



TOYOTA

Racing SERIES

2023 SERIES GUIDE



GR TOYOTA
GAZOO
Racing
New Zealand



TOYOTA

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.



TOYOTA

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ABOUT OUR CHAMPIONSHIP

Delivering fast, competitive racing, New Zealand's premier single-seater category attracts drivers from around the globe. The Castrol Toyota Racing Series is New Zealand's fastest racing category providing winter training in a southern hemisphere summer.

In January the focus of the motorsport world turns to New Zealand and the Castrol Toyota Racing Series – five action-packed weekends of close, competitive racing that brings the top young drivers to the country's premier single seater series.

Looking ahead to its 18th season, the 2023 Castrol Toyota Racing Series will be as closely fought, exciting and dramatic as ever.

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 championship that prepares drivers for Formula Regional European or American Championships, FIA Formula 2, FIA Formula 3, and USF2000 or IndyPro200. It is the premier single seater championship 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 series attracts national championship status and includes the New Zealand Grand Prix, 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 travelling 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.



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



FIA Homologated 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



Castrol TOYOTA
Racing
SERIES

CASTROL TOYOTA RACING SERIES

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 FIA Homologated 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	FIA Homogated - 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

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



TRS BY THE NUMBERS



MILEAGE OFFERED

3,200KMS

FIVE ROUNDS OF RACING



DEDICATED PRACTICE START SESSIONS

5

COST PER KM

\$70 PER KM (NZD)

(25% CHEAPER THAN SIMILAR SERIES)

