



**2026 Toyota Gazoo Racing
Philippine Cup**

Sporting and Technical Regulations

Version 1.8

As of February 24, 2026

General

ORGANIZATION:

The 2026 Toyota Gazoo Racing Philippine Cup is organized by **TOYOTA MOTOR PHILIPPINES** sanctioned by the Automobile Association of the Philippines and in accordance with the FIA International Sporting Code.

SERIES TITLE:

2026 TOYOTA GAZOO RACING PHILIPPINE CUP

ORGANIZER:

TOYOTA MOTOR PHILIPPINES CORPORATION

Toyota Special Economic Zone
Santa Rosa-Tagaytay Highway
Santa Rosa City, Laguna, 4026

RACE SECRETARIAT:

TOYOTA GAZOO RACING PHILIPPINE CUP SECRETARIAT

Parkway Corporate Center,
Filinvest City, Corporate Avenue,
Cor Parkway Place, Alabang Muntinlupa,
Metro Manila 1781
Cellphone # :09399375748
Email: tgrphsecretariat@gmail.com

SERIES / RACE OFFICIALS:

Series Director	:	Jp Tuason
Race Director	:	Ferdie Ong
Clerk of Course	:	Darwin Harina
Race Stewards	:	Robbie Hermoso / Michael Gaité / ASN Steward
Safety Officer	:	
Chief Scrutineer	:	Reggie Sy
Technical Delegate	:	
Safety Car Driver	:	
Safety Car Observer	:	
Event Secretariat	:	Martin Alvendia

CALENDAR OF EVENTS:

Round 1	March 13 – 15	Riverpark Street Course
Round 2	July 9 - 11	Clark International Speedway
Round 3	August 13 - 15	Batangas Race Circuit
Round 4	September 10 - 12	Clark International Speedway

*Schedule is subject to changes

PROPRIETARY:

The 2026 Toyota Gazoo Racing Philippine Cup is the property of **TOYOTA MOTOR PHILIPPINES CORPORATION**

1) SPORTING REGULATIONS & GENERAL UNDERTAKING

- a) The Organizer, through its appointed Race Officials, reserves the right to implement any necessary changes to these regulations or event details, or to exclude participants, due to reasons including but not limited to force majeure, safety concerns, and track or venue restrictions, as communicated through an official bulletin issued by the Race Officials. The Organizer also reserves the right to cancel, postpone, or change the event venue or race schedule should unforeseen circumstances require it, and shall not be held liable for any damages or losses that may result from such actions.
- b) All drivers, competitors and officials participating in the 2026 Toyota Gazoo Racing Philippine Cup undertake, on behalf of themselves, their employees and agents, to observe all the provisions of the Sporting and Technical Regulations as specified herein.
- c) TOYOTA MOTOR PHILIPPINES hereby appoints the above-mentioned officials, all of whom must have been approved by the Motorsport Department of the Automobile Association Philippines as the official governing body of the 2026 Toyota Gazoo Racing Cup Philippines. All issues must be presented to the proper channels in the indicated process mentioned in the 2026 Sporting and Technical Regulations of the series. The driver's participation in the series indicates the acceptance of this authority. All rulings and decisions of the officials are final subject to Article 15 of the 2026 FIA International Sporting Code.

2) GENERAL CONDITIONS

- a) **IGNORANCE OF THE RULES EXCUSES NO ONE. COMPETITORS JOINING THE SERIES MUST ACCEPT THE RULES BEFORE JOINING.**
- b) It is the competitor's responsibility to ensure that all persons concerned by their entry observe all the Rules and Regulations. If it is not WRITTEN in the rules, then IT IS NOT ALLOWED or open to interpretation.
- c) Competitors must wear the appropriate pass or identification provided by the organizer whenever he or she is present in the paddock, pits, pit lane, hospitality area or track.
- d) Competitors and their team members must wear proper attire whenever they are present in the track area. (i.e, no slippers and open-toe footwear)
- e) The participant will provide their own race car to be used to participate in the series and as such, warrant that all cars are fit to be used for racing. The Organizers shall inspect the cars during "Scrutineering" to ensure all safety regulations are met. Cars not complying with said safety regulations may be excluded by the Organizers.
- f) Competitors acknowledge the inherent dangers associated with racing and voluntarily assume all risks.

3) ELIGIBLE DRIVERS AND COMPETITORS

- a) Competitors participating in the Toyota Gazoo Racing Philippine Cup must not exceed a current AAP National B Circuit Car competition license.

- b) All competitors for the 2026 Toyota Gazoo Racing Philippine Cup must register at the Toyota Gazoo Racing Philippine Cup Secretariat. Accomplishing the Official Registration Forms and pay applicable fees.
- c) The right of acceptance of registration or entry rests solely with the Organizer.
- d) New drivers without prior circuit racing experience and without a valid racing license are required to complete Level 1 & 2 of the Toyota Gazoo Racing Academy to be eligible to participate in the Toyota Gazoo Racing Philippine Cup. Accomplishing this allows the participant to apply for a National rated Racing License.

3.1) DRIVER CLASSIFICATION

1. Super Sporting Class

Qualifications: National B Circuit competition license, Top 3 Finishers from Sporting class 2025 season as identified by the Organizers, finished one complete season in TGR - Vios Cup or similar race series.

2. Sporting Class

Qualifications: National B Circuit competition license.

3. Legacy Class

Qualifications: AAP issued license up to National B Circuit competition license.

4. Tamaraw Class

Qualifications: AAP issued license with a maximum rating of National B Circuit competition license.

4) MANDATORY PARTICIPATION

- a) Each Vios OMR Car is required to join a minimum of three (3) race events for the 2026 season of the Toyota Gazoo Racing Philippine Cup.
- b) The Vios OMR car can be driven by different drivers on different race events but only one driver per event is allowed.
- c) Participants must have a valid FIA – AAP license with a maximum rating of National B.
- d) Upon registration, the participant will submit a Race Bond to cover penalties amounting to PHP 100,000.00 in the form of an undated check. This Bond will only be deposited in the case of monetary penalties and shall be returned to the participant at the end of the 2026 season if no penalties should be incurred.
- e) Drivers are required to participate in any promotional activity requested by the Organizers.
- f) Drivers are required to participate in the Toyota Gazoo Racing Event. Participating drivers will be notified by the organizer for that race event
- g) Each Competitor grants to the Organizer a royalty-free license to use his or her photographs and name for the purpose of promoting the series, advertising, publicity, and public relations. Each competitor shall obtain for the benefit of the Organizer the unconditional and royalty-free consent of any third party (including any advertiser or sponsor) necessary for the competitor to grant this license.

- h) Should, for any reason a car or driver withdraws from the event, a Withdrawal Form must be completed and submitted at least two (2) hours prior to the Race. Withdrawal from the event does not exempt the Competitor from any pending obligations or penalties.

5) RACE WEEKEND

- a) Race Weekends shall consist of Sprint Races. Changes to race format will be determined by the Organizer and communicated through an Official Bulletin.
- b) Standard Sprint Race Weekend shall consist of:
1. Race Day 1:
4 x 20 min practice sessions (Official)
 2. Race Day 2:
Warm Up is 10-minute session
1 Qualifying of 1 x 20 minutes session (Shoot-out)
Race 1 – SPRINT
 3. Race Day 3:
Warm Up is 15-minute session
Race 2 – SPRINT
Race 3 – SPRINT
- c) The distance and/or duration of all Sprint Races shall be determined by the Race Officials and communicated to Competitors through an Official Bulletin.
- d) The Race Officials reserve the right to amend race distances due to safety, weather, or race management considerations.

