



 **Castrol**

 **TOYOTA  
GAZOO  
Racing**

**FR**

**FORMULA  
REGIONAL  
OCEANIA  
CHAMPIONSHIP**

CERTIFIED BY FIA

**2024 SERIES GUIDE**



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# *ABOUT OUR CHAMPIONSHIP*

## **NEW ZEALAND'S PREMIER SINGLE-SEATER CATEGORY**

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

The championship is officially recognised by the world's governing body the FIA as one of its six global Formula Regional Championships and as such is recommended as a critical part of the career for any young racing driver serious about making it to Formula One or other high level international motorsport championships.



# FIVE CIRCUITS

# FIVE WEEKENDS

The New Zealand championship, in particular, offers some unique benefits. Running across five weekends in January and February it attracts the focus of the motorsport world, including the top motorsport teams.

Looking ahead to its 19th season, the 2024 Castrol Toyota Formula Regional Oceania Championship 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, 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. And it comes with 18 valuable FIA Super Licence points for its champion and points all the way down to ninth place in the championship standings.

The series also 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 and indeed Australasia 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* **CIRCUITS**

The race tracks utilised by the Castrol Toyota Formula Regional Oceania Championship are some of the most charismatic and challenging in the world and add a particular dimension to the New Zealand championship.

New Zealand drivers continue to impress on the world stage and one of the key reasons is the grounding and experience they gained on New Zealand's circuits. All of those used in the championship are FIA-Grade 3 with Taupo Motorsport Park an FIA-Grade 2 circuit.

They demand precision as well as technique and speed and all offer very particular challenges to drivers.

Working with our professional race teams, drivers will learn how to set up the cars for different surfaces, for circuits with fast and slow corners, for circuits with cambered corners, high speed and slow speed chicanes, hairpins and numerous other features that tend not to be as obvious in F1 size and style tracks.

It's an aspect of the championship which almost all of the drivers who complete the series comment on as one of the major benefits.



# 2024

# CALENDAR



<b>R1</b>	TAUPO INTERNATIONAL MOTORSPORT PARK	<b>19-21 JAN</b>
<b>R2</b>	MANFEILD CIRCUIT CHRIS AMON	<b>26-28 JAN</b>
<b>R3</b>	HAMPTON DOWNS MOTORSPORT PARK	<b>2-4 FEB</b>
<b>R4</b>	EUROMARQUE MOTORSPORT PARK	<b>9-11 FEB</b>
<b>R5</b>	HIGHLANDS MOTORSPORT PARK 68TH NEW ZEALAND GRAND PRIX	<b>16-18 FEB</b>

# WEEKEND **FORMAT**

On offer is a condensed five week back-to-back format, with four days per week on track, totalling to over **3,500kms**, and **1,350 mins of track time**. The Toyota FR Oceania Championship is the best cost effective series to develop a driver and prepare them for their main season in the northern hemisphere.

## THURSDAY

### TESTING SESSIONS

2X 30MIN

### PRACTICE STARTS

## FRIDAY

### PRACTICE SESSIONS

3X 30MIN

## SATURDAY

### QUALIFYING 1

15MIN

### RACE 1

GRID SET BY  
QUALIFYING 1  
RESULTS

~75KMS [# LAPS FIXED]

## SUNDAY

### QUALIFYING 2

15MIN

### RACE 2

GRID DETERMINED BY  
REVERSING THE TOP 8  
FINISHERS OF RACE 1

~75KMS [# LAPS FIXED]

### FEATURE RACE

GRID SET BY  
QUALIFYING 2 RESULTS  
~90KMS [# LAPS FIXED]

***OVER 3,500KMS , AND 1,350 MINS  
OF TRACK TIME ON OFFER!***



# THE FT-60

The FT-60 is the third car to be used over the course of almost two decades of the series' history. Like the previous two, it's a Tatuus chassis and is a state-of-the-art racing machine that is much more like a scaled down Formula One car than either of its two previous incarnations, the FT-40 and the FT-50.

The chassis is similar to that used in other global junior formulas, but uses an 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 FT-60 CHASSIS IS SUPPLIED BY  
TATUUS IN ITALY AND IS CONSTRUCTED  
TO FIA FORMULA 3 SAFETY STANDARDS**



CHASSIS	Monocoque carbon, FIA, F3 manufactured by Tatuus SRL, Milan, Italy
ENGINE	FIA Homologated - 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
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	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 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. It is strong, reliable and the perfect tool for a championship as competitive as the Castrol Toyota Formula Regional Oceania Championship.