NUMBER OF COUNTRIES REPRESENTED IN 2020

16

SETS OF NEW TYRES

18

AMOUNT OF SEAT TIME AVAILABLE PER DRIVER

1,850 MINS

NUMBER OF QUALIFYING SESSIONS

10

NUMBER OF RACES

15

FIA SUPER LICENCE POINTS ON OFFER*

10

NUMBER OF FREE PRACTICE/TESTS SESSIONS

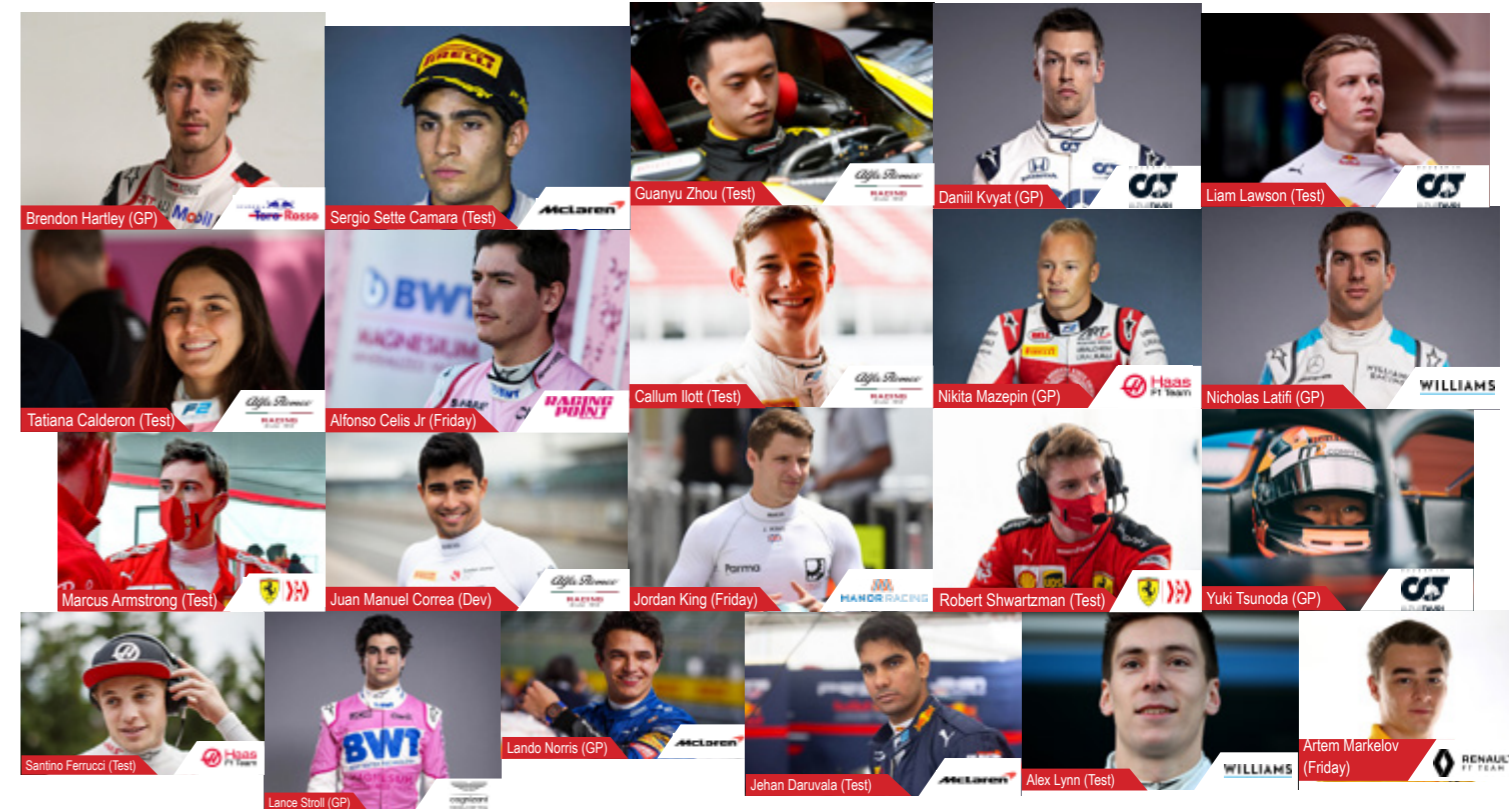
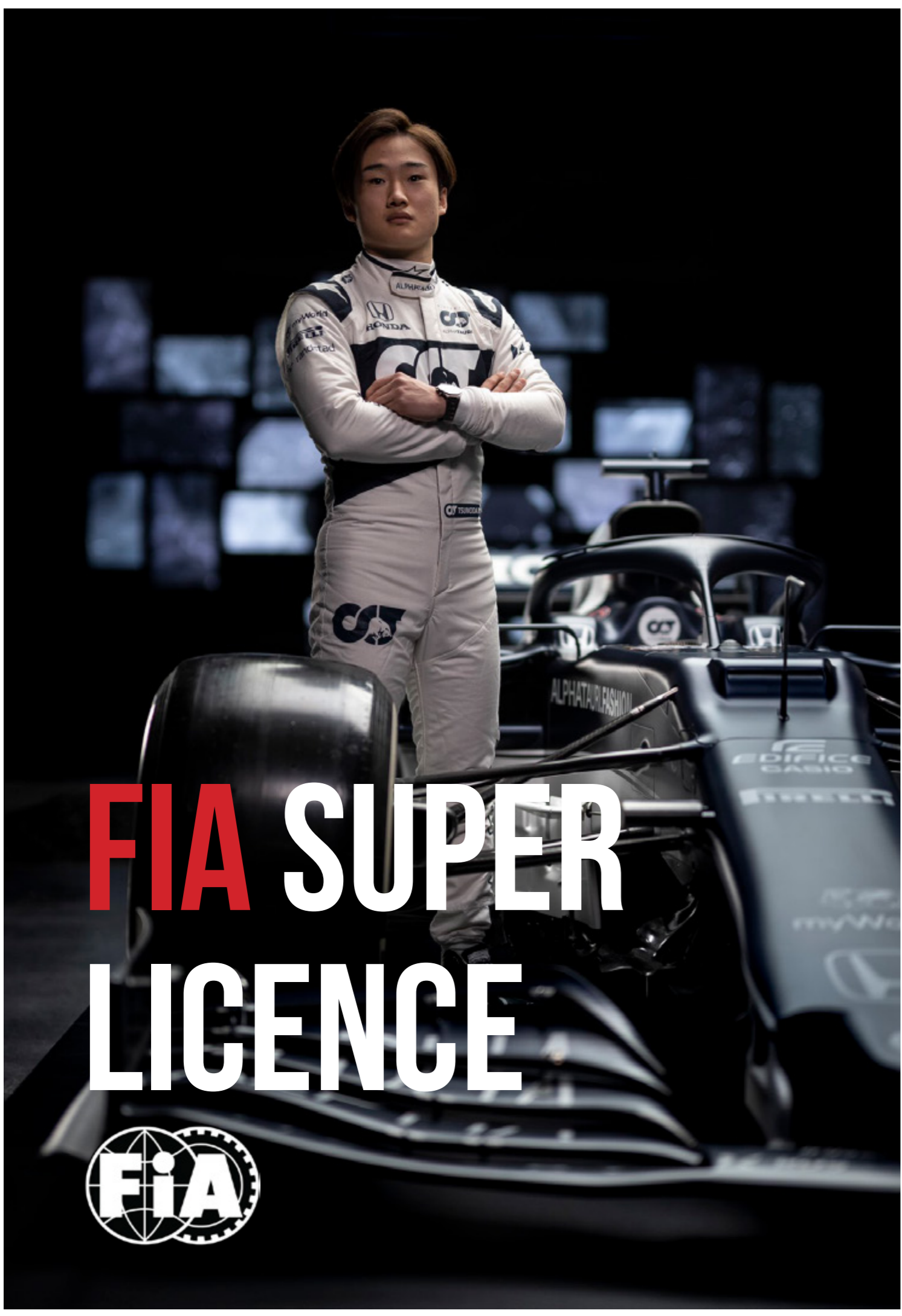
26

