARS.



TRS ALUMNI IN F1



19 graduates of the series have now made it to Formula One with five currently racing in the 2021 F1 Season. The Castrol Toyota Racing Series is the only series available at this time of year to drivers worldwide which offers

FIA Super Licence points. These points can go towards securing a driver a licence to run in official F1 practice sessions during a Grand Prix weekend or eventually, a race seat in F1 itself.

MORE TRS ALUMNI ON THE WORLD STAGE

- Nick Cassidy (Formula E) (2012) (2013)
- Lucas Auer (DTM)
- Mitch Evans (Formula E) (2010) (2011)
- Alex Lynn (Formula E)
- Marcus Armstrong (FIA F2)
- Liam Lawson (FIA F2, DTM) (2019)
- Robert Shwartzman (FIA F2) (2018)
- Richard Verschoor (FIA F2)
- Artem Petrov (Indy Pro 2000)

- Pedro Piquet (FIA F2)
- Jehan Daruvala (FIA F2)
- Egor Orudzhev (LMP1, WEC)
- Nathanaël Berthon (LMP1, WEC)
- Arjun Maini (DTM)
- Earl Bamber (LM GTE Pro, WEC)
- Pipo Derani (LM GTE Pro, WEC)
- Dennis Olsen (LM GTE Pro, WEC)
- Shane van Gisbergen (Supercars)

- Richie Stanaway (Supercars)
- Scott Pye (Supercars)
- Macauley Jones (Supercars)
- Thomas Randle (Supercars) (2017)
- Raffaele Marciello (Blancpain GT)
- James Pull (Blancpain GT)
- Matthew Payne (Porsche Carrera Cup) (2021)
- Brendon Leitch (Lamborghini GT Endurance)

(YEAR) = Castrol Toyota Racing Series Champion



PREMIUM HOSPITALITY

Our Toyota Financial Services Paddock Club is a dedicated premium serviced mobile facility available for drivers, sponsors and guests to enjoy in a relaxed friendly atmosphere.

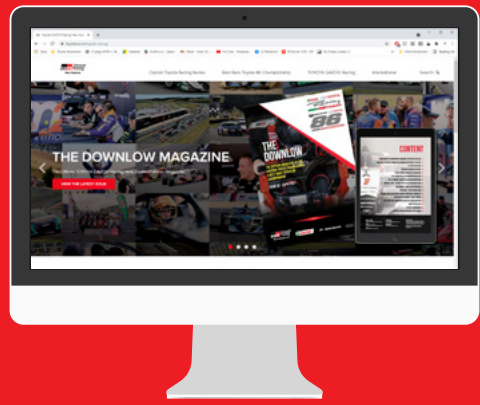
A two course buffet lunch featuring local cuisine is provided on Saturday and Sunday. Tea and coffee is available in our cafe throughout the day as well as free internet access.

We also provide breakfast, lunch and dinner from Thursdays for teams, drivers and their guests by arrangement.

This is an ideal environment to host VIPs, friends and family while you enjoy the action packed weekend.

This is the finest corporate hospitality available at any race circuit in New Zealand.





WEBSITE ACTIVITY






Our main infohub providing you the latest news and results in the Castrol Toyota Racing Series. Here you can find our driver profiles, round information, up to date points standings and much more.

32,026
USERS

144,977
UNIQUE PAGEVIEWS

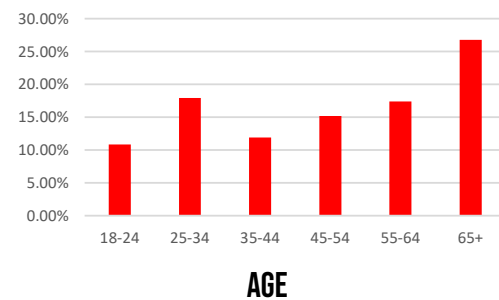
62,922
SESSIONS

TOP 5 VISITING COUNTRIES

	New Zealand (59.5%)
	U.S.A. (15%)
	Australia (7.7%)
	U.K (3%)
	Japan (1.5%)

