

Sporting and Technical Regulations



2025 TOYOTA GAZOO Racing Australia GR CUP



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Sporting & Technical Regulations

These 2025 TOYOTA GAZOO Racing Australia GR CUP Sporting and Technical Regulations are published by *Motorsport Australia* (Registration Number 2025/001) and come into effect on 1 January 2025. They replace all previous TOYOTA GAZOO Racing Australia GR CUP Sporting and Technical Regulations. Any subsequent Version of the Sporting and Technical Regulations published by *Motorsport Australia* will supersede the previous Version.

VERSION CONTROL

Version	Date Published	Amended Articles
1	12 December 2024	
2	28 April 2025	S10.1.2.3, S10.1.2.4, S10.1.2.5, S17.1.1, S17.2 T5.6.1, T7, T7.1.3, T7.1.4

A capitalised and italicised word in this document is defined in the FIA International Sporting Code (*Code*) or the National Competition Rules (*NCR*), including their Appendices, or Attachment C in this document.

Any HEADING in this document is for reference only and has no regulatory effect.

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2025 TOYOTA GAZOO Racing Australia GR CUP Sporting Regulations

S1 TITLE AND JURISDICTION

S1.1 Title

- 1.1.1 The *Series* will only be known as and referred to as the “TOYOTA GAZOO Racing Australia GR CUP”.

S1.2 Authority/Jurisdiction

- 1.2.1 Each *Event* in the 2025 TOYOTA GAZOO Racing Australia GR CUP (*Series*) is to be conducted under the FIA International Sporting Code including Appendices; the National Competition Rules (*NCR*) and Circuit Race Standing Regulations (*CRSR*) of *Motorsport Australia*; the Sporting and Technical Regulations issued for this *Series* by *Motorsport Australia*; any Technical Bulletin issued by the Technical Manager (*TM*); *Supplementary Regulations* issued by the *Organiser* at each *Event*; Bulletins issued by the Stewards and any Driver Briefing Notes and instructions issued by the Race Director or the Clerk of the Course at an *Event*.
- 1.2.2 This *Series* has been sanctioned by *Motorsport Australia* as an Authorised Series.
- 1.2.3 Toyota Motor Corporation Australia Ltd (*TMCA*) has been appointed as the *CM* by *Motorsport Australia* for this *Series*.
Toyota Motor Corporation Australia Ltd (ABN 64 009 686 097)
155 Bertie Street
Port Melbourne, VIC 3207
- 1.2.4 AirTime Autosport (ATA) has been appointed as the *CA* by the *CM* for this *Series*.
Paul Martin (General Manager)
Mobile: 0412 175 639
Email: paul@airtimeautosport.com

Office Address

Austlink Corporate Centre
Suite 14, First Floor, 14 Narabang Way
Belrose NSW 2085
Tel: (02) 9986 3559

Postal Address

PO Box 282
Frenchs Forest NSW 1640

S2 ADMINISTRATION PERSONNEL

- 2.1 The following personnel have been appointed to the *Series* by *Motorsport Australia* and/or the *CM* and have the authority to administer the various aspects of these regulations as detailed in the *CRSR*:
- | | | |
|-------|--|-----------------------|
| 2.1.1 | Race Director (<i>RD</i>) | Jessica Nicholson |
| 2.1.2 | Technical Delegate (<i>TD</i>) | Felicity Wood |
| 2.1.3 | <i>Series</i> Steward (<i>SS</i>) | TBC |
| 2.1.4 | Category Administrator (<i>CA</i>) | AirTime Autosport |
| 2.1.5 | Technical Manager (<i>TM</i>) | Neal Bates Motorsport |
| 2.1.6 | Driving Standards Advisor (<i>DSA</i>) | Steven Johnson |
| 2.1.7 | Engine Inspection Officer (<i>EIO</i>) | Craig Hasted |
| 2.1.8 | Approved Engine Repairer | Cragsted Race Engines |

S3 COMPETITOR ELIGIBILITY

- 3.1 To be eligible to compete in the *Series*, each *Competitor* must:
- 3.1.1 Register with the *CA*;
 - 3.1.2 Hold a valid Competitor Licence acceptable to *Motorsport Australia*, and;
 - 3.1.3 Comply with all terms and conditions of the 2025 TOYOTA GAZOO Racing Australia GR CUP Commercial Agreement as published by the *CM*.
- 3.2 The *CM* reserves the right to prohibit a *Competitor* from entering an *Event*, in accordance with Regulation S20.2.

S4 DRIVER ELIGIBILITY

S4.1 General

4.1.1 To be eligible to compete in the *Series*, each *Driver* must:

4.1.1.1 Register with the CA;

4.1.1.2 Be at least 15 years of age, and;

4.1.1.3 Hold a minimum of a valid Motorsport Australia Circuit Licence without Provisional endorsement or equivalent.

Note: *To be eligible to compete at Mount Panorama, Drivers must be a minimum of sixteen (16) years of age, in accordance with the Mount Panorama Motor Racing Act 1989 No. 108.*

4.1.2 Any *Driver* that has held a *Motorsport Australia* Circuit Licence without Provisional endorsement or equivalent for less than 12 months, must successfully complete a National Competition Course conducted by a *Motorsport Australia* approved Race School prior to competing in any *Event*.

4.1.3 The *CM* reserves the right to prohibit a *Driver* from entering an *Event*, in accordance with Regulation S20.2.

S4.2 Substitute Driver

4.2.1 Unless otherwise approved by the CA in exceptional circumstances, a *Competitor* may not nominate a substitute *Driver* after the commencement of the first *Event* of the *Series*.

S4.3 Guest Driver

4.3.1 The *CM* reserves the right to permit up to 4 *Guest Drivers* to compete at each *Event*.

S5 AUTOMOBILE ELIGIBILITY

To be eligible to compete in the *Series*, each *Automobile* must be built by the *TM*, be registered with the CA, and comply with these regulations and the *Motorsport Australia Recognition Documents*.

S5.1 Replacement Automobile

5.1.1 Unless otherwise approved by the CA and the Stewards in exceptional circumstances, following the commencement of the first practice session of each *Event*, any *Automobile* that has been entered to compete at that *Event*, may not be replaced with another *Automobile*.