SEASONS COMPLETED

17

*Potential increase at FIA world council meeting at the end of the year.

FIA SUPER LICENCE



21 graduates of the series have now made it to Formula One with five currently racing in the 2022 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.

EARN FORMULA ONE SUPER LICENCE POINTS*

The Castrol Toyota Racing Series is an established category which receives points towards the FIA Super Licence scheme.

Therefore the top five drivers in the championship standing will be awarded with the following points:

1st: 10pts | 2nd: 7pts | 3rd: 5pts | 4th: 3pts | 5th: 1pt



*Potential increase at FIA world council meeting at the end of the year.

WHAT IS A SUPER LICENCE?

The FIA Super Licence is a qualification allowing the licence holder to compete in the Formula One World Championship as a driver.

Some criteria for the licence are:

- The Driver must be at least 18 years old at the start of their first F1 race event.
- The first time he/she applies for a Super Licence, the driver must have completed at least 80% of each of two full seasons of any single-seater championships listed by the FIA (of which TRS is now one).
- Have accumulated at least 40 points during the three year period preceding their application (the results of a maximum two championships can be accumulated in a single calendar year)



A ROUTE TO SUPERCARS



Andre Heimgartner (2021)



Shane Van Gisbergen (2006, 2021)



Chris Pither (2005)



Scott Pye (2009, 2011)



Thomas Randle (2017)



Macauley Jones (2014)

The fantastic news that Thomas Randle secured a full time ride in the 2022 Australian Supercars Championship highlighted the often diverse backgrounds that drivers have when they reach the pinnacle of Australian motorsport - a journey that can often include single seaters.

Current championship leader Shane van Gisbergen is a Castrol Toyota Racing Series graduate. He showed some

very transferable skills in 2021 when he dominated the New Zealand Grand Prix meeting aboard his Red Bull Toyota FT-60 before heading home to begin a dominant opening run in the 2021 Supercars Championship which he then won. André Heimgartner, Scott Pye, Chris Pither and Macauley Jones are also graduates of the TRS championship.

EARN SUPERCARS SUPERLICENCE POINTS

There are no less than 10 Superlicence points available to the championship winner and that's more than double the points of any other domestic New Zealand championship and on a par with the very popular and high profile Porsche Carrera Cup, TCR and Super 3 series in Australia.

1st: 10pts | 2nd: 8pts | 3rd: 7pts | 4th: 6pts | 5th: 5pts

6th: 4pts | 7th: 3pts | 8th: 2pts | 9th: 1pt

WHAT ARE THE CRITERIA ?

To qualify for a Motorsport Australia Superlicence each applicant must satisfy the following criteria:

- Hold a minimum of an FIA International Grade C licence; and
- Be a minimum of 17 years of age; and
- Accumulate a minimum of **13** points under either the FIA (refer ISC Appendix L) or Motorsport Australia Superlicence points system during the five years prior to the application



TRS ALUMNI

SINCE 2005 THERE HAVE BEEN OVER 150 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.