6) STREET RACES

- a) Standard Sprint Race Weekend shall consist of:
1. Race Day 1:
4 x 20 min practice sessions (Official)
 2. Race Day 2:
Warm Up is 10-minute session
1 Qualifying of 1 x 20 minutes session (Format to be announced)
Race 1 – SPRINT (Race distance to be announced)
 3. Race Day 3:
Warm Up is 10-minute session
Race 2 – SPRINT (Race distance to be announced)
Race 3 – SPRINT (Race distance to be announced)
- b) The distance and/or duration of all Sprint Races shall be determined by the Race Officials and communicated to Competitors through an Official Bulletin.
- c) The Race Officials reserve the right to amend race distances due to safety, weather, or race management considerations.

7) PASSES

- a) All required passes shall be issued by the Organizer. Passes will have restricted access to track and other facilities. All Drivers, crew, and officials must properly wear and display passes at all times to avoid delays.
- b) Toyota Gazoo Racing Philippine Cup race organizers, team managers, mechanics, and race officials shall be given pit area passes.

8) INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

- a) All Drivers and Team Managers are required to join the respective official app-based group chats. Important announcements, Driver Bulletins and Results will be posted in these group chats for everyone's reference.
- b) In exceptional circumstances, the Organizer or Race Officials may give instructions to competitors by means of Drivers' Bulletin. These bulletins will be distributed electronically to all competitors via the app based-group chats of the Drivers and Team Managers. All classifications and results of practice and the race, as well as all decisions issued by the officials will be posted on the notice board.
- c) Any decision concerning a competitor will be issued in writing within 30 minutes of the ruling and must be acknowledged upon receipt. Drivers who refuse to receive or acknowledge the decision will be subject to penalty, which may include exclusion from the next race heat, exclusion from the race weekend, or disqualification.
- d) Any concerns or issues of a Driver or Team regarding the Toyota Gazoo Racing Philippine Cup must be coursed through the Toyota Gazoo Racing Philippine Cup Secretariat for proper handling. Drivers or team members are not allowed to directly communicate with the officials / stewards unless called in for official business to prevent any presumption of partiality.

9) PROTESTS

- a) Protest must be made in writing by the concerned competitor and submitted to the Toyota Gazoo Racing Philippine Cup Secretariat within 30 minutes of the release of the Provisional Results of the particular event in question.
- b) Any protest must be accompanied by substantial evidence (i.e., in-car video footage) to support their claim in their protest.
- c) A protest bond of PHP 20,000.00 shall be paid to the organizer along with the filed protest.
- d) Incomplete protests will not be entertained.
- e) Protests against decisions made by any judges of fact (i.e., Track Marshals) in the exercise of their duties will not be admitted.
- f) A single protest against more than one Competitor will not be accepted. A protest lodged jointly by several Competitors will not be accepted.
- g) Driver or entrant may sign the protest and speak with the stewards. The driver may be accompanied by his registered Team Manager. A successful protest shall merit a refund of the protest bond.

- h) Any decision by the Organizer or Race Official shall be final, subject to Article 15 of 2026 FIA International Sporting Code. Appeal Bond is PHP 50,000.00.

10) CAR NUMBER

- a) Each Driver must display their official car number on their vehicle for identification purposes throughout the season.
- b) Car numbers may be selected by Drivers. However, all numbers must be unique, and the Organizer reserves the right to reassign numbers to other drivers as required. Car numbers cannot be changed once registered, except under circumstances approved by the Organizer.
- c) At the start of the season, the Organizer will provide each Driver with one complete set of Car Number Stickers (1 front, 2 door, and 1 rear). Any replacement stickers required during the season will be charged to the Driver. Car Number Stickers will also be provided to new Drivers who join mid-season.

11) DRIVER NAME

- a) Each Driver must display their official Driver Name on their vehicle for identification purposes throughout the season.
- b) Driver Names must follow First Name Initial + Surname (e.g., *J. Dela Cruz*) format. All Drivers must use this format consistently for the entire season. Any change or deviation from the prescribed format requires prior approval from the Organizer.
- c) Driver Name stickers must be placed on the rear door car windows on both sides of the vehicle. Stickers must always remain clearly visible and unobstructed.
- d) At the start of the season, the Organizer will provide each Driver with one complete set of Driver Name stickers. Any replacement stickers required during the season will be charged to the Driver. Driver Name stickers will also be provided to new Drivers who join mid-season.

12) IN CAR COMMUNICATION, DATA LOGGING, and IN CAR VIDEO

- a) On board communication between the driver and its pit is allowed.
- b) Data Loggers, Timing equipment, and other similar devices are allowed during official practice, QTT, and Races. Original vehicle wiring harnesses that underwent modification may be subject to disqualification. A cigarette lighter port is allowed. However, OBD2 port signals are NOT allowed during any session of the race.
- c) Competitors are only allowed to use the original wiring harness supplied by Toyota Motor Philippines Corporation. Removing the sealing of the coupler and any modification to the OBD2 (self-diagnosis function) are not allowed. Removal of original wiring may be subject to disqualification.

13) INDIVIDUAL OR TEAM SPONSORS

- a) Drivers and teams may secure their own personal sponsors provided these sponsors do not conflict with the official sponsors of the Toyota Gazoo Racing Philippine Cup.
- b) Approved personal sponsor logos may be placed on the Vios OMR car, but must not cover or interfere with areas reserved for series sponsor logos. These logos may also be placed on the driver's helmet.
- c) Personal sponsor logos are not permitted on the racing suit.

- d) Personal sponsor merchandising is allowed only within the team's assigned paddock area.
- e) No merchandising, sampling, selling or distribution of materials from non-series sponsors is allowed outside the paddock area.
- f) The use of any series or organizer logos by competitors, their agents or representatives is strictly prohibited unless prior written authorization has been granted by the organizer.
- g) Non-compliance with these regulations may result in penalties, including warnings, fines or exclusion from the race.