# PARITY

A level playing field is the goal of every major domestic and international championship but it's often a challenging and difficult position to achieve and then maintain. The Castrol Toyota Formula Regional Oceania Championship is amongst the best, and there are some simple reasons why.

In the off season all cars are prepared in house in a bespoke facility adjacent to the Hampton Downs Motorsport Park by TOYOTA GAZOO Racing NZ (TGRNZ) and that's not just the chassis, it's the engines and gearboxes too. All cars are built to the same exacting standards where the focus is parity and reliability. Above and beyond that the only testing programme carried out is the ongoing car development programme run off season by TGRNZ. A shakedown of each car is also carried out by TGRNZ a month prior to the first round of the championship to check quality and confirm reliability and parity.

What it all adds up to is a championship that's all about driving talent, racing strategy and the ability to learn quickly and work with the engineers.

Everything a junior single seater championship on the FIA ladder should be about. And the proof? How about nine different winners from 15 races in our most recent 2023 championship.







# THE NEW ZEALAND GRAND PRIX

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, The NZ Grand Prix will find a new home at Highlands Motorsport Park in 2024. And it's 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 winners 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 FT-40 era, Simon Wills in a Formula Holden and legend Chris Amon

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 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 FT-40 putting in a long stint as the category car between 2006 and 2014 before the FT-50 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 FT-60 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 in 2021 he drove through the field from a pit lane start to record a famous victory that was heralded throughout the motorsport world.



# 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 Formula Regional Oceania Championship 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 Formula Regional Oceania Championship 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/or Toyota Formula Regional Oceania 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 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
- Pole position - \$500 NZD







**TOYOTA**  
Financial Services

# *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 and, quite simply, it's world class.







# ALUMNI IN F1

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 Eurocup, Formula 4, Porsche Supercup, GT Sports Cars, Indy Lights and Supercars.

21 graduates of the series have now made it to Formula One with five currently racing in the 2023 F1 Season. The Castrol Toyota Formula Regional Oceania Championship 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.





# FIA SUPER LICENCE POINTS

The Castrol Toyota Formula Regional Oceania Championship is an established category which receives points towards the FIA Super Licence scheme.

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

## 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 CTFROC 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).

POSITION	POINTS
1ST PLACE	18
2ND PLACE	14
3RD PLACE	12
4TH PLACE	10
5TH PLACE	6
6TH PLACE	4
7TH PLACE	3
8TH PLACE	2
9TH PLACE	1