-  Nick Cassidy (Formula E) (2012) (2013)
-  Lucas Auer (Super Formula)
-  Mitch Evans (Formula E) (2010) (2011)
-  Alex Lynn (Formula E)
-  Marcus Armstrong (FIA F2)
-  Liam Lawson (FIA F2) (2019)
-  Robert Shwartzman (FIA F3) (2018)
-  Richard Verschoor (FIA F2)
-  Raoul Hyman (Formula Regional Americas)

-  Pedro Piquet (FIA F3)
-  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)

(YEAR) = Castrol Toyota Racing Series Champion

WHERE TO FIND OUR TRS ALUMNI IN 2022

 <ul style="list-style-type: none"> • Lando Norris • Lance Stroll • Nicholas Latifi • Yuki Tsunoda • Guanyu Zhou 	 <ul style="list-style-type: none"> • Liam Lawson • Lirim Zendeli • Marcus Armstrong • Jehan Daruvala • Clement Novalak • Richard Verschoor • Calan Williams • Amaury Cordeel 	 <ul style="list-style-type: none"> • Oliver Rasmussen • Gregoire Saucy • Juan Manuel Correa • Caio Collet • Lirim Zendeli • Ido Cohen • Franco Colapinto 	 <ul style="list-style-type: none"> • Spike Kohlbecker • Billy Frazer
 <ul style="list-style-type: none"> • Jackson Walls 	 <ul style="list-style-type: none"> • Kaleb Ngatoa 	 <ul style="list-style-type: none"> • Axel Gnos 	 <ul style="list-style-type: none"> • Enaam Ahmed

TRS TESTIMONIES



LANDO NORRIS (UK)

YEAR/S IN TRS:	2016
PLACING:	1st
TOTAL RACE WINS:	6
TOTAL PODIUMS:	11
TOTAL POLE POSITIONS:	8

"First of all it's a cool experience to go to New Zealand and spend a few weeks there. There's no other series like it in a way because you get so much track time and five weekends in a row of racing, with three races every weekend, so it is one of the best things you can do when you are young and getting into racing to go out and get experience and learn."

"A lot of the top drivers do it also so you know where you are going to stack up. The equipment is all the same, you have different teams but it is a one-make championship. It's extremely good, I'm very grateful that I did it. It definitely made me a better driver and I learned a lot from doing it. I definitely recommend it."



LIAM LAWSON (NZ)

YEAR/S IN TRS:	2019, 2020
PLACING:	1st, 2nd
TOTAL RACE WINS:	10
TOTAL PODIUMS:	21
TOTAL POLE POSITIONS:	5

"TRS has prepared me for another season in Europe. Being a five week, back-to-back championship is perfect preparation. We're getting huge seat time in a similar car to what I'll drive in Europe against drivers who have more experience than me. I will be able to take everything we've learned over to Europe and I already have an advantage over those who haven't done any off season driving."



TRS TESTIMONIES CONT'D



THOMAS RANDLE (AUS)

YEAR/S IN TRS: 2015, 2016, 2017
PLACING: 10th, NC (3 races), 1st
TOTAL RACE WINS: 2
TOTAL PODIUMS: 9
TOTAL POLE POSITIONS: 3

"People don't realise just how much there is to gain from TRS if they are looking at a Supercars career. With 13 Superlicence points required to make the jump into the Supercars Championship, the 10 points on offer from that trip to New Zealand is an attractive proposition. From a timing point of view the TRS Championship also slots in neatly between Supercars seasons as well. It offers back-to-back race weekends and thousands of kilometres of testing and racing in a factory supported environment with professional teams. For the level of professionalism, value for money and intensity of competition involved, it is also world class."

AUTOSPORT

"Like the Bathurst 12 Hour, the 2020 TRS was completed just before lockdown, and we were able to calculate an index thanks to data from Pukekohe, which featured on the 2019 Supercars calendar. And bingo: it gave TRS 2020 an index a fraction ahead of the 2021 Formula Regional European Championship by Alpine, which is exactly what we'd expect. However, TRS 2021, with NZ inaccessible and the series contested by small grids of local drivers, dropped it a tad behind its European equivalent." - [Click here to continue reading about the Autosport comparison.](#)



TRS COMPARED TO SIMILAR CATEGORIES AROUND THE WORLD

CATEGORY	LAP TIMES	DIFFERENCE
Formula One	1m30s	
FIA Formula 2	1m44.006s	14.006
Indy Lights	1m50.333s	20.333
FIA Formula 3	1m50.862s	20.862
Super Formula Lights	1m53.652s	23.652
Indy Pro 2000	1m57.686s	27.686
European Formula Regional by Alpine	1m58.577s	28.577
Castrol Toyota Racing Series	1m58.703s	28.703
Asian Formula Regional	1m59.903s	29.903
Americas Formula Regional	2m01.977s	31.977
USF2000	2m04.210s	34.210
Italian/German Formula 4	2m04.795s	34.795
Spanish Formula 4	2m05.544s	35.544



GILES MOTORSPORT

Facebook: [Facebook.com/GilesMotorsport](https://www.facebook.com/GilesMotorsport)
Email : stephen@gilesmotorsport.com

Giles Motorsport was started in 2008 by former McLaren F1 chief mechanic Stephen Giles and has been competing in the Castrol Toyota Racing Series every year since then.