14) DRIVER BEHAVIOR

- a) Competitors must always bear in mind that by joining the series, they are availing of the benefit of being able to race at a highly subsidized cost, which is made possible by the Organizer and the Sponsors. They are in effect running as sponsored drivers. They shall therefore always conduct themselves, on and off the track, in a manner that does not bring disrepute to the Organizer, Sponsors, race officials, AAP, and any other people associated with the series.
- b) Competitors, Team Managers, Team Owners, Relatives, Parents, or Friends, must not say anything detrimental or disrespectful directly, indirectly, or through social media expressed about the Race Series, Organizer, race officials, AAP, Toyota, or Sponsors. Minimum penalties to drivers include driver point deductions or exclusion from a race result.
- c) The Organizer and the Race Officials reserve the right to withdraw any sponsored items or benefits granted to Drivers or Teams at their discretion, should circumstances require such action. The Organizer and Race Officials may also charge or penalize the Driver or Team for any misuse or abuse of such sponsored items.
- d) Drivers may only participate in a race while wearing a racing suit with all required series sponsor logos correctly attached. A Racing Suit Patch Guide will be provided to all Drivers to ensure proper placement of the sponsor logos. Non-compliance with this requirement will be subject to penalty.
- e) Dangerous driving or driving under the influence of alcohol or drugs is not permitted. This violation may be called to the attention of the driver by either the Organizer or Race officials.
- f) Actions that involve drivers, team managers, mechanics, and team guests that may cause physical or moral harm to other drivers, team managers/members, race officials, organizers, and audiences of the Toyota Gazoo Racing Philippine Cup will come with a corresponding penalty to the affiliated team driver. Minimum penalties include 10 grid start positions and may go as far as exclusion from a race result or series.
- g) Violation of any of these provisions may merit penalties such as disciplinary action or outright exclusion from the series without refund by the Race Officials.
- h) Damages to the track will be charged to the driver, not the team.
- i) During street races, extra care must be taken by drivers; unsafe and dangerous driving behavior (during race or practice sessions) will not be tolerated due to public safety concerns. Drivers may be given penalties or excluded from the race weekend.

15) CARS

- a) The Event is reserved for Toyota Vios 1.5 M/T Cars for Super Sporting and Super Sporting (NSP151L - DEMGKM). These cars shall be prepared by the competitors and fitted with the

appropriate safety features such as race suspension, a roll cage, fire extinguisher, racing harness, racing seats, etc.

For car specifications and permitted modifications under the Tamaraw Class, please refer to the official Supplemental Regulations for the Tamaraw Class.

- b) Toyota Vios cars are required to be fitted with OEM Toyota Parts (i.e. Headlights, etc.) as specified for the Manual Transmission model. Aftermarket or non-OEM parts are not allowed unless specified via Bulletin. If required spare parts are unavailable from any authorized TOYOTA dealer, competitors may apply for permission to use aftermarket or non-OEM parts. The use of such parts shall be subject to prior approval by the Race Officials.
- c) The following parts, components, fluids, and consumables are mandatory. Non-compliance with these requirements shall be subject to penalties, which may include Disqualification.:

Item	Part No	Details	Parts from
Roll cage	TA325-0D003	TRD Original Parts	TRD JAPAN
Exhaust Pipe	TA1543-0D002	TRD Original Parts	TRD JAPAN
Front Brake Pads	04465-0D130 / 04465-YZZS1	Toyota Original Parts	OEM
Muffler Kit	TA130D004OM	TRD Original Parts	TRD JAPAN
Trunk Spoiler	TA3440D01540	Toyota Original Parts	TRD JAPAN
Rear Brake Pads	04466-52170/ 47746-0D22	Toyota Original Parts	OEM
Wheel	15 X 7J	Reeve	ROTA
Tires	Champiro SX2 Champiro SXR	195/55/15 195/50/15	GT RADIAL

Spark Plug	Denso Iridium (SC16HR11)	Recommended	
Engine Oil	Sponsor Provided	Sponsor Provided	Sponsor Provided
Gear Oil	Sponsor Provided	Sponsor Provided	Sponsor Provided
Brake Fluid	Sponsor Provided	Sponsor Provided	Sponsor Provided

Fuel	Sponsor Provided	Sponsor Provided	Sponsor Provided
Kill Switch	EA/460 / AAP Approved	FIA Approved	AAP / TMP Approved
Racing Seat	HA/7418/N / AAP Approved	FIA Approved	AAP / TMP Approved
Racing Harness	DA0203HL / AAP Approved	FIA Approved 6 point or more	AAP / TMP Approved
Fire Extinguisher	CA-372 / AAP Approved Fire Extinguisher	FIA Approved	AAP Approved

- d) The 2026 Toyota Gazoo Racing Philippine Cup is a one-make series where all the cars are identical and evenly matched.
- e) Limited Slip Differential (LSD) is permitted. Any LSD brand may be used provided that:
1. It is a direct-fit / bolt-on unit compatible with the original transmission and final drive assembly of the TOYOTA 2NR-FE.
 2. The LSD must be a 1.5-way type only. 2-way or 1-way LSD are NOT permitted.
 3. It must retain and operate with the original (OEM) drive gear / ring gear without any modification.
 4. No machining, cutting, grinding, drilling, welding, shimming, or fabrication of any drivetrain component, transmission casing, or mounting point is allowed to enable installation.
 5. Installation must not require any modification to the OEM drive gear, differential housing, transmission case, or related components.
 6. Any component that requires modification to achieve proper fitment shall be deemed non-compliant and is subject to penalties, which may include Disqualification.
- f) Clutch components may be upgraded subject to the following:
1. Any single-plate steel performance/racing clutch pressure plate is permitted.
 2. Any racing organic clutch disc is permitted.
 3. All clutch components must be direct bolt-on and compatible with the OEM flywheel.
 4. Only the original (OEM) flywheel is permitted. Replacement, lightened, aftermarket, or modified flywheels are strictly prohibited.
 5. No modification whatsoever to the flywheel is allowed, including but not limited to machining, lightening, drilling, slotting, re-surfacing beyond standard service limits, or structural alteration.
 6. Any component that requires modification to achieve proper fitment shall be deemed non-compliant and is subject to penalties, which may include Disqualification

- g) Coilover suspension system is permitted subject to the following specifications:
1. Any coilover brand may be used.
 2. Only steel-bodied, height-adjustable coilover sets are permitted.
 3. Coilovers must be equipped with single-adjustable damping only. Multi-adjustable (e.g., double or triple adjustable) dampers are strictly prohibited.
 4. Spring rates are unrestricted (open).
 5. The upper/top mounts must remain OEM rubber mounts. Pillow-ball mounts, spherical bearings, camber plates, or any non-OEM top mounts are not permitted.
 6. Coilovers must be direct bolt-on and must fit the original suspension mounting points.
 7. No modification to the chassis, suspension arms, strut towers, or mounting points is allowed to accommodate the coilover system.
 8. Any component that requires modification to achieve proper fitment shall be deemed non-compliant and is subject to penalties, which may include Disqualification.
- h) Front Camber setting must not exceed 4.0 degrees. Modification of the shock absorber to axle hub upper mounting hole is allowed. Modification of lower shock absorber mounting hole is also allowed.
- i) Rear camber value must remain within -0.1° to -1.8° per side, measured using a calibrated camber angle gauge. If the camber reading is outside the specified range, the suspension components must be inspected for damage or wear and replaced as necessary.
1. Camber will be evaluated based on the combined total of the left and right readings, to account for possible tire pressure imbalances that may occur after a race.
 2. The rear suspension is non-adjustable. Collision impact and general race usage may cause deformation of the rear torsion beam.
 3. The rear toe in value must be within 0 to 4 mm per side.
 4. If the toe in value is outside the specified range, the suspension components must be checked for damage or wear and replaced if needed.
- j) Cars and Engines may not be changed or swapped within a race weekend without the written consent of the Race Officials. Penalties will be enforced, which may include, but are not limited to, a grid penalty placing the driver at the back of the grid for the next race heat.
- k) Drivers may use Dry Cell, Lithium, or Gel Type Batteries as replacements for their Racecar Batteries.
- l) It is optional to use a Pedal Pad during the race weekend.
- m) The super sporting class can only modify the following using an original TRD part provided.
- Exhaust Manifold
 - Bushings
- Optional Upgrade
- Fiber Glass Hood