WEBSITE & SOCIAL MEDIA

AUDIENCE DEMOGRAPHIC



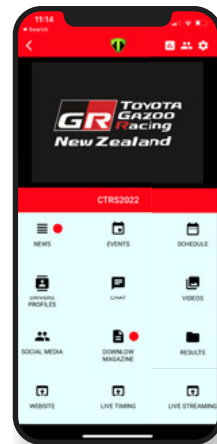
71.6%
MALE
27.4%
FEMALE

TRS TEAM APP

Available on Apple and Android devices

45,000
SCREEN VIEWS

321
REGISTERED USERS



SOCIAL MEDIA ACTIVITY

During the season, we provide live minute by minute results and updates on our Facebook and Instagram pages. We go behind the scenes covering the pitlane, garages, and paddock club giving our audiences an authentic raw experience of the TGRNZ race weekend activities.

9,359
FACEBOOK FOLLOWERS

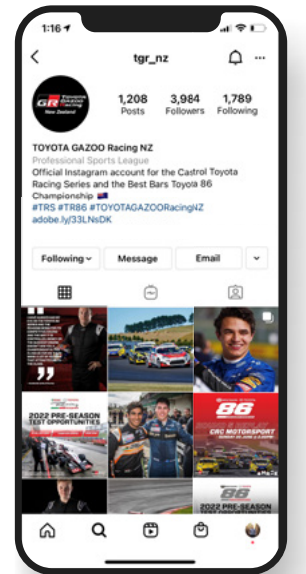
327
COMBINED FACEBOOK AND
INSTAGRAM POSTS

63.7K
ENGAGEMENTS

3,987
INSTAGRAM FOLLOWERS

1.08M
IMPRESSIONS

2,036
USERS REACHED DAILY



511.1K
PEOPLE REACHED

3,969
LINK CLICKS

AWARD WINNING PHOTOGRAPHY

Access to rights-free images by TOYOTA GAZOO Racing's award winning photographer Bruce Jenkins, via the official TGRNZ Flickr account.

18.2K
PICTURES UPLOADED

2,74M
PHOTOS VIEWS

VIEW THE 2021 TOYOTA GAZOO RACING NZ
COMMUNICATIONS REPORT

[READ MORE >](#)



THE DOWNLOW MAGAZINE

The official TOYOTA GAZOO Racing NZ magazine. Featuring the latest Castrol Toyota Racing Series, Best Bars Toyota 86 Championship and TOYOTA GAZOO Racing news. Distributed to all 51 Toyota Stores across New Zealand. Viewers can read and access the Downlow magazine via our website or on our social media pages.

1,400+

READERS

51

STORES IN NZ

21

COUNTRIES VIEWED

16

ISSUES PER YEAR

TV & MEDIA



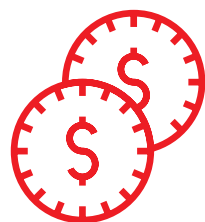
288

NEWS ARTICLES



6.2M

SUM AUDIENCE



\$1.17M

SUM ASR (ADVERTISING SPACE RATE)

LIVE PRESS CONFERENCE

Two Facebook Live free to view Press Conferences organized per weekend featuring every driver in the series.

52,000

CUMULATED REACH

23,894

MINUTES VIEWED



TELEVISION & LIVE STREAM BROADCAST

TRS is now a truly global driver development series with more than 100 countries broadcasting our show in multiple languages. To add international flavour, Jonathan Green (Superbikes Commentator) provides our program commentary.



100+

COUNTRIES BROADCASTED



1,500+

MINUTES SCREENED
ON FREE TO AIR TV

+HRE

66TH NEW ZEALAND GRAND PRIX DOCUMENTARY

240,000 viewers tuned in to watch the one hour documentary produced post event. It won the timeslot across all Networks in the coveted 25-54 Demographic.

240,000

NEW ZEALAND VIEWERS



DRIVE PACKAGE

ARRIVE & DRIVE

The Arrive & Drive Package includes*:

- Engine Lease
- Chassis Lease
- Team Fee
- Series Registration & Entry Fees
- Consumables for the season
- Tyres
- Insurance (Excess may apply)
- Car Livery
- Lunch for Driver Thursday & Friday, and Driver plus three guests Saturday and Sunday

**COST PER DRIVER:
\$40,000 EXCL GST (NZD)**

**There may be additional costs incurred for things such as, but not limited to, insurance excess, damage which exceeds insurance cover, and fines.*

KIWI DRIVER FUND

WWW.KIWIDRIVERFUND.CO.NZ

Launched in the 2015 season, the Kiwi Driver Fund was created to address concerns about the ability of our local drivers to achieve and maintain the level of funding required to compete at the highest level. There are many instances where the potential of kiwi talent may not be realised because they cannot raise the necessary funding. Kiwi Driver Fund is managed by five trustees who review applications for funding and make annual grants.