The team provides a successful and supportive environment for young drivers, utilising personnel with a wealth of experience and knowledge

from every level of motorsport around the world including Formula 1, Formula 2, F3, F4 and WEC.

Giles Motorsport has provided race winning cars to 57 drivers from 22 different countries and has won multiple Teams Championship and Drivers Championship titles.



KIWI MOTORSPORT NZ

Email : kiwimotorsportnz@gmail.com

Kiwi Motorsport is currently run by Garry Orton, Teena Larsen and David Versalko. Formally known as Victory Motor Racing Team Principal, Garry Orton has been involved in the Toyota Racing Series since its inaugural season in 2004, running world class local and international drivers including Daniil Kvyat, Brendon Hartley, Brendon Leitch and winning the 2018 TRS Championship with Thomas Randle.

The 2020 season has seen the team rebrand itself to fall in-line with its F4 USA program run by both Garry Orton and Teena Larsen.

Along with the rebrand, David Versalko joined as Co-Owner, after having worked with Victory since 2012. David is currently one of the Engineers from MP Motorsport in Europe working in the Formula 4 Championship.



M2 COMPETITION

Website : www.m2competition.com
Email : m2competition@gmail.com

Founded in 2010 by Mark Pilcher and Jonathan Moury, the Toyota Racing Series was the natural start for M2 Competition. Now 12 years later M2 Competition has been a very important step in over 60 young racing drivers' careers along with competing in Formula Regional Europe /British GT/ Intercontinental GT Challenge. M2's core focus for TRS is a structure that benefits all drivers and has delivered

eight team championship titles and seven drivers championship titles. On top of that M2 alumni includes four 2022 F1 drivers and 10 2022 F2/F3 drivers.

M2 has a long history with the Ferrari Driver Academy and Red Bull junior team.

For 2023 we are excited to get back to business in the benchmark junior drivers winter series.



MTEC MOTORSPORT

Website : www.mtec motorsport.com.au
Email : bruin@mtec motorsport.com.au

MTEC is a highly successful, family run racing team, formed in 2016 through the amalgamation of TRS stalwart team ETEC Motorsport and multi Australian championship winning team Minda Motorsport.

Team principal Bruin Beasley, an ex-championship winning driver, has overseen multiple championship and race victories in a vast array of categories, including Formula Ford, GT, TCR, V8 Supercars and Toyota Racing Series.