- Fiber Glass Trunk
- Fiber Glass Headlights
- TRD Front Rotor Disc

15.1) LEGACY CARS

- a) The Event is reserved for Previous Generation Toyota Vios for Legacy Class (NCP-150L-BEMGKM) provided by the participant. These cars shall be prepared by the participant and fitted with the appropriate safety features such as race suspension, a roll cage, fire extinguisher, racing harness, racing seats, etc. Subject to safety racing seats, inspection/approval of the Organizer for eligibility. (Please see separate table for allowable modifications)
- b) Toyota Vios cars are required to be fitted with OEM Toyota Parts as specified for the Manual Transmission model. If required spare parts are unavailable from any authorized TOYOTA dealer, competitors may apply for permission to use aftermarket or non-OEM parts. The use of such parts shall be subject to prior approval by the Race Officials.
- c) Cars and Engines may not be changed or swapped during the course of a race weekend without the written consent of the Organizers. Penalties will be enforced, which may include, but are not limited to, a grid penalty placing the driver at the back of the grid for the next race heat.
- d) Drivers may use Dry Cell, Lithium, or Gel Type Batteries as replacements for their Racecar Batteries.
- e) Using a Pedal I Pad during the race weekend is optional.
- f) Modification (Details for Legacy Class):
 1. **Eligible Cars:** TOYOTA Vios GEN 3 Body or Previous Vios OMR Body.
 2. **Weight:** 1150 kg for the driver. NO Success Ballast.
 3. **Engine:** 1NZ-FE. Engine Seals not required.
 4. **Transmission and Drive Train:** Open transmission, LSD, Automatic Transmission, and CVT are allowed
 5. **Suspension:** Open provided that mounting points remain in original locations
 6. **Brake System:** OEM spec rotors and calipers, Maximum 275mm rotors, Open brake pads
 7. **Wheels Size:** 15x7
 8. **Tires:** GT Radial Champiro SX2 Size: 195/55/15
 9. **Aerodynamics:** NOT allowed unless cosmetic body kit only
 10. **Exhaust:** Stock or Open Full Length Exhaust System must exit at the vehicle's rear (Scav not allowed)
 11. **Safety System:** Roll Cage Minimum, 4pt (6pt Strongly Recommended) 4pt Harness (6pt Strongly Recommended), Fire Extinguisher, Fire Proof Suit, Helmet
 12. **Fuel:** Pump Fuel or Series Sponsor, if any

13. **Data Recording Equipment:** Allowed including any Data logging, Camera and Lap Timer

14. **Max Horsepower reading at the Dyno:** 110HP

g) Legacy Cup Drivers Should use a FIA Certified Circuit Car Racing suit. Logo patches on suit must not conflict with Series Sponsors.

16) ECU CHECKS OR DYNO

- a) Vehicles finishing in the Top 3 positions in a race event may be subject to Dyno or ECU checking. Any race car producing irregular Horsepower (HP) may be subject to further inspection for conformity and eligibility.
- b) If a race car exhibits erratic dyno reading and can't be read or tested, it will be reported as a Failed Dyno check and will be subject to penalty, which may go as far as Disqualification
- c) Only three passes will be allowed on the Dyno or One ECU scan for post-race checking unless the Chief Scrutineer requests.
- d) The OBD Port Socket must be functional to diagnose or check the race car ECU. Race Cars with nonfunctional or faulty OBD Port sockets will be subject to penalties which can go as far as disqualification.

17) CHASSIS

- a) Chassis number must be registered at the start of the season or upon the driver's entry into the series. A change of chassis will entail a car starting the next race heat from the last position of the grid of his classification.
- b) Modification of the chassis is strictly prohibited. This includes, but is not limited to, additional welding or the installation of brackets. Any modification found may be subject to penalty.

18) ENGINE, INTAKE, AND TRANSMISSION SEAL

- a) Engines must be stock in condition. No modifications, polishing, or non-stock parts may be made to the vehicle within the season.
- b) Stock condition technical specification extends to the transmission, engine and transmission components, and all its factory settings. Reference for Stock Condition of Parts and Settings will be from the TOYOTA Service Information Manual. Compliance with technical specifications, including both parts and settings, will be verified by the Technical Representative of TOYOTA Motor Philippines (TMP).
- c) The Technical Representative of TMP and the Chief Scrutineer are recognized as Judges of Fact.
- d) Should a Driver be found using technical parts or settings that do not conform to the technical specifications will be subject to penalty, which can go as far as Disqualification.
- e) Engines will be sealed by the race organizer. Any missing or tampered seals during the race event will be subject to penalty and may lead to disqualification or exclusion from the race event. In the event any of the seals must be replaced, this must be done only under the supervision of the Scrutineering Team at an identified location. A fee for resealing may be charged. A tampered or broken seal will entail a car starting the next race heat from the last position of the grid of his classification.

- f) The use of non-conforming parts in these regulations and subsequent technical bulletins or modification will be subject to disqualification.
- g) Time limit will be given for resealing. Mechanics should ensure complete parts before informing the race organizers regarding the sealing of the engine. Out-of-town accommodations and other charges will be shouldered by the participants.
- h) Seals provided by the Organizer shall be installed: (Refer to Appendix D)
 - 3 units on the engine
 - 1 unit on the transmission
 - 1 unit on the intake
- i) In case of engine damage or cylinder block damage to a participating race car, the Team must submit a Repair Report Form to the Technical Officer of the Vios Cup Secretariat for inspection of the scrutineer official before resealing the engine.
- j) One (1) registered participating race car must run with one (1) registered engine for the whole season. Any engine change or any engine resealing will entail a car starting the next race from the last position of the grid of his classification.
- k) Wrecked engine may be changed using similar Vios 1.5(G) M/T parts accompanied by Toyota Dealer certifying the authenticity and safety of said engine.

19) CAR DAMAGES

- a) Race cars that have incurred damages in the previous competition must be repaired and in good condition before the start of each race weekend. Race cars that are not properly repaired may be excluded from the race weekend by the Organizer.
- b) The Organizer shall exert its best efforts but is not bound and does not guarantee to be able to supply parts for damaged cars for it to be usable throughout the remainder of the race weekend. In the event that such a car cannot be repaired, race car may be excluded from the race weekend by the Organizer.
- c) Damaged parts must be replaced by Original Toyota Genuine Parts sold in the Philippines at Toyota Dealerships, unless specified otherwise in Article 15 of these regulations, and must be used to repair all damage to a car. Parts must be purchased from a Toyota Dealership/TRD and are for the competitor's account. Selected parts will be offered at a discounted price under the terms and conditions in Appendix F
- d) Emblems attached to the front and the rear of the car [symbol mark (front emblem)·name mark of the car (Vios)·Toyota symbol mark] must not be modified including removing and processing.
- e) Standard nuts, bolts, and bumper clips are only allowed to attach and secure the Front and Rear Bumpers. Use of Tie Straps and/or any type of tape is NOT allowed. However, in a Black and Orange Flag situation, you may use Tie Straps and White, Clear or Body Color Duct Tape to temporarily service damages on the racecar. These Tie Straps and Duct Tapes must be removed after the race in preparation for the next.

