



*SPRINT
SERIES*

TOYOTA  **2022** 

Toyota Sprint Regulations 2022 – V1

Section E: Eligibility

E1 – The Toyota Sprint Series (TSS) runs as a sub-series of the Javelin Trackdays Sprint Series (JTSS). All TSS competitors and vehicles must also abide by all JTSS technical, safety and sporting regulations.

E2 - In the event that the TSS and JTSS regulations are in conflict each other then the safest and/or most restrictive interpretation of the combined regulations will be enforced unless advised otherwise by a TSS official.

E3 – To be eligible for the TSS the body shell must be clearly identifiable as being from a vehicle originally manufactured by, or sold or badged as a, Toyota or recognised subsidiary brand.

E4 - Engine block must be Toyota or in the case of GT86 - Subaru engines are now allowed, in the case of the Supra A90 the BMW engine is allowed.

E5 - TSS reserve the right to withhold or bar an entry from anyone found to be bringing the sport as a whole, TSS or its sponsors and associates into disrepute. Anyone found to be abusing the above will also be banned from using club forum / Facebook pages.

Section G: General Regulations

G1 - Designated TSS officials for 2021 are:

Drivers:	Adrian Smith Phil Cutler Pete Mason
Non-drivers:	Peter Jebson Vix Cutler Mike Thorpe

G2 - All vehicles entered into the Toyota Sprint Series agree to accept our terms and conditions regarding vehicle branding. It is a condition of entry that all competing vehicles display official sponsor logos in the designated position on their vehicles. Competitors who do not comply will not be eligible for TSS championship points or awards.

G3 - You must obtain consent in writing from a Toyota Sprint Series official before public broadcasting of any TSS event is allowed, including internet broadcasting.

G4 - Any issues or grievances regarding class, competitor, car, regulations or track related must be reported to at least one official. That one official must consult at least another 1 other official before any decision is made.

G5 - All results posted at the finish of an event will remain provisional for 15 minutes. Results are final after 15 minutes unless a protest is lodged in writing with an event official.

G6 - Should a participant feel strongly aggrieved by any decision or ruling made by the Organisers, Championship Co-ordinators, Clerk of the Course or Event Officials. An appeal may be lodged with the Championship Organisers no later than 48 hours after the event. The Appeal must be made in writing and be accompanied by a fee of £100. Appeals will be adjudicated upon by the IOPD who will remain impartial. If the appeal is upheld, then the appeal fee will be refunded. Otherwise, it will be used to cover Appeal Hearing costs and any balance will be used to benefit the championship.

G7 - The championship consists of 7 rounds. You are welcome to complete all 7 rounds but only your best 5 scores will count towards a final overall position.

G8 - All eligible TSS competitors are ranked according to their overall finishing position and awarded event points from 75 for the fastest, decreasing by 1 point per position.

G9 - Points are to be awarded to the driver and not the car.

G10 – Final championship positions will be based on the sum of the best 5 event scores.

G11 - In an event that points are equal then the tie will be broken using a countback of the driver's highest overall placings. If these are also tied, then whichever driver gained their best result in the earliest round will be placed ahead.

G12 - Class championship standings are determined from the class entrant's relative positions in the overall standings.

G13 – If a driver changes car during the season then overall class points will be awarded for the class in which the competitor has completed the most events. In this instance points gained from lower classes will still be counted, points gained from higher classes will be disregarded.

G14 - Overall championship awards will be made to competitors finishing 1st, 2nd, 3rd overall.

G15 - Class Awards will be made to competitors who finish 1st in class. Additional awards will be made to the competitor who finished 2nd in class if there is a minimum of 3 competitors and to the competitor who finished 3rd in class if there are more than 5 competitors.

G16 - To be eligible for an overall championship award or class award a competitor must have competed in at least 3 rounds.

G17 – Additional end of season awards may be made at the organiser’s discretion (eg: Highest placed front wheel drive, Highest placed N/A etc)

G18 – The table below lists all classes for which competitors may be eligible. Competitors may only enter 1 class per entry which must be declared prior to the start of competition.