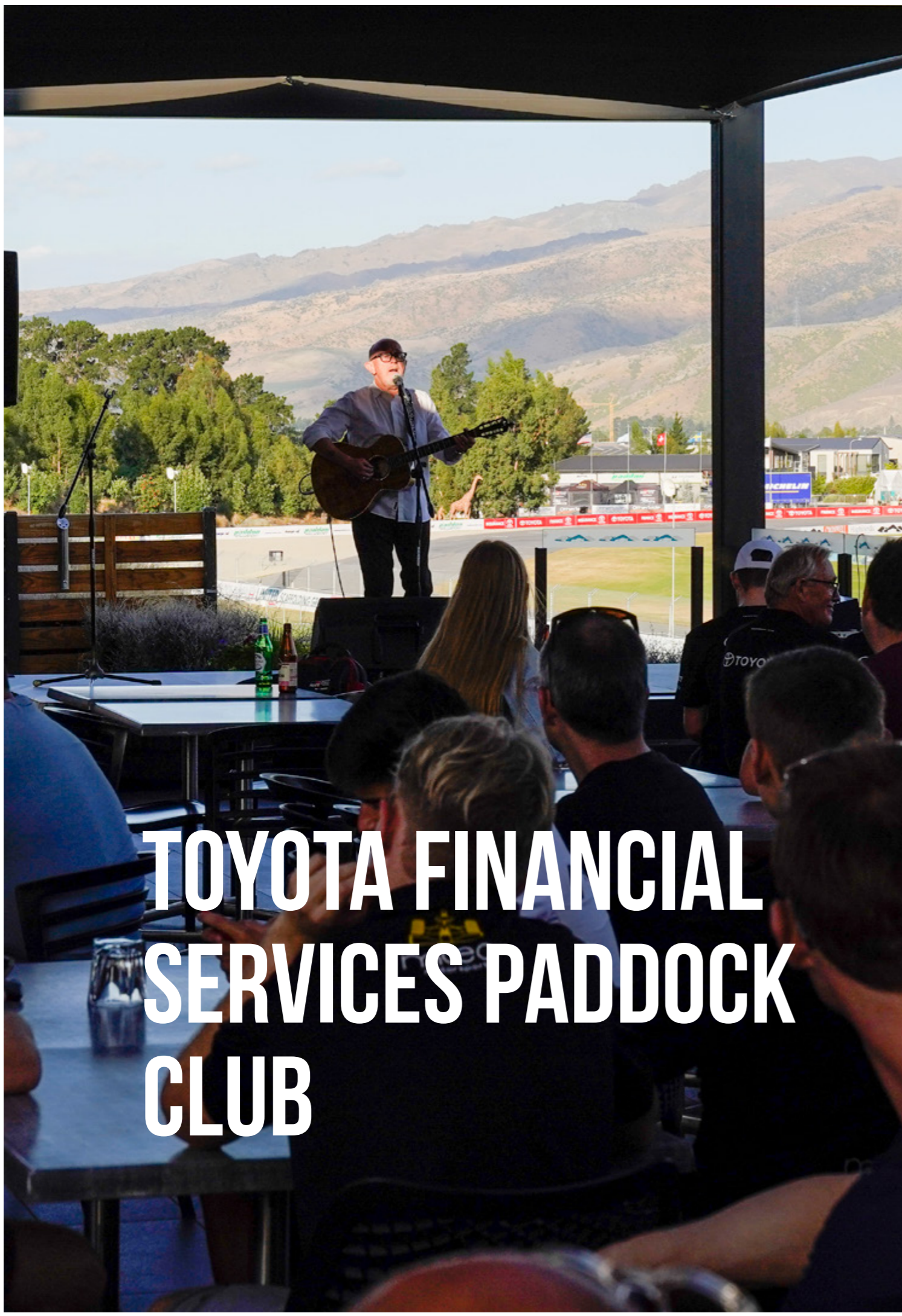
2020 marked a new and exciting chapter in the MTEC story. The

team formed a relationship with leading European team R-ace GP. Results were instant in 2020, with numerous race wins and pole positions recorded in the first season of the all new FT60.

In 2021 MTEC sat out the TRS series as it was not able to enter NZ under the covid restrictions.

MTEC is very closely aligned with a majority of the major open wheel teams in Europe, this guarantees mtec drivers the highest level of mechanics and engineering.





TOYOTA FINANCIAL SERVICES Paddock CLUB

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.





SOCIAL MEDIA ACTIVITY

415

COMBINED FACEBOOK AND INSTAGRAM POSTS

Consisting of 391 photos and 24 videos

931.8K

IMPRESSIONS

88.9K

ENGAGEMENTS

2,401

LINK CLICKS

1,176

USERS REACHED DAILY

TRS TEAM APP

Available on Apple and Android devices

45,000

APP VIEWS MONTHLY

285

REGISTERED USERS

WEBSITE & MEDIA

WEBSITE ACTIVITY

WWW.TOYOTAGAZOORACING.CO.NZ

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

THE DOWNLOW MAGAZINE



The official TOYOTA GAZOO Racing NZ magazine. Featuring the latest Castrol Toyota Racing Series, Toyota 86 Championship and TOYOTA GAZOO Racing news. Distributed to all 51 Toyota Stores across New Zealand

1400+

READERS

21

COUNTRIES VIEWED

16

ISSUES PER YEAR

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



1500+

MINUTES SCREEN 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

LIVE PRESS CONFERENCE

Two Facebook Live Press Conferences organised per weekend featuring every driver in the series.

52,000

CUMULATED REACH

23,894

MINUTES PLAYED

TOYOTA GAZOO RACING NEW ZEALAND



TROPHY CABINET

PRESTIGIOUS TROPHIES REPRESENTING MORE THAN 50 YEARS OF NEW ZEALAND MOTOR RACING HISTORY

CHRIS AMON TROPHY

Awarded to the driver gaining the highest aggregate points overall from all five rounds constituting the championship.