# A ROUTE TO SUPERCARS

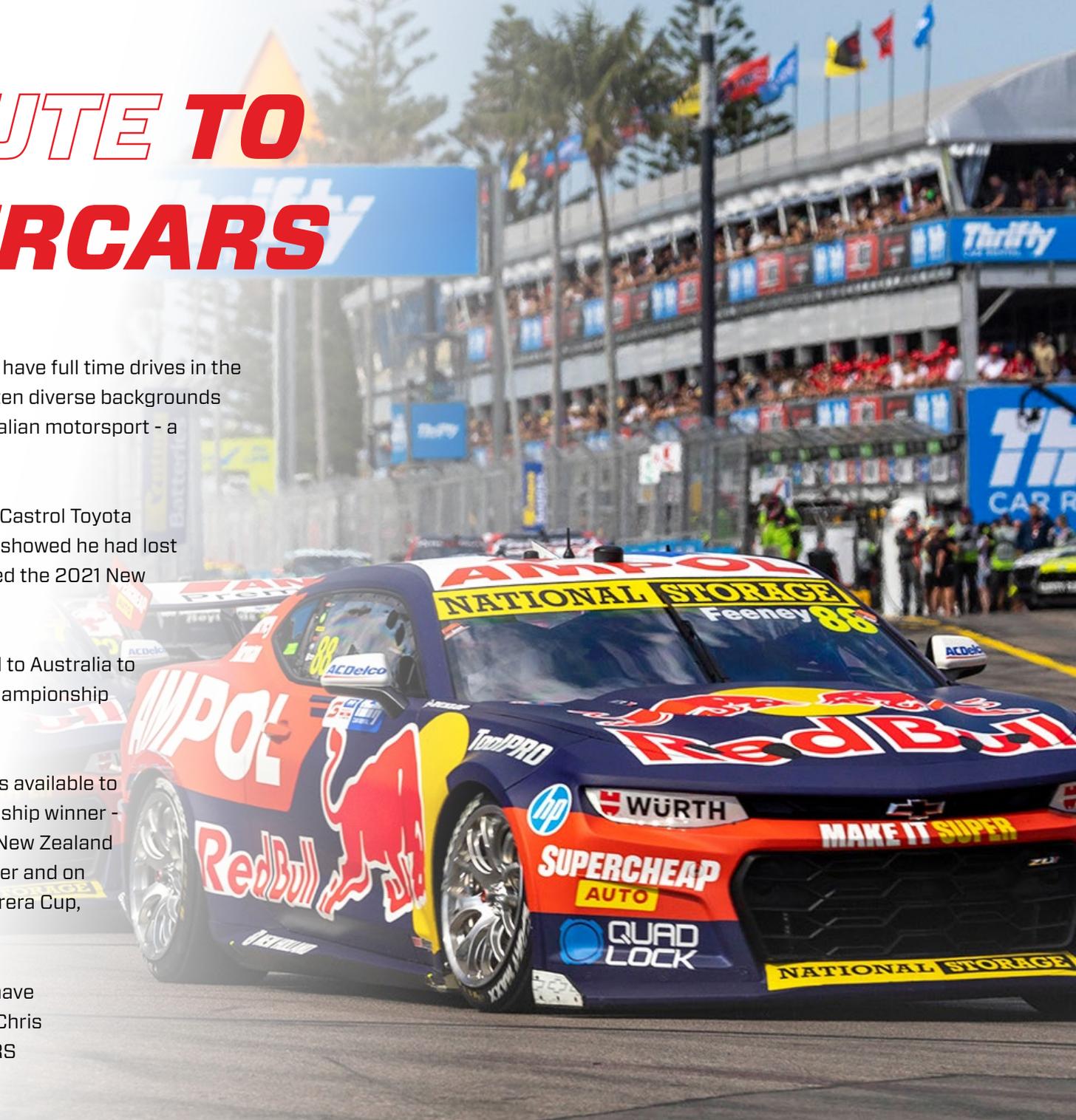
Former champions Matthew Payne and Thomas Randle have full time drives in the Australian Supercars Championship highlighting the often diverse backgrounds that drivers have when they reach the pinnacle of Australian motorsport - a journey that can often include single seaters.

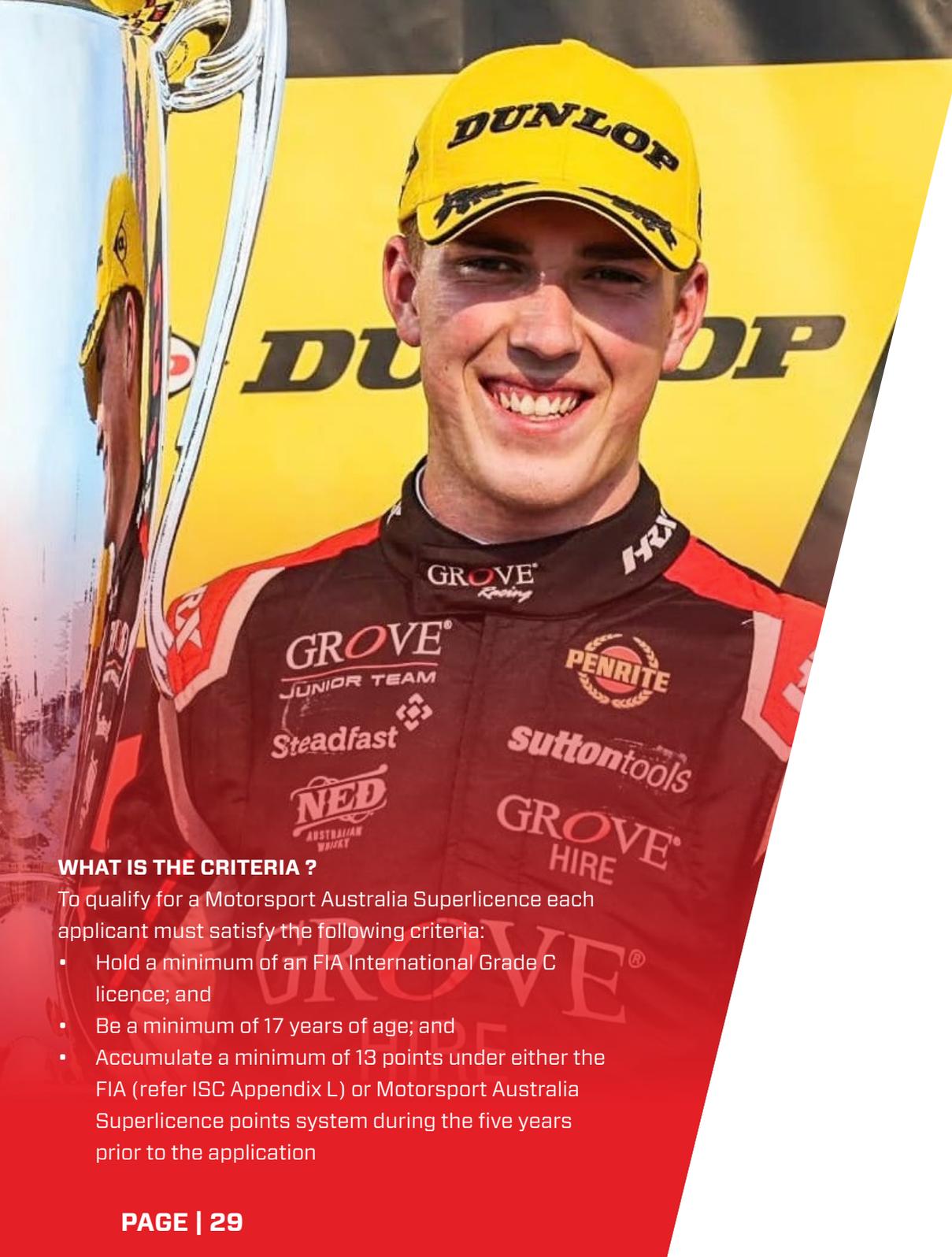
Current championship leader Shane van Gisbergen is a Castrol Toyota Formula Regional Oceania Championship graduate and showed he had lost none of his prowess in single seaters when he dominated the 2021 New Zealand Grand Prix meeting.