S6 COMPETITOR REGISTRATION

6.1 The *Series* will operate under the *Motorsport Australia* Registration and Entry process.

6.2 Prior to the commencement of the *Series*, each *Competitor* is required to register with the CA.

6.3 A *Competitor* will only be considered as being registered to compete in the *Series* following:

6.3.1 Payment of the applicable Registration fee; and

6.3.2 Receipt of written notification from the CA.

S7 DRIVER REGISTRATION

7.1 Prior to the commencement of the *Series*, each *Driver* is required to register with the CA.

7.2 A *Driver* will only be considered as being registered to compete in the *Series* following:

7.2.1 Payment of the applicable Registration Fee; and

7.2.2 Receipt of written notification from the CA.

7.3 A maximum of thirty-two (32) *Drivers* will be accepted for the *Series*.

S8 EVENT ENTRY

8.1 A maximum of 32 *Entries* (excluding *Guest Drivers*) will be accepted for each *Event* of the *Series*.

8.2 A *Competitor* will only be considered as being entered for an *Event* following:

8.2.1 Lodgement of a completed Entry Confirmation form prior to the specified *Entry* closing date; and

8.2.2 Receipt of written acceptance notification from the CA.

S9 SERIES CALENDAR

9.1 The *Series* will be conducted over 5 *Rounds* at the following *Events*.

Round	Date	Event	Circuit
1	July 11 - 13	NTI Townsville 500	Reid Park, QLD
2	August 8 - 10	Ipswich Super 440	Queensland Raceway, QLD
3	October 9 - 12	Repco Bathurst 1000	Mount Panorama, NSW
4	October 24 - 26	Boost Mobile Gold Coast 500	Surfers Paradise, QLD
5	November 14 - 16	Penrite Oil Sandown 500	Sandown Motor Raceway, VIC

Note: The above calendar is subject to change. The *CM* will advise each *Competitor* of any change.

9.2 Each race at each *Round* of the *Series* will count in determining the final *Series* standings.

S10 EVENT FORMAT

S10.1 General

10.1.1 The number, length and format of *Track* sessions will be negotiated between the *CA* and the *Organiser* prior to an *Event* and will be advised in the relevant *Supplementary Regulations* for the *Event*.

10.1.2 Generally, the format for each *Event* will be as follows:

10.1.2.1 Practice - 2 x 20-minute sessions.

10.1.2.2 Qualifying - 1 x 15-minute session.

10.1.2.3 Race 1 - A ~~20~~25-minute race.

10.1.2.4 Race 2 - A ~~25~~30-minute race.

10.1.2.5 Race 3 - A ~~20~~25-minute race.

S10.2 Variation to the Event Schedule

10.2.1 With the prior approval of the Stewards, the qualifying session may be extended by up to five (5) minutes to ensure the full amount of scheduled *Track* time is achieved.

10.2.2 With the prior approval of the Stewards, the *Event* schedule may be amended, including extending a session to ensure the full amount of scheduled *Track* time is achieved.

S11 GRID DETERMINATION

The grid for each race will be determined in accordance with the *CRSR*.

S11.1 Driver Qualification

11.1.1 Unless otherwise approved by the Stewards in exceptional circumstances, any *Driver* whose best lap time achieved in a qualifying session exceeds 107% of the fastest lap time achieved in that session, will be prohibited from competing in the remainder of the *Event*.

S12 START PROCEDURE

12.1 The *Start* procedure for each race will be in accordance with the *CRSR* – Non-Championship Standing Start.

S13 AWARDS & POINT SCORE

S13.1 Prizes & Trophies

13.1.1 Prizes, trophies and awards will be as determined by the *CM* in accordance with the 2025 TOYOTA GAZOO Racing Australia GR CUP Commercial Agreement as published by the *CM*.

S13.2 Series Point Score

13.2.1 Points will be awarded to *Drivers* for each race in the *Series* in accordance with the following table:

Position	Points	Position	Points	Position	Points	Position	Points
1 st	100	10 th	62	19 th	44	28 th	26
2 nd	90	11 th	60	20 th	42	29 th	24
3 rd	82	12 th	58	21 st	40	30 th	22
4 th	76	13 th	56	22 nd	38	31 st	20
5 th	72	14 th	54	23 rd	36	32 nd	18
6 th	70	15 th	52	24 th	34	33 rd	16
7 th	68	16 th	50	25 th	32	34 th	14
8 th	66	17 th	48	26 th	30	35 th	12
9 th	64	18 th	46	27 th	28	36 th	10

13.2.2 Points will only be awarded to the *Drivers* classified as finishers in the final results of each race.

13.2.3 Points for any race which is stopped (red flagged) and not restarted will be awarded in accordance with the requirements of the *CRSR*.

Note: For the avoidance of doubt, any race that is scheduled with a time certain finish and finishes (is chequered flagged) in accordance with the scheduled finish time will result in a full allotment of *Series* points being awarded irrespective of the number of laps completed by the leader.

13.2.4 The *Driver* that achieves the highest points total over the 5 *Events* of the *Series* will be declared the winner of the 2025 TOYOTA GAZOO Racing Australia GR CUP.

13.2.5 In the event of multiple *Drivers* being tied, the higher position will be awarded to the *Driver* with the highest number of first place finishes. If at this stage a tie still exists, it will be resolved by comparing the number of second, third or fourth places (and so on) achieved by each tied *Driver* until all positions have been determined.

S14 EVENT OPERATIONS

S14.1 Driver Briefing

14.1.1 Each *Driver* must attend the *Driver* Briefing for each *Event*, as conducted by *Motorsport Australia*.

14.1.2 The time, format and location of the briefing/s will be specified in the *Supplementary Regulations* for the *Event*.

14.1.3 Additional compulsory briefings may be convened and will be advised to each *Competitor* accordingly.

S14.2 Team Manager Briefing

14.2.1 Each Team Manager (as nominated on the Registration Form) must attend the Team Manager Briefing for each *Event*, as conducted by the *CA*.

14.2.2 The time, format and location of the briefing will be detailed in the Pre-Event Guide as published by the *CA*.

14.2.3 Additional compulsory briefings may be convened and will be advised to each *Competitor* accordingly.

S14.3 Parc Fermé

14.3.1 The location of *Parc Fermé* at each *Event* will be specified in the Pre-Event Guide as published by the *CA*.

14.3.2 Unless otherwise approved by the *TD*, each *Driver* may consume a maximum of 1 litre of fluid after each session whilst in *Parc Fermé*.

14.3.3 Unless otherwise approved by the *TD*, with exception of the team member specified in Regulation S14.3.4, any unauthorised person is prohibited to enter *Parc Fermé* or touch an *Automobile* that is impounded in *Parc Fermé*, until the *Automobile* is released from *Parc Fermé*, in accordance with Regulation S14.3.5.

14.3.4 1 team member per *Automobile* may enter *Parc Fermé* for the sole purpose of checking tyre pressures. Once this team member has finished checking tyre pressures, they must leave *Parc Fermé* immediately.

14.3.5 An *Automobile* (or any component thereof) and/or *Driver* may not leave *Parc Fermé* without the approval of the *TD* or their nominee or the Chief Scrutineer.