- 1st Overall - \$20,000.00 NZD
- 2nd Overall - \$10,000.00 NZD
- 3rd Overall - \$5,000.00 NZD

INTERNATIONAL DRIVER'S CHAMPION

The Castrol Toyota Racing Series International Trophy is awarded to the driver gaining the highest aggregate points overall from all five rounds constituting the Series.

Note: To register as an "International Driver" a driver must not be a New Zealand passport holder and must currently hold an FIA International race licence from an ASN other than MotorSport NZ.

BUTCHER CUP

Awarded to the highest overall points scorer, this trophy is presented at the MotorSport New Zealand (MSNZ) annual awards function along with the MSNZ Race Gold Star (for single seaters).

BRUCE MCLAREN TROPHY

Presented to the highest placed New Zealand passport holder at the MotorSport New Zealand annual awards function.

ROOKIE OF THE YEAR*

The TRS Rookie of the Year Trophy is awarded to the rookie driver gaining the highest aggregate points overall from all five rounds constituting the championship. Along with the trophy, the Rookie of Year receives an Engine Lease for the following season.

**To be eligible for the Castrol Toyota Racing Series Rookie of the Year Trophy, drivers must have entered and competed in no more than three rounds of any previous Toyota Racing Series Championship and must have entered and competed in no more than three rounds of any equivalent or higher level single-seater formula within the last 12 months.*



FEATURE RACE TROPHIES

FEATURE RACE PRIZE MONEY

Prize money awarded to the winner of each feature race (one feature race at each round).

- 1st - \$2,500 NZD
- 2nd - \$1,500 NZD
- 3rd - \$1,000 NZD

PREVIOUS TRS FEATURE RACE TROPHIES INCLUDE:

- Spirit of a Nation Cup
- Lady Wigram Trophy
- Dorothy Smith Memorial Cup
- New Zealand Motor Cup
- Denny Hulme Memorial Trophy
- The New Zealand Grand Prix