Class	Qualifying Criteria
Pro Tuner*	Tuner or heavily modified car where the driver or car is at a professional level
A1	Engine capacity above 1600cc Forced induction. Aftermarket ECU or Piggyback ECU.
A2	As A1 but limited to Standard ECU
A3	Toyota GR Yaris only Modifications permitted
A4*	Toyota GR Yaris No modifications permitted. Street Tyre Only (See S17)
B	Engine capacity less than or equal to 1600cc Forced Induction
C	Engine capacity above 1600cc Normally Aspirated
D	Engine capacity less than or equal to 1600cc Normally Aspirated
E	Engine capacity less than or equal to 1350cc Normally Aspirated
J	Engine capacity less than or equal to 1000cc Normally Aspirated

G19 - All classes, except for those marked by an asterisk, are further subdivided into Street & Pro subclasses. eg: C- Street & C - Pro.

G20 – Competitors vehicles must comply with the relevant class specific regulations as detailed in the following sections.

G21 – Organisers reserve the right to change the class of a competitor at any time prior to, during, or after, an event until the results are final. This can occur either due to a competitor’s vehicle being found to not comply with the regulations of the class in which they have entered or for balance of performance reasons where a vehicle is built to a specification that it is deemed to be better suited to compete in a higher class.

Section S: Street Class Technical Regulations

Street classes are intended to give those who use their cars on the road an opportunity to be competitive. As such these technical regulations are largely focussed on prohibiting modifications that would not be in keeping with a typical road going vehicle.

Street Modifications within class are limited to:

S1 - Shock absorbers and springs, coilovers.

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

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

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

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

S6 - Engine Internals – Free - Except N2 & A4 which has to stay standard.

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

S8 - Exhaust free within event noise limits (Typically 105db static although organisers reserve the right to enforce lower static limits or specific drive-by restrictions subject to venue limitations)

S9 - Air filter free

S10 - Boost control free

S11 - Lights & wipers required

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

S13 - Must retain all glass as fitted by manufacturer.

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

S15 - No dry sumps permitted.

S16 – No oil or fuel lines are permitted to run inside the passenger compartment.

S17 – Tyres must be road legal and have a minimum of 1.6mm tread depth throughout the event.

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

MSA list 1b or 1c tyres are not permitted in street classes.

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

No tyre cutting permitted

No tyre warmers permitted

If in doubt, ask an official

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

S19 - Full interior to be retained including back seats where these are fitted as standard - spare wheel & jack/brace must be removed. If using a roll cage then interior may be cut to allow cage fitment, but no more than necessary.

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

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

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

S23 – The following safety equipment is advised for all Street classes:

1.75L Handheld fire extinguisher securely mounted.

Rollover protection

Race Suit & Gloves

Section P: Pro Class Regs

P1 - Roll cages, strengthening and seam welding is allowed but not space frames.

P2 - FWD to 4WD conversions are permitted.

P3 - FWD to RWD conversions are permitted.

P4 - RWD to 4WD conversions are permitted.

P5 - Engine conversions (ie: swaps) are permitted as long as they are carried out to a high safety standard and appropriate brake and suspension modifications are also carried out – some conversions may require more stringent safety equipment – Please contact our technical advisor with full details of modifications.

P6 - Perspex side and rear glass are permitted but must be securely fixed.

P7 - Body panels may be replaced with lightweight versions but must be securely fixed.

P8 - Doors may be lightened or replaced with grp/carbon versions only if a roll cage with door bars is present.

P9 - Standard door cards may be removed, but the inside of the door must be covered in alloy, plastic or kevlar sheet or have no sharp edges.

P10 - Suspension & brake modifications are free.

P11 - Body kits & aero enhancement allowed but must not protrude more than 150mm past standard car bodywork.

P12 - Fuel – must be petrol or diesel - commercially available race fuel and octane boosters allowed - No Methanol as a main fuel but can be mixed with water when used as part of a water injection system

P13 – Tyres must be road legal and have a minimum of 1.6mm tread depth throughout the event.

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

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

No tyre cutting allowed.

No tyre warmers permitted

If in doubt, ask an official

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

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

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

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

Section PT: Pro-Tuner Class Regs

PT1 – In addition to the regulations below, all regulations in section P also apply to the Pro-Tuner class

PT2 – A Full Roll cage is mandatory, Fit for Purpose. Self or manufacturer certificating with Scrutineer veto option. Scrutineer's decision will be final.

PT3 – The vehicle must carry at least a 1.75kg hand held extinguisher which should be securely mounted. A plumbed in system is advised.

PT4 – Installation of an FIA Approved Cut Off switch is advised if installed this must be accessible to the driver, be linked to an external pull on the left hand side of the scuttle panel and be clearly marked.

PT5 – The driver must wear flame proof overalls & gloves which are in good condition and suitable for purpose.