S14.4 Driver/Competitor Departure from the Precinct

14.4.1 Each *Driver* and *Competitor* must remain at the *Precinct* following the conclusion of the final *Track* session each day, until officially released by the *RD* or the *CA*.

S14.5 Practice

- 14.5.1 With exception of the first *Event* of the *Series*, *Automobiles* will be assembled in the marshalling area prior to each practice session in *Series* standing order.
- 14.5.2 The order in which *Automobiles* are assembled in the marshalling area prior to practice at the first *Event* of the *Series*, will be determined by a random draw as conducted by the *CA*.
- 14.5.3 During a practice session, an *Automobile* may not return to the paddock without the prior approval of the *TD*.
- 14.5.4 Any *Automobile* that breaches Regulation S14.5.3, will be prohibited to re-join that session and a penalty of *Disqualification* from the results of that session will be imposed.
- 14.5.5 Unless otherwise advised by the *RD* via the RMC, at the conclusion of practice, each *Automobile* and *Driver*, including any *Automobile/Driver* that completed the session in Pit Lane or any *Automobile/Driver* that enters Pit Lane whilst the Chequered Flag is being displayed, must proceed directly to the category paddock via the most direct route (or as directed by an Official) without stopping and without interference from an authorised third party.
- 14.5.6 For the Repco Bathurst 1000 *Event*, the Safety Car may be deployed to neutralise a practice session. Any Safety Car deployment will be in accordance with the TGRA GR CUP Drivers Briefing Instructions.

S14.6 Qualifying

- 14.6.1 With exception of the first *Event* of the *Series*, *Automobiles* will be assembled in the marshalling area prior to each qualifying session in *Series* standing order.
- 14.6.2 The order in which *Automobiles* are assembled in the marshalling area prior to qualifying at the first *Event* of the *Series*, will be determined by a random draw as conducted by the *CA*.
- 14.6.3 During a qualifying session, an *Automobile* may not return to the paddock without the prior approval of the *TD*.
- 14.6.4 Any *Automobile* that breaches Regulation S14.6.3, will be prohibited to re-join that session and a penalty of *Disqualification* from the results of that session will be imposed.
- 14.6.5 Any *Driver* that causes a qualifying session to be stopped (Red Flagged) will have their fastest lap time at the time of the red flag for that session deleted from the results.
- 14.6.6 Unless otherwise approved by the *TD* or their nominee, with exception of checking and/or adjusting tyre pressures and/or adjusting shock absorbers, no work may be carried out on an *Automobile* during a qualifying session.
- 14.6.7 Unless otherwise advised by the *RD* via the RMC, at the conclusion of qualifying, each *Automobile* and *Driver*, including any *Automobile/Driver* that completed the session in Pit Lane or any *Automobile/Driver* that enters Pit Lane whilst the Chequered Flag is being displayed, must proceed directly to *Parc Fermé* via the most direct route (or as directed by an Official) without stopping and without interference from an authorised third party.
- 14.6.8 For the Repco Bathurst 1000 *Event*, the Safety Car may be deployed to neutralise the session. Any Safety Car deployment will be in accordance with the TGRA GR CUP Drivers Briefing Instructions.

S14.7 Races

- 14.7.1 *Automobiles* will be assembled in the marshalling area prior to each race in the grid order for that race.
- 14.7.2 Unless otherwise advised by the *RD* via the RMC, at the conclusion of each race, each *Automobile* and *Driver*, including any *Automobile/Driver* that completed the session in Pit Lane or any *Automobile/Driver* that enters Pit Lane whilst the Chequered Flag is being displayed, must proceed directly to *Parc Fermé* via the most direct route (or as directed by an Official) without stopping and without interference from an unauthorised third party.

S14.8 Pit Lane

- 14.8.1 A maximum of 2 crew members per *Automobile* are permitted in Pit Lane during each *Track* session.
- 14.8.2 Prior to entering Pit Lane for the first session at each *Event*, each crew member must sign a Pit Lane Indemnity Form and correctly display identification as required by the *Organiser*.
- 14.8.3 Each *Automobile* may only stop/pit in their designated pit bay, in accordance with the Pit Lane Allocation published by the *CA*.
- 14.8.4 During each practice and qualifying session, each *Automobile* must park nose-in on a 45-degree angle whilst in their designated pit bay.
- 14.8.5 During each race, each *Automobile* must park parallel to Pit Lane whilst in their designated pit bay.
- 14.8.6 In the event of a session being stopped (Red Flagged), unless advised otherwise via the RMC, each *Automobile* must proceed directly to Pit Lane and park nose-in on a 45-degree angle in their designated pit bay until advised otherwise via the RMC.

S14.9 Removal of *Automobile* from the *Precinct*

- 14.9.1 Following the commencement of the first practice session at each *Event*, an *Automobile* may not be removed from the *Precinct* during the *Event*, without the prior approval of the *TD*.

S14.10 Radio Communication to/from *Automobile*

- 14.10.1 At least 1 team member must be in direct radio communication with the *Driver* whilst the *Driver* is in the *Automobile*. During each *Track* session, this team member must be in the vicinity of the *Drivers* designated pit bay in Pit Lane.
- 14.10.2 Direct communication between competing *Automobiles/Drivers* is prohibited.

S14.11 Race Management Channel (RMC)

- 14.11.1 A minimum of 1 team member for each *Automobile* must monitor RMC from thirty (30) minutes prior to the scheduled start of each *Track* session, until 10 minutes after the completion of each *Track* session.
- 14.11.2 The person monitoring the RMC must be in the vicinity of the *Automobile's* designated Pit Bay in Pit Lane during each *Track* session.
- 14.11.3 Details of the RMC frequency for each *Event* will be published by the *CA* in the Pre-Event Guide.

S14.12 Lap Triggers

- 14.12.1 The use of individual lap trigger beacons is prohibited.

S15 TYRES

S15.1 General

- 15.1.1 Each *New Tyre* must be purchased from and fitted by the nominated tyre supplier (as specified by the *CA*) at the *Event* at which the tyres are to be used.
- 15.1.2 Each *New Tyre* will only be allocated to a single *Automobile*, identified by the *Automobile's* Log Book number.
- 15.1.3 Unless otherwise approved by the *TD*, a tyre may not be transferred/fitted to another *Automobile*.
- 15.1.4 With exception of a single 100 mm wide section across the tread face of each tyre to facilitate measuring tread depth, the removal of tyre "build-up" from a tyre by any means other than driving the *Automobile*, is prohibited.
- 15.1.5 The use of any tyre heating, heat retention device or chemical treatment is prohibited.
- 15.1.6 Except on the shoulder of a tyre where there is no measurable tread depth, the tread depth of a tyre must not be less than 2mm at any point on the tyre.
- 15.1.7 The *TD* reserves the right to impound any tyre between sessions.
- 15.1.8 Unless otherwise approved by the *TD*, once qualifying has commenced, a tyre may not be removed from or rotated on the wheel rim which it has been fitted to, until after the completion of the *Event*.
- 15.1.9 The *TD* is the sole arbiter with regard to the interpretation and application of all tyre regulations and any decision made by the *TD* in this regard will not be the subject of any protest or appeal.