20) VEHICLE DECALS

- a) Racing teams will be given the freedom to have their own customized design livery. Mandatory sticker logos from TMP, Series and event sponsor logos must be fixed on the car in the positions shown in Appendix A. Race numbers and backgrounds, driver name

- b) Competitors are required to reapply mandatory sticker logos from TMP and Race Season sponsors before each race in the event that stickers get damaged due to car collision. The Organizer shall have the right to charge the competitor for the replacement of damaged stickers.
- c) All series sponsors have allocated positions on the vehicle and must remain in that area, no re-arrangement must be done on all the series sponsor stickers. Driver's that will be caught moving the series sponsor on its allocation area will be penalized by 3 championship points per race.

21) FUEL AND LUBRICANTS

- a) The organizers will specify a specific pump at a specific station as the official source of the race fuel.
- b) Lubricants must be brand supplied by the Organizer unless stated in a Driver Bulletin.
- c) Scrutineering will collect samples of fuel for testing.
- d) Collected Fuel from race cars must match the Scrutineers Fuel Sample taken at the official and designated fuel pump. If the collected fuel from the racecars differs from the Scrutineers Fuel Sample, the competitor will be subject to a penalty which may go as far as Disqualification.

22) TIRES

- a) Tires supplied by the Sponsor shall be exclusively used from official practice up to the end of the race. It is mandatory to use brand-new, unscrubbed tires on the car (at the start of qualifying) which shall be marked by the Scrutineering Team. A total of 6 tires may be submitted for marking.
- b) Competitors may submit a maximum of six (6) tires, 4 of which must be brand new.
- c) Tires supplied by the Sponsor are only 2 pieces per race weekend for Super Sporting, Sporting and Legacy Classes. (Subject to change)
- d) Tire Specifications:

GT Radial Champiro SXR Size: 195/50/15 for Super Sporting and Sporting
GT Radial Champiro SX2 Size: 195/55/15 for Legacy,
- e) Competitors may opt to have the tires rotated.

23) WEIGHT AND RIDE HEIGHT

- a. Minimum weight for race to be checked at the end of a race or Qualifying session.
- b. The minimum vehicle weight, including the driver, shall be as follows:
 - Super Sporting Class: 1050 kg (*Super Sporting class competitors may refer to Appendix I for the list of components permitted to be removed.*)
 - Sporting Class: 1100 kg
 - Legacy Class: 1150 kg

All vehicles must comply with the applicable minimum weight requirement for their respective class at all times.

- c. For 1100 weight, accessories to be removed are as follows:

1. Speakers
 2. Horn
 3. Passenger Airbag
 4. Sound Deadening
- d. Success ballast shall be implemented for the series as a performance-balancing measure. Success ballast shall be applied based on the driver's finishing position in each race, as follows:
- 1st Place: +30 kg
 - 2nd Place: +20 kg
 - 3rd Place: +10 kg

The allocated ballast shall be carried by the driver's car for the next race and race weekend, subject to a maximum cumulative success ballast of 60 kg.

If a driver finishes outside the top three (3) in a race, their total success ballast shall be reduced by 10 kg. Ballast reduction shall continue on a per-race basis until the driver reaches 0 kg, unless new success ballast is earned from a subsequent top three finish.

- e. Regardless of success ballast, all cars must at all times comply with the minimum weight requirement prescribed for their respective class.
- f. If a driver skips a race weekend, their assigned success ballast shall carry over unchanged and shall not be reduced for that round.
- g. Legacy Class will not apply Success Ballast system.
- h. Ride height will be a minimum of 80mm from the lowest point underneath the car. Race car with flat tires will be allowed to change before passing through the Ride height check. Any PLASTIC debris hanging from the vehicle may also be cleared before doing said check.

24) CAR SETUP AND ADJUSTMENTS

- a) Making any adjustments or modifications that do not fall under those allowed, adjustments or modifications, constitutes tampering and may merit, at the discretion of the Race Officials, disciplinary action, points deduction, or outright exclusion from the Series without refund.
- b) Steel screens will be allowed on the back side of the radiator opening in the front bumper. The screen may be fastened with plastic ties.

25) PIT LANE

- a) It is the responsibility of the Competitor to release his car after a pit stop only when it is safe to do so.
- b) It is prohibited to run against the directional flow of the Pit Lane. A monetary fine of PHP 1,500 pesos will be imposed. Additional penalties may be imposed if violated during a Race Session.
- c) If the Competitor needs to move the car back to Pit Lane, cars may only be pushed backward. It is prohibited to run the car under its own power in Reverse Gear. A monetary fine of PHP 1,500 pesos will be imposed. Additional penalties may be imposed if violated during a Race Session.

- d) A speed limit of 40 km/h should be observed at all times. A monetary penalty of PHP 1,500 will be imposed on each competitor who exceeds the speed limit. Additional penalties may be imposed if violated during a Race Session.
- e) Spinning of tires in the Pit Lane is not allowed. A monetary fine of PHP 1,500 pesos will be imposed. Additional penalties may be imposed if violated during a Race Session.

26) GENERAL SAFETY

- a) Racing Flags shall be enforced.
- b) Drivers are strictly forbidden to drive their car in the opposite direction to the race unless this is absolutely necessary in order to move the car from a dangerous position.
- c) Any driver intending to leave the track or to go to his pit or the paddock area must signal his intention to do so in good time making sure that he can do this without danger.
- d) A driver who abandons his car must leave the keys in the ignition, with the engine off, parking brake disengaged, and the transmission in first or second gear to prevent the car from rolling.
- e) Repairs to cars may only be done at the paddock or pit area.
- f) Refueling in the pit lane and the grid area is prohibited during the Sprint races.
- g) Drivers participating in practice and the race must always wear the required safety gear, including a helmet with a HANS attachment and a current SA rating, a two-layer Nomex racing suit with a valid FIA-approved safety rating, FIA-approved gloves, and FIA-approved shoes. The six-point safety harness (seatbelt) must be securely fastened at all times while in the car.
- h) HANS device and Driver side SAFETY NET are mandatory.
- i) If a driver has a serious mechanical problem or with race car body parts dropped, during practice or the race he/she must leave the track and return to the pit as soon as it is safe to do so.
- j) Animals, except those, which may have been expressly authorized by the Organizers for the use by security services, are forbidden in the pit area and on the track and in any spectator area.
- k) Failure to comply with the general safety requirements as specified in these Sporting and Technical Regulations may result in the exclusion of the car and driver concerned from the event.
- l) Medical Check-up, alcohol and/or drug testing may be implemented during the race weekend to ensure the eligibility and well-being of the drivers. Drivers may be required to complete the check up before Qualifying or will be excluded in the official driver's line up.
- m) Racecars must have Kill Switch and Fire Extinguisher Sticker indicators attached near the location of each safety device.
- n) Safety Devices (i.e. Kill Switch, Fire Extinguishers, etc.) of the Racecar must be functional before each Official Session. Drivers found with a faulty or non-functioning Safety Device will be subject to penalty, which can go as far as Disqualification.
- o) All participant drivers below 18 years of age are required to have their event waivers and registration forms signed by their parents / guardians.