In a period difficult for any motorsport, he then returned to Australia to begin a dominant opening run in the 2021 Supercars Championship which he then won.

There are no less than 10 Supercars Superlicence points available to the Castrol Toyota Formula Regional Oceania Championship winner - that's more than double the points any other domestic New Zealand championship has to offer a prospective Supercars driver and on a par with the very popular and high profile Porsche Carrera Cup, TCR and Super 3 series in Australia.

And it's not just van Gisbergen, Payne and Randle who have starred in New Zealand. André Heimgartner, Scott Pye, Chris Pither and Macauley Jones are also graduates of the TRS championship.





# *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.

#### **WHAT IS 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

POSITION	POINTS
1ST PLACE	<b>10</b>
2ND PLACE	<b>8</b>
3RD PLACE	<b>7</b>
4TH PLACE	<b>6</b>
5TH PLACE	<b>5</b>
6TH PLACE	<b>4</b>
7TH PLACE	<b>3</b>
8TH PLACE	<b>2</b>
9TH PLACE	<b>1</b>



# ***USFPRO CHAMPIONSHIPS*** ***PARTNERSHIP***



## USF JUNIORS, USF2000 OR USFPRO2000

The USFPRO Championships 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 Formula Regional Oceania Championship.

The partnership offers the top-three finishers in the USF Pro Championships Presented by Cooper Tire - USF Juniors, USF2000 or USF Pro 2000 - a waived entry fee (NZD \$7,500, approximately

\$4,600 USD) for the 2024 Castrol Toyota Formula Regional Oceania Championship 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 2024 Castrol Toyota Formula Regional Oceania Championship, an opportunity to test the waters in either USF Juniors, USF2000 or USF Pro 2000 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 programmes will be implemented to showcase the USF Pro Championship 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 Formula Regional Oceania Championship in preparation for full-season campaigns.



*THE*  
**TEAMS**



# GILES MOTORSPORT

Giles Motorsport was started in 2008 by former McLaren F1 chief mechanic Stephen Giles and has been competing in the Castrol Toyota Formula Regional Oceania Championship 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 67 drivers from 22 different countries and has won multiple Teams Championship and Drivers Championship titles.



Facebook: [Facebook.com/GilesMotorsport](https://www.facebook.com/GilesMotorsport)

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# KIWI MOTORSPORT

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 saw 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 M.P. Motorsports in Europe working in the FIA Formula 3 Championship.