S15.2 Allocation and Marking

- 15.2.1 At each *Event*, each *Competitor* must have 4 *New Tyres* per *Automobile* marked by the *TD* or their nominee, for use in qualifying and races at that *Event*.
- 15.2.2 If 1 or more of the tyres detailed in Regulation S15.2.1 become damaged, rendering it unusable in the sole opinion of the *TD*, the *TD* may approve for the damaged tyre/s to be replaced by a *New Tyre/s*.
- 15.2.3 If a tyre is replaced in accordance with Regulation S15.2.2:
- 15.2.3.1 The replacement tyre/s must be purchased from and fitted by the nominated tyre supplier for the *Event*;
 - 15.2.3.2 The replacement tyre/s must be marked by the *TD*;
 - 15.2.3.3 The replacement tyre/s must be fitted to the *Automobile* in the position nominated by the *TD*.
 - 15.2.3.4 The *TD* reserves the right to impound the damaged tyre/s for further inspection.

S15.3 Practice Tyres

- 15.3.1 For the first *Event* in which a *Competitor* competes, the *Automobile* must be fitted with *Previously Used Tyres*, irrespective of whether the tyres are previously marked.
- 15.3.2 For each subsequent *Event* in which a *Competitor* competes, the *Automobile* must be fitted with *Previously Used Tyres* and *Previously Marked Tyres* from the preceding *Event*.
- 15.3.3 If a *Competitor/Automobile* does not have a sufficient number of eligible tyres to use for practice, the *TD* reserves the right to approve the use of a substitute tyre/s.

S16 FUEL

S16.1 Fuel

- 16.1.1 Each *Competitor* must only use the specified Control Fuel as supplied by the Control Fuel supplier and follow the requirements of the Fuel Delivery Information.
- 16.1.2 Fuel may only be stored and dispensed from the approved container/s as supplied by the Control Fuel supplier (as detailed in Attachment A).
- 16.1.3 Each *Automobile* is required to arrive at each *Event* with minimal fuel in the fuel tank system for garage manoeuvring purposes only.
- 16.1.4 Each *Automobile* must have a minimum of 500 ml of fuel in the fuel system at the completion of each *Track* session.

S16.2 Refuelling

- 16.2.1 When refuelling or undertaking any activity with fuel, each *Competitor* must comply with the following procedure:
 - 16.2.1.1 The *Automobile*'s engine must be switched off.
 - 16.2.1.2 At least 1 crew member must be designated as a fire attendant and in possession of either 1 x 9 kg or 2 x 4.5 kg dry powder fire extinguisher/s.
 - 16.2.1.3 The designated fire attendant must not perform any other role or duty during the refuelling procedure.
 - 16.2.1.4 A drip/catch mat/tray capable of containing any spillage must be positioned below the refuelling point of the *Automobile*.

S17 LUBRICANTS

S17.1 Engine Oil

- 17.1.1 Each *Competitor* must only use the specified Control Engine Oil in accordance with Regulation T7.1.1.
- 17.1.2 At all times, each *Automobile* must have a minimum of 5100 ml of Control Engine Oil in the sump pan.
Note: For the avoidance of doubt, the minimum oil requirement does not include oil in the oil cooler or any other part of the engine.

S17.2 Gearbox Oil

- 17.2.1 ~~The specification of gearbox oil is free.~~ Each *Competitor* must only use the specified Control Gearbox Oil in accordance with Regulation T7.1.3.
- 17.2.2 At all times, each *Automobile* must have a minimum of 2300 ml of Control Gearbox Oil in the gearbox.

S17.3 Differential Oil

- 17.3.1 The specification of differential oil is free.

S18 AUTOMOBILE MARKINGS

S18.1 General

- 18.1.1 In addition to the *Series* signage requirements as specified by the CA, each *Automobile* must comply with Technical Appendix, Schedule K (Marking on *Automobiles*) of the *Manual*.
- 18.1.2 Unless otherwise approved by the CM, displaying signage of an *Automobile* manufacturer other than TOYOTA on an *Automobile* is prohibited.
- 18.1.3 Only sponsorship material approved by the CM, including, but not limited to, signage, *Automobile* decals and uniforms, may be displayed by a *Competitor*.
- 18.1.4 With exception of the *Series* Signage as specified by the CA, signage is prohibited to be displayed on the front windscreen, rear windscreen or side windows of the *Automobile*.
- 18.1.5 The CM is the sole arbiter with regard to the interpretation and application of all *Automobile* Markings regulations and any decision made by the CM in this regard, will not be the subject of any protest or appeal.

S18.2 Competition Numbers

- 18.2.1 The allocation of a Competition Number for each *Automobile* is solely the responsibility of the CA.
- 18.2.2 Unless otherwise approved by the CA, once a Competition Number has been allocated to an *Automobile*, that Competition Number must remain with that *Automobile* for the entire *Series*.

S18.3 In-Car Signage

- 18.3.1 Unless otherwise approved by the CA, any signage placed on/in an *Automobile* in the direct view of the *Event* Broadcaster's on-board camera, is prohibited.
- 18.3.2 Individual *Competitor* signage is prohibited to be displayed inside the *Automobile*.

S18.4 Series Signage

- 18.4.1 Each *Automobile* must display the *Series* Signage as specified by the CA:

S19 TESTING RESTRICTIONS

- 19.1 Unless otherwise approved in writing by the CA, testing of any eligible *Automobile* and/or *Driver* deemed to be associated with the *Series*, is prohibited at a *Circuit* during the 7 days preceding an *Event* at that *Circuit*.