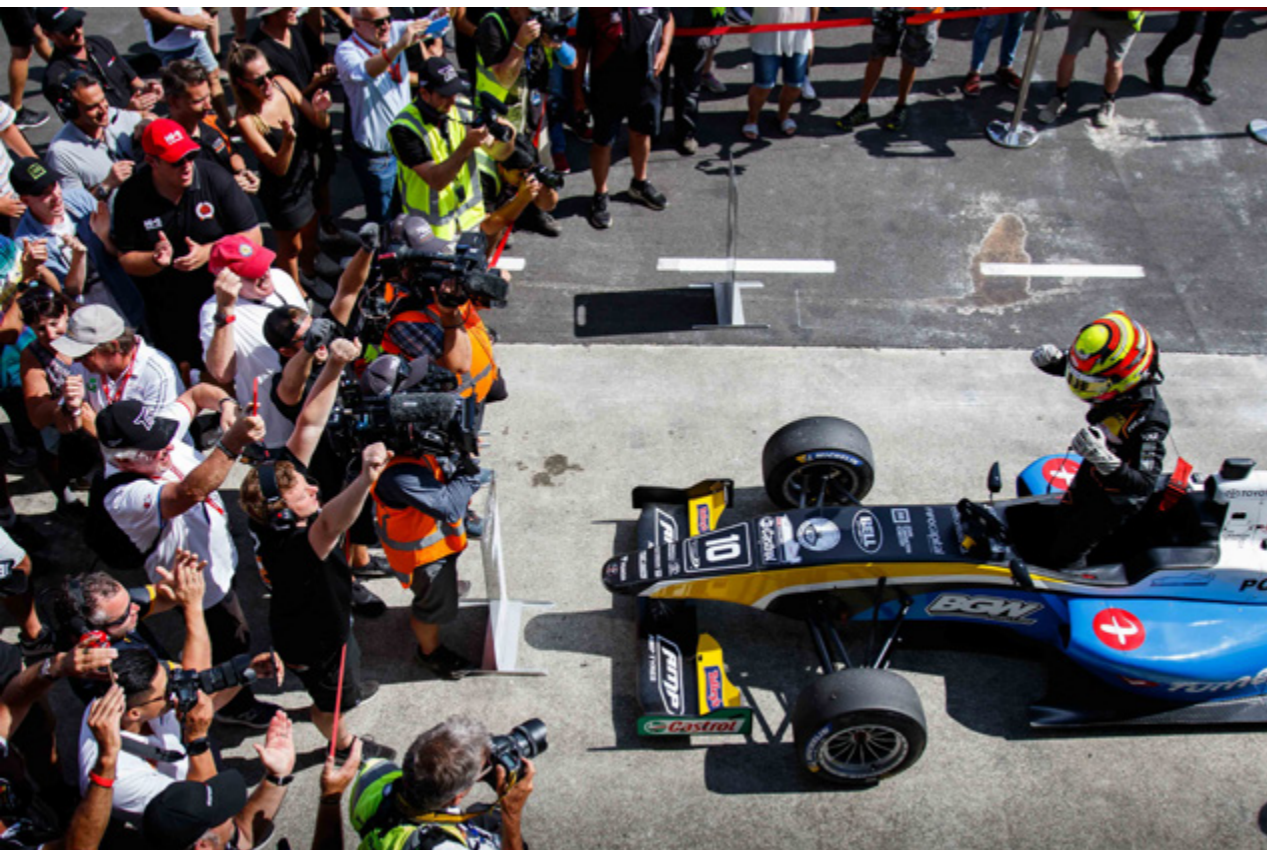
THE NEW ZEALAND GRAND PRIX PRIZE MONEY

- 1st - \$5,000 NZD
- 2nd - \$3,000 NZD
- 3rd - \$2,000 NZD

Note: Feature race trophies and venues to be confirmed.



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.



DRIVE PACKAGES

ARRIVE & DRIVE

The Arrive & Drive Package includes*:

- Engine Lease
- Chassis Lease
- Team Fee
- Testing
- Series Registration & Entry Fees
- Consumables for the season
- Tyres
- Insurance (Excess may apply)
- Car Livery
- At Event Catering for Driver

COST PER DRIVER:

\$235,000 EXCL GST (NZD)**

£120,000 GBP / €140,000 EUR / \$150,000 USD

*There may be additional costs incurred for things such as, but not limited to, insurance excess, damage which exceeds insurance cover, fines imposed on the driver by the ASN, meal costs for driver manager/family etc., travel & accommodation costs for driver manager/family etc.

** GST may be applicable and recoverable

TRAVEL AND ACCOMODATION PACKAGE:

The Standard Travel and Accomodation Package includes:

- 35 nights in hotels across the country, tailored and located for both the racing and then leisure between the rounds.
- 35 days of rental car hire in a Toyota vehicle, pickup and drop-off at the various airports for your convenience.
- All NZ domestic flights as required (3x flights as per typical series schedule)

COST PER DRIVER:

\$14,000 EXCL GST (NZD)



TYPICAL EVENT FORMAT

Five action-packed weekends of close, competitive racing giving top young drivers from around the world a winter training opportunity in a southern hemisphere summer.

With a condensed Five weeks back-to-back, 4 days per week on track, the Toyota Racing Series is the best cost effective Series to develop a driver and prepare them for their main season in the northern hemisphere.



EXAMPLE OF WEEKEND SCHEDULE*

THURSDAY

13.00 Test Session 1 (30')
16.00 Practice Start Session
16.30 Test Session 2 (30')

FRIDAY

10.30 Free Practice 1 (30')
14.00 Free Practice 2 (30')
16.30 Free Practice 3 (30')
17.00 Practice Starts

SATURDAY

10.30 Qualifying 1 (15')
15.00 Race 1 (~70kms)

SUNDAY

9.00 Qualifying 2 (15')
12.00 Race 2 (~70kms) [reverse grid]
16.00 Race 3 (~80kms) [Feature Race]

*Timing subject to be changed from round to round

ROAD TO INDY **PARTNERSHIP**



USF2000 & INDY PRO 2000 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 2023 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.

CASTROL TOYOTA RACING SERIES 2023 CALENDAR

1

12-15 JANUARY 2023
HIGHLANDS MOTORSPORT PARK

2

19-22 JANUARY 2023
TERETONGA PARK RACEWAY

3

26-29 JANUARY 2023
MANFEILD - CIRCUIT CHRIS AMON

4

2-5 FEBRUARY 2023
HAMPTON DOWNS INTERNATIONAL MOTORSPORT PARK

5

9-12 FEBRUARY 2023
TAUPO INTERNATIONAL MOTORSPORT PARK



/ 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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Every endeavour has been made to ensure text details, specifications and costs quoted in this publication were accurate as at 21 June 2023. 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.