The objective of the fund is to give qualifying kiwi drivers a funding 'kick-start' by covering some of their cost to compete in the Castrol Toyota Racing Series and hopefully find New Zealand's next world champions.



Applicants are required to submit a full resume and plan for their future careers as well as demonstrate a high level of communication skills. They are expected to have most of their funding and team in place with the Kiwi Driver Fund supplementing this as a boost to their careers.

Visit www.kiwidriverfund.co.nz for more information.

TESTING PACKAGE (PER DAY)

The NZGP Testing Package includes*:

- 6x Test sessions (30min)
- Insurance cover
- Data analysis & On-board camera
- Two set of used tyres
- One set of new tyres
- Lunch provided

**COST PER DRIVER:
\$4,500 EXCL GST (NZD)**



ROAD TO INDY **PARTNERSHIP**



USF2000, INDY PRO 2000, OR INDY LIGHTS TESTING OPPORTUNITY

The Road to Indy Presented by Cooper Tires and Toyota GAZOO Racing New Zealand announced a partnership that will see up-and-coming drivers afforded new opportunities in both series to further their racing careers. Several drivers in the Road to Indy have already taken advantage of the opportunity to sharpen their skills in the off-season by participating in the January/February Castrol Toyota Racing Series.

The new partnership will offer the top-three finishers in the Road to Indy ladder series – the Cooper Tires USF2000 Championship, the Indy Pro 2000 Championship Presented by Cooper Tires and Indy Lights Presented by Cooper Tires – a waived entry fee (NZ\$5,000, approximately \$3,300 USD) for the 2020 Castrol Toyota Racing Series season. This is a fantastic opportunity to hone their skills with significant track time at five circuits on New Zealand's North and South Islands aboard the newly unveiled state-of-the-art Tatuus FT-60.

For drivers who have competed in all five rounds of the 2019 Castrol Toyota Racing Series, an opportunity to test the waters in either USF2000, Indy Pro 2000 or Indy Lights is on offer with entry fees waived for the traditional two-day Chris Griffis Memorial test this fall or the two-day Spring Training outing at the beginning of next year. All drivers will also receive one set of Cooper tires for the test event they select.

In addition, joint marketing programs will be implemented to showcase the Road to Indy as an excellent career option for aspiring young drivers who want to follow the path of New Zealand racing legend Scott Dixon, five time NTT IndyCar Series champion, Indianapolis 500 winner and former Indy Lights champion, and to highlight the benefits of off-season training in the Castrol Toyota Racing Series in preparation for full-season campaigns.

UNLOCK EXHILARATING PERFORMANCE

Nothing tests engine oil like a motorsport vehicle being pushed to the limits. Not only do we work alongside leading car manufacturers - many who exclusively recommend Castrol EDGE - but we also test our oils with leading motorsport teams and partners on the track and in the workshop. Our technology is built on the bedrock of their great achievements.



Castrol EDGE 10W-60 is the official oil of the Castrol Toyota Racing Series – Tested to the **EXTREME**.



/ PARTNERS

From the very beginning, the championship has had the backing of some major brands who see the value in associating with New Zealand's leading single-seater racing series.

Many thanks to our current championship sponsors and partners.

OFFICIAL SPONSORS



TOYOTA



OFFICIAL PARTNERS



Call or email for more information about the Castrol Toyota Racing Series:

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E: nicolas.caillol@toyotaracing.co.nz | T: +64 27 601 0342

E: amanda.tollemache@toyota.co.nz | T: +64 21 248 9335



Every endeavour has been made to ensure text details, specifications and costs quoted in this publication were accurate as at 10 September 2021. TOYOTA GAZOO Racing New Zealand operating under Toyota New Zealand Limited reserves the right at any time to introduce any changes deemed necessary. For further information contact TOYOTA GAZOO Racing New Zealand, we will be happy to assist.