S20 JUDICIAL

S20.1 In-car Camera

- 20.1.1 Each *Automobile* must be fitted with a judicial camera unit, in accordance with Regulation T5.5.
- 20.1.2 The judicial camera unit must be switched on and remain fully operational and record video images from the commencement of each *Track* session, until the *Automobile* is released from *Parc Fermé*.
- 20.1.3 The judicial camera unit must be installed in accordance with the AIM Camera Installation Instruction as published by the CA and be adjusted in such a way to always provide clear unobstructed images of the *Driver's* view of the *Track* ahead, as depicted in Attachment B or as directed by the CA
- 20.1.4 Each *Competitor* must have 6 large format-SD cards at each *Event*, clearly labelled with their *Automobiles* competition number.
- 20.1.5 Each SD card must have a minimum storage capacity of 16 GB, with a minimum transfer rate of 110 MB/s.
- 20.1.6 Unless otherwise approved by the RD or CA, only the DSA or their nominee may remove the judicial camera unit from the *Automobile* or the SD card from the judicial camera unit.
- 20.1.7 Unless otherwise approved in writing by the CA, the data stored on each SD card may not be deleted/cleared until after the completion of each *Event*.
- 20.1.8 Access to the judicial camera unit must be provided to the CA, DSA, RD or TD at any time upon request.
- 20.1.9 Unless otherwise approved by the CA in writing, the video images recorded by the judicial in-car camera unit may not be used for any purpose, other than that determined by the RD.
- 20.1.10 Once the SD card/s are returned by the DSA or RD, *Competitors* may access the video images for private internal team use only.
Note: For the avoidance of doubt, video images capture by the judicial camera unit cannot be sold, licensed, broadcast, published, commercially exploited, or otherwise publicly displayed or distributed, including in any case via the internet.
- 20.1.11 All video images recorded by the judicial in-car camera unit are the property of the CM.
- 20.1.12 The CA reserves the right for the *Event* Broadcaster to install in-car/on-board cameras to any *Automobile* and position signage within view of the camera.
- 20.1.13 Unless otherwise approved by the CA in writing, the fitment and/or use of any other camera unit or recording device in or on an *Automobile* is prohibited.

S20.2 Demerit Point System

- 20.2.1 Each *Competitor* and *Driver* will commence the *Series* with 5 demerit points.
- 20.2.2 If a *Driver* is found guilty of either a Code of Driving Conduct breach or a behavioural breach, in addition to the penalty imposed by the Stewards, the *Driver* will incur a demerit point penalty.
- 20.2.3 If a *Competitor* or an associated team member (as determined by the CA) is found guilty of a behavioural breach, in addition to the penalty imposed by the Stewards, the *Competitor* will incur a demerit point penalty.
- 20.2.4 If a *Competitor/Driver* loses a total of 5 or more demerit points during the *Series*, the *Competitor/Driver* will be prohibited from competing in the remainder of the *Series*.
- 20.2.5 A *Competitor/Driver* who is prohibited from competing in the remainder of the *Series* may be eligible to re-enter the *Series* once they have met the requirements for re-entry, as determined by the CA.
- 20.2.6 The CM reserves the right to prohibit any *Competitor/Driver* from re-entering the *Series*.

S21 COMPETITOR CONDUCT

- 21.1 Each *Competitor*, *Driver* and associated team member are required to comply with the following:
 - 21.1.1 2025 TOYOTA GAZOO Racing Australia GR CUP Commercial Agreement;
 - 21.1.2 Motorsport Australia Member Protection Health & Integrity Policy, and;
 - 21.1.3 Motorsport Australia Social Media Policy.

ATTACHMENT A - FUEL CONTAINER



ATTACHMENT B - JUDICIAL IN-CAR CAMERA FRAMING



2025 TOYOTA GAZOO Racing Australia GR CUP

Technical Regulations

T1 GENERAL

- 1.1 In addition to these regulations, the *Motorsport Australia Recognition Documents* and any Technical Bulletin issued by the *TM*, each *Automobile* must comply with the Technical Appendix of the *Motorsport Australia Manual*. If at any time the documents conflict, these regulations will take precedence.
- 1.2 Subject to the prior approval of *Motorsport Australia*, the *CM* reserves the right to make changes to these regulations at any time.
- 1.3 In the event of a dispute, parts or specifications of the *Automobile* in question will be compared against parts and/or specifications supplied by *TMCA* or a *Control Component Supplier*. *TMCA* and *Control Component Suppliers* reserve the right to update part numbers from time to time as required.

T2 ELIGIBILITY

T2.1 Homologation Requirements

- 2.1.1 With exception of those components that are permitted to be replaced, removed or modified in accordance with these regulations and/or the *Motorsport Australia Recognition Documents* and/or any Technical Bulletin issued by the *TM*, each *Automobile* and its components must remain *Standard* as built by the *TM* and respect the form, orientation and function of the production model on which the eligible *Automobile* is based.
- 2.1.2 Unless otherwise permitted in these regulations and/or the *Motorsport Australia Recognition Documents*, each homologated component must be fitted and function in accordance with the component manufacturer's specifications and recommendations.
- 2.1.3 Any aspect relating to the construction, modification and/or preparation of an *Automobile* that is not specifically authorised in these regulations and/or the *Motorsport Australia Recognition Documents*, is prohibited.
- 2.1.4 At the request of the *TD* in conjunction with the Chief Scrutineer, the Stewards may approve an *Automobile* for a minor ineligibility, in accordance with the *NCR*.
- 2.1.5 If a minor ineligibility is approved in accordance with Regulation T2.1.4, following post qualifying/race scrutiny, the *RD* reserves the right to recommend to the Stewards that a penalty is imposed.
- 2.1.6 Any measurement tool and the method of measurement used by the *TD* or their nominee will be considered to be the official measurement tool/method and will not be the subject of any protest or appeal.

T2.2 Eligible Automobiles

- 2.2.1 Only *Automobiles* built by the *TM*, in accordance with the *Motorsport Australia Recognition Documents*, are eligible to compete in the *Series*:

Note: For the avoidance of doubt, later model variants and/or components from later model variants may not be used.

- 2.2.2 The presentation of an *Automobile* for participation in any *Event* will be deemed to be an implicit statement by the *Competitor* of conformity with respect to the eligibility of the *Automobile*.
- 2.2.3 The *TD* reserves the right to seal any *Automobile* or component thereof for future examination, in accordance with the *NCR*. All costs associated with the examination must be borne by the *Competitor*.

T2.3 Scrutineering

- 2.3.1 Scrutineering at each *Event* will be conducted in accordance with the Motorsport Australia Targeted Scrutiny System.
- 2.3.2 It is the *Competitor's* responsibility to present their *Automobile* for scrutineering at the appropriate times, in a complete and finished state, in 'ready to race' condition, including all markings and seals, in accordance with these regulations and the *Motorsport Australia Recognition Documents*.