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# M2

# COMPETITION

Founded in 2010 by Mark Pilcher and Jonathan Moury, M2 Competition is a racing team competing in Junior Formulae. With experience in DTM, Formula 2, GP3, Formula 3, Formula Renault, WRC, WEC, and of course the Castrol Toyota Formula Regional Oceania Championship, their aim is to provide the best package and training for young drivers making their way up the motor sport ladder. Working together as “One Team” is their core value as they believe this will bring better performance and results from everyone involved.

Website : [www.m2competition.com](http://www.m2competition.com)  
Email : [M2competition@gmail.com](mailto:M2competition@gmail.com)





# MTEC MOTORSPORT

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, Australian Supercars and the Castrol Toyota Formula Regional Oceania Championship

Website : [www.mtecmotorsport.com.au](http://www.mtecmotorsport.com.au)  
Email : [bruin@mtecmotorsport.com.au](mailto:bruin@mtecmotorsport.com.au)







*DRIVER*

*TESTIMONIES*



**LANDO  
NORRIS**  
**FORMULA ONE**

YEAR/S IN CTFROC: 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**  
**SUPER  
FORMULA**

YEAR/S IN CTFROC: 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.”*



# THOMAS RANDLE

## SUPERCARS

YEAR/S IN CTFROC: 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 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.”*



# CHARLIE WURZ

## FRECA

YEAR/S IN CTFROC: 2023

PLACING: 1st

TOTAL RACE WINS: 4

TOTAL PODIUMS: 7

TOTAL POLE POSITIONS: 4

*“My dad raced in Formula Ford in New Zealand back when he was 17 as well. He’s always telling us stories at the dinner table about his great experiences on and off track over there. On top of that many great drivers come to NZ for TRS over the years. With action for five weeks in a row, it definitely gives you a head start for Europe. I absolutely loved the experience on and off track, it was definitely unforgettable”.*



**LAURENS  
VAN HOEPEN**  
**FRECA**

YEAR/S IN CTFROC: 2023  
PLACING: 11th (2 rounds)  
TOTAL RACE WINS: 1  
TOTAL PODIUMS: 5  
TOTAL POLE POSITIONS: 1

*“The main reason to go to New Zealand was that in FRMEC you can have quite some difference between the cars and between tyres as well. So we did not want to start the season off badly due to things we could not control. And then also, it is nice to have an off-season away from most of the competition – to have your own plan and just to focus on yourself and then come back fully ready for the season.”*



**JACOB  
ABEL**  
**INDY NXT**

YEAR/S IN CTFROC: 2023

PLACING: 3rd

TOTAL RACE WINS: 0

TOTAL PODIUMS: 4

TOTAL POLE POSITIONS: 0

*“Going down to New Zealand for five weeks and learning new cars, new tracks, and different tires there, too, has been helpful in coming back to Indy NXT. It helped me to sharpen up my adaptability sword. I’m super happy with this and really hoping we can carry this pace across the rest of year and have a chance to win.”*



## LOUIS FOSTER INDY NXT

YEAR/S IN CTFROC: 2023  
PLACING: 12th (3 rounds)  
TOTAL RACE WINS: 1  
TOTAL PODIUMS: 4  
TOTAL POLE POSITIONS: 0

*“The team did an amazing job. Stephen Giles, my engineer, helped me get up to speed very quickly with the car.*

*The tracks remind me a lot of British tracks, which I think are the best tracks to learn to race. There is very little room for errors as they are quite small and narrow, which is great for driver development.*

*I enjoyed the challenge. It is another tool for my arsenal to use in the future.”*