- p) Removing of all engine cover is mandatory
- q) To ensure safety, it is MANDATORY for Super Sporting Class racers to install their OMR Car with OEM Fog Lights, Wiper, and OEM Taillight.
- r) OMR Car Door Lock must be removed.

PROCEDURES:

1. Close all the OMR Doors and turn the engine switch to the "ON" position. (Vehicles without a smart entry & smart system) or IGNITION ON mode (vehicles with a smart entry & start system). (Perform step 2 within 20 seconds.)
2. Shift the shift lever to other than P. (vehicles with a continuously variable transmission only), and press and hold the driver's door lock switch for approximately 5 seconds then release.

27) THE TRACK

- a) The Race Officials may decide to put additional chicanes, consisting of tires and plastic or rubber pylons, on areas of the track to slow the cars down for safety reasons, and impose time penalties for cars hitting those said pylons during a qualifying or race session
- b) Drivers must always remain within track limits and may not leave the track without a justifiable reason. For the avoidance of doubt, the white lines defining the track edges are considered part of the track, while kerbs are not.
- c) Drivers will be given up to two (2) warnings for track limit violations. Upon the third (3rd) offense, a five-second (5-second) time penalty may be imposed. Each subsequent offense will incur an additional five-second (5-second) time penalty.

28) DRIVERS/TEAM MANAGER BRIEFING

- a) Each Race Weekend shall include a Drivers' Briefing. The time and location will be announced prior to the event. Attendance is mandatory. Failure to attend or late arrival may result in a fine of up to PHP 5,000.00.
- b) Each Race Weekend shall include a Team Managers' Briefing. The time and location will be announced prior to the event. Attendance is mandatory. Failure to attend or late arrival may result in a fine of up to PHP 5,000.00.

29) QUALIFYING SESSION

- a) Qualifying session shall consist of a 20 minutes session.
- b) Drivers must put in at least one (1) complete timed lap to qualify for the race.
- c) Grid positions will then be assigned accordingly.
- d) The time per lap will dictate the maximum number of Drivers that can be grouped together for Qualifying. Every 60 seconds per lap allows 10 drivers.
- e) Drivers entering the pit lane during Qualifying will not be allowed to re-join the qualifying session.

- f) In the event of a tie at the end of the Qualifying, final positions shall be determined by comparing the succeeding fastest times of each driver. The driver with the fastest succeeding fastest time shall have a higher grid position.

30) THE GRID

- a) There will be a minimum number of 5 registered drivers to make a class complete.
- b) At the end of the Qualifying, the fastest time achieved by each driver will be officially published
- c) The grid for the 1st Race will be drawn up in the order of the fastest time achieved by each driver in the Qualifying. Should two or more competitors have identical fastest times, the competitor with the faster second-fastest time shall have a higher grid position. Should there continue to be a tie, their succeeding fastest Qualifying Times will be compared until a tie is broken.
- d) If a Merged Grid is to be applied, the Drivers will be grouped together with their respective Driver Classification, regardless if a Lower Class Driver qualified faster or finished higher than a Higher Class Driver. This segregation will be applied to all 3 Races of the Round.
- e) In a Merged Grid, the highest Driver Classification occupies the front of the Grid followed by the succeeding lower Driver Classifications.
- f) The 2nd and 3rd race of each Round will apply a Reverse Grid Top 6 Finishers of each Class.
- g) The grid will be staggered 2 x 1 formation.

31) STARTING PROCEDURE FOR SPRINT RACES

- a) The starting signal will be given by means of lights. During the start of a race, the pit wall must be kept completely free of people with the exception of properly authorized persons wearing the appropriate passes.
- b) 15 Minutes before the time scheduled for the start of the race the Automobiles will leave the pits to cover a reconnaissance lap. At the end of this lap, they will stop on the grid in starting order with their engines stopped.
- c) 12 Minutes before the starting time, a warning signal announcing the closing of the pit exit in 2 minutes will be given. 10 minutes before the starting time, the pit exit will be closed and a second warning signal will be given. Any Automobiles which are still in the pits may start from the pits, but only under the direction of the marshal. It may be moved to pit exit only with the Driver in position. Where the pit exit is immediately after the Line, Automobiles will join the race when the whole field has passed the pit exit on its first racing lap. Where the pit exit is immediately before the line, Automobiles will join the race as soon as the whole field has crossed the Line after the start.
- d) The approach of the start will be announced by signaling boards shown five minutes, three minutes, one minutes & thirty second before the start.
- **Five minutes board:** beginning of the count down, everybody except drivers, officials and team technical staff must leave the grid.
 - **Three minutes board:** All wheels must be fitted and the car must be resting on its wheels.
 - **One minute board:** engine will be started with Drivers sitting in their Automobiles. All personnel to clear the grid apart from officials performing their duty.
 - **Thirty second board:** 30 seconds after this board, a green flag will be shown at the front of the grid whereupon the Automobiles will begin a formation lap, maintaining their starting order with the pole position Driver leading. During this formation lap, practice starts are

forbidden and the formation must be kept as tight as possible. Passing is allowed only in order to maintain formation.

- e) Any Driver who is unable to start the formation lap must signal this (by raising his arm or opening his door). The Automobile that fails to start will be assisted out of the track to the pitlane by the Track Marshals once all the participants have cleared the grid. In the event the driver is able to restart his car, he may only restart from the pitlane, upon approval of Race Control, once the entire grid has passed the Pitlane Exit after the race start. The driver can only join the race upon signal of the pitlane Marshal.
- f) Any Automobile which fails to start or to maintain starting order throughout the formation lap must start the race behind the last car on the grid and must be stationary when the red light comes on. If this Automobile is not stationary when the red light comes on, it must (on Circuits where this is practicable) go into the pits at a reduced speed. It may then start from the pits as specified in Article 30.1.E.
- g) In the event of timetable constraints, the Race Director may reduce the intervals between the 15-minute signal and the one-minute signal.

32) RESUMING A SUSPENDED RACE

- a) The safety car will be driven to the front of the line of cars behind the red flag line.

The conditions for resuming the race will be as stipulated in the FIA General Prescriptions or the specific regulations of the championship, series or competition, but the following should apply:

- Marshal will arrange the cars in the order indicated by race control.
 - Any cars between the red flag line and the leader will be waived off to complete a further lap, without overtaking, and join the line of cars behind the safety car.
 - At least ten minutes' warning will be given of the resumption time.
 - Signals will be shown at appropriate intervals before the resumption.
- b) The race will be resumed behind the safety car according to the procedure and conditions.
 - c) All the articles concerning the neutralization of the race will apply.
 - d) The safety car will enter the pits after one lap unless all cars are not yet in a line behind the safety car or race control considers that it is not safe to resume the race.

33) STARTING THE RACE BEHIND THE SAFETY CAR

- a) In exceptional circumstances, the race may be started behind the safety car. In this case, at any time before the one-minute signal, its orange lights will be turned on. This is the signal to the drivers that the race will be started behind the safety car. When the green lights are illuminated, the safety car will leave the grid with all cars following in grid order no more than 5 car lengths apart. There will be no formation lap and the race will start when the green lights are illuminated.
- b) Soon after the last car in line behind the safety car passes the end of the pit lane, the pit exit light will turn green; any car in the pit lane may then enter the track and join the line of cars behind the safety car.
- c) Any driver who is delayed leaving the grid may not overtake another moving car if he was stationary after the remainder of the cars had crossed the Line, and must form up at the back of the line of cars behind the safety car. If more than one driver is affected, they must form up at the back of the field in the order in which they left the grid.