T2.4 Component Sealing

- 2.4.1 It is the *Competitor's* responsibility to ensure that each component that is required to be sealed, is done so by the correct authority prior to or during the first *Event* in which the *Automobile* competes, in accordance with the relevant *Motorsport Australia Recognition Documents*.
- 2.4.2 To facilitate the fitment of component seals, prior to presenting the components for sealing, it is the *Competitor's* responsibility to ensure that the appropriate holes have been drilled into relevant components, in accordance with the *Motorsport Australia Recognition Documents*.
- 2.4.3 Unless otherwise approved in writing by the *TD* or *TM*, each sealed component must remain sealed for the duration of the *Series*.
- 2.4.4 Unless otherwise approved in writing by the *TD* or *TM*, a component seal must only be removed by the *TD*, the *TM*, or the *EIO*.

- 2.4.5 If written approval is given for a seal to be removed by someone other than those nominated in Regulation T2.4.4, the component must only be re-sealed by the *TD* or their nominee.
- 2.4.6 If an *Automobile* is found not to have a seal fitted in accordance with the *Motorsport Australia Recognition Documents*, or the seal is deemed to be incorrect and/or has been tampered with, the *Competitor* of the *Automobile* will be referred to the Stewards.

T3 CONTROL COMPONENTS

- 3.1 Unless stated otherwise in these regulations, a *Control Component* must only be purchased from and supplied by an authorised *Control Component Supplier*, as detailed in the *Motorsport Australia Recognition Documents*.
- 3.2 With exception of brake calipers, each *Control Component* must only be adjusted, serviced and/or rebuilt by the *Control Component Supplier*.

T4 WEIGHT

T4.1 Driver Weight

- 4.1.1 At all times, each *Driver* must achieve a minimum *Driver* weight of 85 kg (including all normal racing apparel).

T4.2 Automobile Weight

- 4.2.1 At all times, each *Automobile* must achieve a minimum *Automobile* weight of 1230 kg.

T4.3 Ballast

- 4.3.1 *Ballast* may be affixed to the *Automobile* to achieve the minimum *Driver* weight.
- 4.3.2 Only *Ballast* supplied by the *TM* may be fitted to the *Automobile* and must be securely affixed to the *Ballast* mounting plate fixing points located in the front passenger *Seat* position, in accordance with the *Motorsport Australia Recognition Documents*.
- 4.3.3 Fuel may not be used as a form of *Ballast*.
- 4.3.4 It is the *Competitor's* responsibility to make provision for any *Ballast* to be sealed by the *TD*.

T5 COCKPIT

T5.1 General

- 5.1.1 Only the following components may be added to the *Cockpit* of an *Automobile*, provided the component does not hinder the *Driver's* visibility or ability to exit the *Cockpit*, and the method of mounting is able to withstand a deceleration of 25g in any direction:
 - 5.1.1.1 Authorised *Driver* comfort aids;
 - 5.1.1.2 Radio communication equipment;
 - 5.1.1.3 Fire suppression system; and
 - 5.1.1.4 In-car camera/s and associated equipment as supplied and fitted by the *Event* Broadcaster.

T5.2 Safety Cage

- 5.2.1 Prior to the commencement of any repairs, the *Competitor* must notify the *TM* if a safety cage is damaged, or if an *Automobile* requires re-shelling.
- 5.2.2 A safety cage may only be repaired by an authorised repairer, as determined by the *TM*.
- 5.2.3 Subject to the approval of the *TD*, additional padding may be added to the safety cage.

T5.3 Fire Suppression System

- 5.3.1 Each *Automobile* must be fitted with a Lifeline Zero 360 FIA 2.2kg Novec 1230 Fire Marshal Fire Suppression System in accordance with the *Motorsport Australia Recognition Documents*.

T5.4 Driver Comfort Aids

- 5.4.1 A drink bottle may be fitted to an *Automobile* for the sole purpose of *Driver* hydration provided that:
 - 5.4.1.1 The drink bottle and associated plumbing is located wholly within the *Cockpit* of the *Automobile*;
 - 5.4.1.2 The total volume of the drink bottle and associated plumbing does not exceed 2 litres; and
 - 5.4.1.3 The drink bottle is securely mounted behind the *Driver's Seat* to the satisfaction of the *TD*.
- 5.4.2 The steering wheel may be replaced with another *Motorsport Australia* approved steering wheel, subject to the approval of the *TD*.
- 5.4.3 The steering wheel boss may be replaced with a bolt-on quick-release boss.
- 5.4.4 The internal rear-view mirror may be replaced with a Longacre wide angle mirror kit, subject to the approval of the *TD*.

- 5.4.5 An additional pad may be fitted to the face of the *Standard* brake pedal, subject to the approval of the *TD*.
- 5.4.6 A false floor may be fitted to the *Driver's* side footwell, subject to the approval of the *TD*.
- 5.4.7 Additional padding may be added to the *Driver's Seat*, subject to the approval of the *TD*.
- 5.4.8 If the ambient temperature of the day at 8am (as published by the Bureau of Meteorology, including its international affiliates) is forecast to be above 32.9°C for the nearest city/town to the *Circuit*, a cooling system may be fitted to an *Automobile* for the sole purpose of *Driver* comfort, subject to the approval of the *TD*.

T5.5 Judicial Camera

- 5.5.1 Each *Automobile* must be fitted with a AIM CORSA judicial camera unit and securely mounted in the *Cockpit* of the *Automobile* using the homologated AIM roll bar mount, in accordance with the *Motorsport Australia Recognition Documents* and to the satisfaction of the *TD* and Chief Scrutineer.
- 5.5.2 The judicial camera system must be installed in accordance with all instructions provided by the *TM*; and remain as supplied by the manufacturer.

T5.6 Timing Transmitter

- 5.6.1 Each *Automobile* must be fitted with a [MYLAPS TR2 Direct Power Transponder and a](#) Dorian Micro 16000 DATA-1 series timing transmitter in the location specified in the *Motorsport Australia Recognition Documents*.

T6 COACHWORK

- 6.1 The windscreen must be of laminated glass construction.
- 6.2 A removable protection film may be added to the windscreen, subject to the approval of the *TD*.
- 6.3 Additional fixings may be added to non-metallic *Bodywork*, for the sole purpose of securing a component to the *Automobile*, subject to the satisfaction of the *TD*.
- 6.4 Any ventilation duct must not be covered or obstructed in any way.
- 6.5 Window glass must not be tinted.

T7 ENGINE [AND GEARBOX](#)

T7.1 Oil

- 7.1.1 Each *Automobile* must only use the following engine oil, in accordance with Regulation S17.1:
 - 7.1.1.1 Manufacturer: Mobil 1
 - 7.1.1.2 Specification: ESP X3 0W40 (Part No: 827461A)
- 7.1.2 With exception of ambient atmospheric air, no other substance may be added to the engine oil.
- 7.1.3 [Each *Automobile* must only use the following gearbox oil, in accordance with Regulation S17.2:](#)
 - 7.1.3.1 [Manufacturer: Mobil 1](#)
 - 7.1.3.2 [Specification: Mobilube1 SHC 75W90 \(Part No: 7473054\)](#)
- 7.1.4 [With exception of ambient atmospheric air, no other substance may be added to the gearbox oil.](#)

T7.2 Cooling System

- 7.2.1 A protective stainless steel mesh screen up to 1 mm in diameter may be affixed in front of the radiator, subject to the satisfaction of the *TD* and *TM*.