# 2023 CTFROC

## SEASON STATISTICS

<p><b>35</b></p> <p><b>MOST POSITIONS GAINED</b> - J. PENROSE (NZL)</p>	<p><b>11</b></p> <p><b>MOST POSITIONS GAINED IN A RACE</b> - L. FOSTER (UK)</p>	<p><b>2</b></p> <p><b>BEST AVERAGE QUALIFYING POSITION</b> - L.V. HOEPEN (NED)</p>	<p><b>4</b></p> <p><b>MOST FASTEST LAP IN RACES</b> - L. FOSTER (GBR)</p>	<p><b>.389</b></p> <p><b>CLOSEST GAP IN A RACE</b> - C. HEDGE (NZL) &amp; L. FOSTER (GBR)</p>	<p><b>10.723</b></p> <p><b>LARGEST GAP IN A RACE</b> - D. MORALES (USA) &amp; C. WURZ (AUT)</p>
<p><b>3092</b></p> <p><b>MOST MILEAGE BY A DRIVER</b> - R. SHEHAN (USA)</p>	<p><b>4</b></p> <p><b>MOST POLE POSITIONS</b> - C. HEDGE (NZL)</p>	<p><b>4</b></p> <p><b>MOST RACE WINS</b> - C. WURZ (AUT)</p>	<p><b>0.021</b></p> <p><b>CLOSEST GAP IN QUALIFYING</b> - C.HEDGE (NZL) &amp; L. FOSTER (GBR)</p>	<p><b>0.613</b></p> <p><b>BIGGEST GAP IN QUALIFYING</b> - C.HEDGE (NZL) &amp; D. MORALES (USA)</p>	<p><b>15</b></p> <p><b>CARS WITHIN 1.0 SEC IN QUALIFYING DURING NZGP QUALY SEGMENT 1</b></p>
<p><b>9</b></p> <p><b>DIFFERENT RACE WINNERS</b></p>	<p><b>13</b></p> <p><b>DIFFERENT DRIVERS ON THE PODIUM</b></p>	<p><b>9</b></p> <p><b>MOST PODIUMS</b> - C.HEDGE (NZL)</p>	<p><b>335</b></p> <p><b>TOTAL LAPS OF RACING</b></p>	<p><b>42MIN 16.570</b></p> <p><b>LONGEST RACE DURATION</b> (67TH NZGP)</p>	<p><b>8</b></p> <p><b>COUNTRIES REPRESENTED</b></p>



**DRIFT**  
**SUPERDRIFT**  
**DRIFT**

MotorSport New Zealand  
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HANKOOK  
TOYOTA GAZOO Racing New Zealand  
GR  
Sparco  
Tilke  
REMUS PERFORMANCE SPORT EXHAUST  
auroh  
MONOFLO INTERNATIONAL  
PERFORMANCE INDUSTRIES LIMITED  
Asphalters Marton  
Kaleb Ngatao  
Charlie Wurz  
2 RACE TWO ROUND 5 2023  
1 RACE TWO ROUND 5 2023  
3 RACE TWO ROUND 5 2023  
FOX SPORTS  
MotorSport New Zealand  
FIA

# 2023 NEWS & TELEVISION COVERAGE

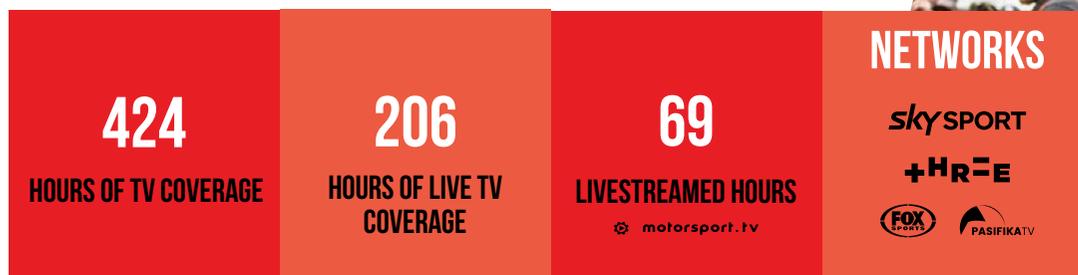
## PRE-SEASON NEWS



## IN-SEASON NEWS



## TELEVISION COVERAGE



# 2023 SOCIAL MEDIA SEASON STATISTICS

JANUARY 1, 2023 - MAY 12, 2023

4,298,646 TOTAL IMPRESSIONS	163,930 TOTAL ENGAGEMENTS	1589 TOTAL PUBLISHED POSTS	3,760 TOTAL POST LINK CLICKS
12,985 AVERAGE DAILY REACH	47,457 INSTAGRAM POST LIKES	26,906 FACEBOOK REACTIONS	1,004 FACEBOOK POST SHARES
4,454 COMMENTS ON POSTS	15,807 TOTAL AUDIENCE	216,840 TOTAL VIDEO VIEWS	756 PUBLISHED STORIES ON INSTAGRAM

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# 2024 SEASON DRIVE PACKAGES

## ARRIVE & DRIVE

- 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\*:

\$274,000 Excl GST (NZD)\*\*

£134,000 GBP / €157,000 EUR  
/ \$170,000 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.*

## ACCOMMODATION & TRAVEL PACKAGE

- 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, 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:

\$14,500 Excl gst (NZD)\*

*\*Extras will incur a 10% admin fee*



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## OFFICIAL PARTNERS



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Every endeavour has been made to ensure text details, specifications and costs quoted in this publication were accurate as at 14 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.

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