- d) A penalty will be imposed on any driver who, in the opinion of the Stewards, dangerously overtook another car during the first lap.
- e) A safety car may be used as the official car for a rolling start in conformity, in this case, the supplementary Regulations governing the start will apply to it until it resumes its safety car function after the start has been given.

34) Safety Car Procedure

- a) On the decision of the Race Director, the safety car may be brought into operation to:
 - Neutralize a race if competitors or officials are in immediate physical danger but the circumstances are not such as to necessitate stopping the race.
 - Start a race in exceptional conditions (e.g. poor weather).
 - Pace a rolling start.
 - Resume a suspended race.
- b) The safety car will be designed or adapted for high performance circuit driving and with power adequate to maintain speeds at which the types of cars competing in the competition can be driven without compromising their race-worthiness. At certain competitions, the vehicle may be chosen to suit a particular category.
 - There will be at least two seats and two or four doors; rear visibility must be good
 - The safety car must be marked "Safety Car" in letters of appropriate dimensions similar to those of the race numbers, on the rear and side. It must have at least one clearly visible yellow or orange light on the roof powered by a different electrical circuit. Lights fitted to the outside must be fixed to withstand the maximum speed attainable in the vehicle.
 - It will be driven by an experienced circuit driver. It will carry an observer capable of recognizing all the competing cars, and who is in permanent radio contact with race control. It is recommended that the occupants wear helmets and flame-resistant clothing.
- c) No more than 30 minutes before the race start time, the safety car will take up position at the front of the grid and remain there until the five-minute signal is given. If the appropriate Championship or competition regulations authorize a free practice session of 15 minutes, the safety car will take up to its position at the front of the grid as soon as the 15-minute practice session has finished.
- d) When the five-minute signal is given (except under article 1.18 below), the safety car will take up its position.
- e) If more than one safety car is used one will proceed as in articles 1.5 & 1.6; the other(s) will take up the intermediate position(s) no less than 15 minutes before the race start time.

35) RESTART

- a) Restart positions on a Circuit are taken from the previous lap prior to the red flag and when a restart is possible, a rolling restart under Safety Car is in order from a single file.

36) NEUTRALIZING THE RACE

- a) When the order is given to deploy the safety car, all marshal posts will display waved yellow flags & "SC" Boards and the orange lights at the line will be illuminated, for the duration of the intervention.

- b) The safety car will start from the pit lane with its orange lights illuminated and will join the track regardless of where the race leader is.
- c) All the competing cars must then form up in line behind the safety car no more than five cars' lengths apart, and overtaking, with the following exceptions, is forbidden until the cars reach the line after the safety car has returned to the pits. Overtaking will be permitted under the following circumstances:
 - If a car is signaled to do so from the safety car.
 - Any car entering the pits may pass another car or the safety car after it has crossed the first safety car line.
 - Any car leaving the pits may be overtaken by another car on the track before it crosses the second safety car line.
 - When the safety car is returning to the pits, it may NOT be overtaken by cars on the track.
 - Any car stopping in its designated garage area whilst the safety car is using the pit lane may be overtaken.
 - If any car slows with an obvious problem.
- d) Any car being driven unnecessarily slowly, erratically or in a manner deemed potentially dangerous to other drivers at any time whilst the safety car is deployed will be reported to the stewards. This will apply whether any such car is being driven on the track, the pit entry or the pit lane.
- e) When ordered to do so by the Clerk of the Course, the observer in the safety car will use a hand signal to signal to any cars between it and the race leader that they should pass. These cars will continue at reduced speed and without overtaking until they reach the line of cars behind the safety.
- f) The safety car shall be used at least until the car in the lead is behind it and all remaining cars are lined up behind the leader
- g) Once behind the safety car, the race leader (or leader of that sector) must keep within 5 car lengths of it and all remaining cars must keep the formation as tight as possible.
- h) While the safety car is in operation, competing cars may enter the pit lane, but may only rejoin the track when the green light at the end of the pit lane is on. It will be on at all times except when the safety car and the line of cars following it are about to pass or are passing the pit exit. A car rejoining the track must proceed at an appropriate speed until it reaches the end of the line of cars behind the safety car.
- i) Under certain circumstances, the Race Director may ask the safety car to use the pit lane. In this case, and provided its orange lights remain illuminated, all cars must follow it into the pit lane without overtaking. Any car entering the pit lane under these circumstances may stop at its designated garage area.
- j) When the Race Director calls in the safety car, its orange lights will be extinguished; this will be the signal that it will be entering the pit lane at the end of that lap. At this point the first car in line behind the safety car may dictate the pace and if necessary, fall more than five car lengths behind it.
- k) In order to avoid the likelihood of accidents before the safety car returns to the pits, from the point at which the lights on the car are extinguished, drivers must proceed at a pace which

involves no erratic acceleration, braking, or any other maneuver which is likely to endanger other drivers or impede the restarts.

- l) As the safety car approaches the pit entry, the yellow flags and SC boards at the marshal posts will be withdrawn and replaced by waved green flags with green lights at the line. These will be displayed until the last car crosses the line.
- m) Each lap completed while the safety car is deployed will be counted as a race.
- n) If the safety car is still deployed at the beginning of the last lap, or is deployed during the last lap, it will enter the pit lane at the end of the lap and the cars will take the checkered flag as normal without overtaking.

37) CLASSIFICATION

- a) Cars having completed 50% of the race plus 1 lap shall be classified as race finishers.
- b) All race finishers shall be awarded full race points.
- c) Races that failed to complete 50% plus 1 lap shall be given only half of the total number of points per race so long as one completed race lap was made.
- d) The official classification will be published after the race. It will be the only valid result subject to any amendments, which may be made by the Race Officials.

38) INCIDENTS AND PENALTIES

- a) "Incident" means any occurrence or series of occurrences involving one or more drivers, or any action by any driver, which is reported to the stewards by the race director (or noted by the stewards and subsequently investigated) which disrupts the normal flow of the event. Incidents can involve accidents, collisions, mechanical failures, or any other situation that affects the safety of the drivers, teams, or the integrity of the race itself.

Unless it was completely clear that a driver was in breach of offense, any incidents involving more than one car will normally be investigated after the race.

- b) It shall be at the discretion of the stewards to decide, upon a report or a request by the race director, if a driver or drivers involved in an incident shall be penalized.
- c) The Race Officials may, at their discretion, show a black flag with the driver's car number, to drivers who are involved in excessive incidents during a race.
- d) All warnings and penalties given to a Driver/Team will be recorded throughout the season. Drivers or Teams who accumulate three (3) Incident Penalties may be deliberated for further penalties up to disqualification from the race season.
- e) Any damage to the track will be charged to the driver.
- f) Race Officials can impose additional or other penalties at their discretion.
- g) The table below is an indicator of the penalties that will be applied by the Race Officials where the offending driver is deemed to be wholly at fault. The Race Officials, at their discretion, may reduce the penalty for drivers deemed to be partially at fault. In contrast, at the discretion of the Race Officials, a penalty may be increased depending on the severity of the incident.