T8 SUSPENSION

T8.1 General

- 8.1.1 Any suspension component must only be adjusted within the permissible tolerances provided.
- 8.1.2 The *TD* reserves the right to impound any suspension component from an *Automobile* at any time and replace it with a component that is supplied by the *TM*.

T8.2 Ride Height

- 8.2.1 Each *Automobile* must comply with the following minimum ride height as measured in accordance with the *Motorsport Australia Recognition Documents*:
 - 8.2.1.1 Front - 140 mm
 - 8.2.1.2 Rear - 270 mm
- 8.2.2 Ride height will be measured with the fully attired *Driver* seated in the *Driver's Seat* and each tyre set to a pressure of 26 psi.

T8.3 Camber

- 8.3.1 Each *Automobile* must comply with the following maximum wheel camber:
- 8.3.1.1 Front - Negative 4.0°
- 8.3.1.2 Rear - Negative 2.5°
- 8.3.2 Camber will be measured with the fully attired *Driver* seated in the *Driver's Seat* and each tyre set to a pressure of 26 psi.

T9 ELECTRICAL

T9.1 Telemetry

- 9.1.1 Unless otherwise approved in writing by the *CA*, the use of any form of telemetry or the transmission of any data to or from the *Automobile* is prohibited.

T9.2 Electronic Engine Control Unit (ECU)

- 9.2.1 Each ECU must contain the control software and firmware as owned and installed by the *CM*.
- 9.2.2 Unless otherwise approved in writing by the *TD* or *TM*, the wiring loom adaptor and any other associated wiring must remain *Standard*.
- 9.2.3 All sensor inputs and outputs to the ECU must always be connected and fully operational.
- 9.2.4 Ownership of all software and firmware (i.e. engine maps and other programs) contained in the ECU remains that of the *CM*, and subsequently must only be accessed or modified by the *TM* or their nominee.
- 9.2.5 The *TD* reserves the right to inspect, re-program and/or impound any ECU at any time. If an ECU is impounded, it will be replaced with an ECU that is supplied by the *TM*.

T9.3 Data

- 9.3.1 Unless otherwise approved in writing by the *TM*, only the following data storage devices may be used:
- 9.3.1.1 The ECU in accordance with Regulation T9.2;
- 9.3.1.2 The judicial camera in accordance with Regulation T5.6; and
- 9.3.1.3 A MoTeC C125 Race Logging Kit.
- 9.3.2 Each data storage device must be installed in accordance with the instructions provided by the *TM*; and must remain as supplied by the manufacturer.
- 9.3.3 The MoTeC C125 Race Logging Kit must log all mandatory data for the duration of all *Track* sessions at the specified sample rate in accordance with Regulation T9.3.8.
- 9.3.4 Any error, action, omission or failure which causes a loss of any mandatory data, incomplete mandatory data, inaccurate mandatory data or any mandatory data which appears to have been tampered with, will be investigated by the *TD* and may be deemed as a breach of these regulations.
- 9.3.5 The GPS Track coordinates (as published by MoTeC) must be loaded into the MoTeC C125 Race Logging Kit prior to the first practice session at each *Event*.
- 9.3.6 At the completion of each Track session, all data from the MoTeC C125 Race Logging Kit must be uploaded to the USB storage device as supplied by the *CM*.
- 9.3.7 Each *Competitor* must deliver the USB storage device to the *TM* within 1 hour of the completion of the final Track session each day.
- 9.3.8 With exception of the channels contained in the 'Data Set' transmitted to the MoTeC C125 Race Logging Kit by the ECU, only those inputs listed below are permitted to be connected to the MoTeC C125 Race Logging Kit and must be connected to the listed input location and logged at the specified sample rate:

Permitted Inputs	Input Pin/s	Mandatory Logging	Sample Rate (Hz)
ABS Status	CAN	Yes	10
Bat Volts ECU	CAN	Yes	10
Brake Pressure Front	CAN	Yes	50
Brake State	CAN	Yes	10
Camera Charge Percent	CAN	Yes	5
Coolant Temperature	CAN	Yes	5
Engine Efficiency	CAN	Yes	20
Engine Load	CAN	Yes	20
Engine Oil Temperature	CAN	Yes	5

Engine Speed - RPM	CAN	Yes	50
Engine Speed Limit	CAN	Yes	50
Exhaust Camshaft Aim	CAN	Yes	50
Exhaust Camshaft Bank 1 Actuator Duty Cycle	CAN	Yes	50
Exhaust Camshaft Bank 1 Position	CAN	Yes	50
Exhaust Camshaft Bank 2 Actuator Duty Cycle	CAN	Yes	50
Exhaust Camshaft Bank 2 Position	CAN	Yes	50
Fuel Cyl 1 Prim Pulse Width 1	CAN	Yes	10
Fuel Inj Primary Duty Cycle	CAN	Yes	20
Fuel Inj Sec Contribution	CAN	Yes	10
Fuel Inj Secondary Duty Cycle	CAN	Yes	10
Fuel Mixture Aim	CAN	Yes	20
Fuel Pres – Direct B2	CAN	Yes	10
Fuel Pres - Direct B2 Aim	CAN	Yes	10
G Force - Lat	C125	Yes	50
G Force - Long	C125	Yes	50
Gear	CAN	Yes	10
GPS Date	RS232	Yes	1
GPS Speed	RS232	Yes	50
GPS Time	RS232	Yes	10
Ignition Cyl 1 Knock Level	CAN	Yes	100
Ignition Cyl 1 Trim Knock	CAN	Yes	100
Ignition Cyl 2 Knock Level	CAN	Yes	100
Ignition Cyl 2 Trim Knock	CAN	Yes	100
Ignition Cyl 3 Knock Level	CAN	Yes	100
Ignition Cyl 3 Trim Knock	CAN	Yes	100
Ignition Cyl 4 Knock Level	CAN	Yes	100
Ignition Cyl 4 Trim Knock	CAN	Yes	100
Ignition Timing	CAN	Yes	10
Inlet Air Temperature	CAN	Yes	5
Inlet Camshaft Aim	CAN	Yes	50
Inlet Camshaft Bank 1 Actuator Duty Cycle	CAN	Yes	50
Inlet Camshaft Bank 1 Position	CAN	Yes	50
Inlet Camshaft Bank 2 Actuator Duty Cycle	CAN	Yes	50
Inlet Camshaft Bank 2 Position	CAN	Yes	50
Inlet Mass Flow	CAN	Yes	20
Inlet Manifold Pressure	CAN	Yes	100
Knock Threshold	CAN	Yes	100
Pit Switch	CAN	Yes	1
SD Card Free Size	CAN	Yes	5
Steering Angle	CAN	Yes	50
Throttle Pedal	CAN	Yes	100
Throttle Position	CAN	Yes	100
VCS Diag	CAN	Yes	5
Vehicle Speed	CAN	Yes	50
Wheel Speed Front Left	CAN	Yes	100

Wheel Speed Front Right	CAN	Yes	100
Wheel Speed Rear Left	CAN	Yes	100
Wheel Speed Rear Right	CAN	Yes	100

9.3.9 The MoTeC C125 Race Logging Kit software must not show any pin allocations set up to read inputs or outputs other than those permitted.

9.3.10 Access to any data storage device must be provided to the *TD* and/or *TM* or their nominee upon request.

T10 BRAKES

10.1 Unless otherwise approved by the *TD*, a maximum of 4 new brake rotors may be fitted to an *Automobile* from the commencement of qualifying at each *Event*.

T11 WHEELS

11.1 Each wheel nut must be made from a ferrous material and be open-ended.

T12 TYRES

12.1 Each *Automobile* must only use the following tyres in accordance with Regulation S15:

Manufacturer: Dunlop
Model: Direzza
Size: 225/40R18
Specification: ZIII 86 spec

12.2 With exception of wear resulting from normal usage, each tyre must remain as supplied by the nominated tyre supplier and respect the manufacturer's recommendations.

T13 FUEL SYSTEM

13.1 Only premium unleaded fuel as supplied and dispensed by the Official Fuel Supplier may be used.

13.2 With exception of ambient atmospheric air and the specified control fuel, no other substance may be added to the intake charge of the engine.

T14 EXHAUST

14.1 To prevent the exhaust system being dislodged from its mounts in an accident, it is permitted to provide additional support to the exhaust system mounts by:

- 14.1.1 Adding a hose clamp, cable tie or similar around the rubber section of the mount, and/or;
- 14.1.2 Adding a tether using suitable tie wire or similar.

T15 TOW POINTS

15.1 Each *Automobile* must be fitted with both primary and secondary tow points in accordance with the *Motorsport Australia Recognition Documents*.

T16 NON-GENUINE PARTS

16.1 Freedom of source of supply is permitted for the following replacement parts:

- 16.1.2 Battery & battery mounting bracket;
- 16.1.3 Wheel nuts/studs;
- 16.1.4 Hose clamps;
- 16.1.5 Oil lines;
- 16.1.6 Fuses;
- 16.1.7 Light globes;
- 16.1.8 Wiper blades;
- 16.1.9 Window glass;
- 16.1.10 Nuts, bolts & fasteners.

16.2 All approved non-genuine parts must be a *Standard* replacement part, respect the type, function and configuration of the part they replace and be of similar material. The *TD* will be the final arbiter in relation to the use of these items.

Note: For the avoidance of doubt, when replacing the battery, the replacement battery must be a *Standard OEM replacement lead acid battery*.

16.3 The use of any non-genuine part must not result in the unauthorised modification to any other component.

ATTACHMENT C - DEFINITIONS

Automobile	An eligible vehicle that is built by the <i>TM</i> , log booked for <i>Competition</i> by <i>Motorsport Australia</i> and is registered for <i>Competition</i> with the <i>CM</i> , in association with the 2025 TOYOTA GAZOO Racing Australia GR CUP Commercial Agreement.
CA	The Category Administrator of the <i>Series</i> as appointed by the <i>CM</i> .
CM	The Category Manager of the <i>Series</i> as appointed by <i>Motorsport Australia</i> .
Competitor	A person or body who holds a Competitor Licence acceptable to <i>Motorsport Australia</i> ; is registered for <i>Competition</i> with the <i>CM</i> ; and has entered a <i>Competition</i> (formerly referred to as the Entrant).
Control Component	A component that is specified for use in the <i>Series</i> and supplied by the nominated <i>Control Component Supplier</i> as detailed in the <i>Motorsport Australia Recognition Documents</i> . Unless otherwise stated in the <i>Motorsport Australia Recognition Documents</i> , the fitment and/or use of each <i>Control Component</i> is mandatory.
Control Component Supplier	The manufacturer and/or supplier of a <i>Control Component</i> as nominated by the <i>CM</i> .
CRSR	Circuit Race Standing Regulations as promulgated by <i>Motorsport Australia</i> .
Driver	A person who holds a valid <i>Motorsport Australia Licence</i> ; is registered as a <i>Driver</i> with the <i>CM</i> ; and is entered to drive an <i>Automobile</i> in an <i>Event</i> .
DSA	The <i>Series</i> Driving Standards Advisor as appointed by the <i>CM</i> .
Event	An Event of the <i>Series</i> .
Guest Driver	An eligible <i>Driver</i> that is invited by the <i>CM</i> to compete at an <i>Event</i> of the <i>Series</i> .
New Tyre	A tyre that has been manufactured by Dunlop and supplied by the approved nominated tyre supplier; that is not a <i>Previously Used Tyre</i> or modified in any way.
Precinct	The area within the perimeter of the <i>Event</i> venue.
Previously Marked Tyre	A tyre that has been officially marked/approved by the <i>TD</i> or their nominee at an <i>Event</i> , for use on an <i>Automobile</i> with the corresponding competition number.
Previously Used Tyre	A tyre that has a tread depth of less than 6mm, measured in the middle of the tread face.
RD	The <i>Series</i> Race Director as appointed by <i>Motorsport Australia</i> .
Recognition Documents	A series of documents consisting of the Motorsport Australia TOYOTA GAZOO Racing Australia GR CUP Recognition Document (3-24-018) and Motorsport Australia Variant Option document, which detail the technical specifications of each eligible <i>Automobile</i> .
Series	The 2025 TOYOTA GAZOO Racing Australia GR CUP.
Standard	An original unmodified component as fitted to an eligible <i>Automobile</i> in accordance with Regulation T2.2 and as supplied by <i>TMCA</i> or an authorised <i>Control Component Supplier</i> .
TD	The <i>Series</i> Technical Delegate as appointed by <i>Motorsport Australia</i> .
TM	The <i>Series</i> Technical Manager as appointed by the <i>CM</i> .
TMCA	Toyota Motor Corporation Australia.