Practice Session

OFFENSE	PENALTY
Not attending drivers/ competitors briefing	PHP 5000
Practice Start on the track	PHP 1500
Crossing the white line at the pit exit	PHP 1500
Reversed the car under its own power in the pit lane	PHP 1500
Chequered flag more than once	PHP 1500
Speeding in pit lane	PHP 1500
Disrespected the marshal's instructions	5 place grid drop
Did not comply with blue flag by blocking lapping car	Warning
Illegitimately blocking or impeding an overtaking car	Warning
Unintentional Contact resulting in gaining an advantage	Black Flag
Intentional Contact and/or pushing resulting in gaining an advantage	Black Flag
Did not comply with red flag	Drop 5 grid places + up to PHP1500
Causing a red flag	Warning
Did not comply with yellow flag	PHP 1500
Setting fastest time under yellow flag	Fastest Lap Deleted

Track Limits	Warning
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Qualifying Session

OFFENSE	PENALTY
Practice Start on the track	Fastest Lap Deleted
Crossing the white line at the pit exit / pit entry	Fastest Lap Deleted
Reversed the car under its own power in the pit lane	PHP 1500
Chequered flag more than once	Fastest Lap Deleted
Speeding in pit lane	PHP1500
Disrespected the marshal's instructions	5 place grid drop
Did not comply with blue flag by blocking lapping car	Fastest Lap Deleted
Illegitimately blocking or impeding an overtaking car	Fastest Lap Deleted
Unintentional Contact resulting in gaining an advantage	Fastest Lap Deleted
Intentional Contact and/or pushing resulting in gaining an advantage	Drop 10 grid places for next race competed
Did not comply with red flag	Drop 5 grid places + up to PHP1500
Causing a red flag	Fastest Lap Deleted. No longer allowed to take part at the remainder of the session.
Did not comply with yellow flag	Fastest Lap Deleted + up to PHP 1500
Setting fastest time under yellow flag	Fastest Lap Deleted + up to PHP 1500
Track Limits	Lap Time Deleted

Technical Infraction	Disqualification from Qualifying.
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Race Session (SPRINT)

OFFENSE	PENALTY
Practice Start on the track	15 sec penalty added to final result of race finish
Crossing the white line at the pit exit	PHP 1500
Reversed the car under its own power in the pit lane	PHP 1500
Chequered flag more than once	5 place grid drop for next race competed
Speeding in pit lane	a drive through
Disrespected the marshal's instructions	5 place grid drop for next race competed
Did not comply with blue flag by blocking lapping car	5 place grid drop for next race competed
Illegitimately blocking or impeding an overtaking car	15 sec penalty added to final result of race finish
Causing a collision	5 sec penalty added to final result of race finish
Did not comply with red flag	Disqualified
Causing a red flag	15 sec penalty added to final result of race finish
Did not comply with yellow flag	15 sec penalty added to final result of race finish
Jump start	15 sec penalty added to final result of race finish
Track Limits	Black and White flag shown for each offense. On the 3 rd offense, and for each subsequent offense, a 5 sec penalty

	will be added to final result of race finish
Technical Infringement	Disqualified

39) SPORTSMANSHIP AND ADDITIONAL DRIVING PENALTIES

Drivers must refrain from making any dangerous driving actions in any case during the race event. Dangerous driving actions may be penalized further by the Race Officials, if they deem the offense to be particularly serious or for multiple infractions, through deduction of championship points.

- | | |
|--|---------------------------|
| a) Intentional contact over 2 times or more | 3 point |
| b) Overtaking under the yellow flag | 1 point |
| c) Drivers that did not slow down / stop under the red flag | 1 point |
| d) Drivers that cause other cars to spin out / course off | 3 point |
| e) Violence, retaliation and unsportsmanlike act | 5 point |
| f) Disobedience and failure to cooperate with the officials | 3 point |
| g) A driver causing setback to other racers | 2 point |
| h) Multiple technical infraction | exclusion from the series |
| i) Race Officials may alter the number of points deducted at their discretion. | |

40) SCRUTINEERING

- a) All race finishers will be checked for correct weight (with driver), minimum ride height, and fuel sampling.
- b) All race finishers will be checked for correct Front Camber angle
- c) Qualified race finishers are required to submit their racecars to Scrutineer at the end of each race for inspection, regardless of if they finish the whole race or not. Only the Chief Scrutineer or Race Director may waive inspection on his discretion. Failure to comply to the inspection may result to disqualification.
- d) Race winners (1st to 3rd) of each class may be checked for horsepower at the wheels after the finish of the race heat. Cars that will be subject to dyno testing should have enough fuel left to be able to complete testing. Cars that do not have enough fuel will be subject to penalty which may go as far as disqualification.
- e) The scrutineer may require a vehicle to be dismantled by the competitor to make sure that the conditions of eligibility or conformity are fully satisfied.
- f) Scrutineers can request to put any competitors Toyota Vios race car for dyno test. Camber, angle, shock absorber test and noise level check at any time.

- g) If the racecar produces an irregular Dyno result, the scrutineer may further investigate the conformity and eligibility of the car.
- h) Top 5 winners of Qualifying session or Race heats will be inspected in Parc Ferme. Any modifications to the race car NOT ALLOWED in the Technical Regulations will be subject to Disqualification from the race event.
- i) Parc Ferme Area - drivers/team members are not allowed to take any impounded car out of the area except with the permission of the Clerk of Course or Chief Scrutineer. Failure to comply will mean an automatic disqualification.
- j) Checking of vehicle eligibility by the Scrutineers may be done at any time during the event. Damaged race cars must be returned to the Chief Scrutineer for safety re-assessment and a signed completion of the race car damage form.
- k) Only drivers and 2 mechanics with proper mechanics' vest and passes will be allowed at the scrutineering area
- l) Cars retained by the scrutineer in Parc Ferme after the final race, a maximum of three (3) mechanics must be available during the inspection.
- m) Scrutineering will provide 2 yellow boxes in front of the scrutineering area where to repair the race car during race sessions. Only 2 mechanics at any time per car are allowed. Repairs performed on damaged race cars must be inspected and approved by the Chief Scrutineer before the Driver will be allowed to rejoin the race.
- n) Cars that will be subject to dyno testing should have enough fuel left to be able to complete testing.

41) AWARDS, PRIZES AND SCORING

- a) Trophies will be awarded to the top three (3) finishers in Super Sporting, Sporting and Legacy.
- b) Prize money will be awarded to the top three (3) finishers in Super Sporting, Sporting, Legacy in each race weekend.

Finishing Position (per Race Heat)	Super Sporting Prize	Sporting Prize	Legacy Prize
1	PHP 60,000	PHP 40,000	PHP 30,000
2	PHP 40,000	PHP 25,000	PHP 20,000
3	PHP 20,000	PHP 15,000	PHP 10,000

Championship Position	Super Sporting Prize	Sporting Prize
1	PHP 500,000	PHP 300,000
2	PHP 300,000	PHP 150,000
3	PHP 150,000	PHP 75,000

42) POINTS SYSTEM

- a) Points will be awarded to the Toyota Gazoo Racing Philippine Cup Drivers listed as classified race finishers in the final results of each round as follows.

Finishing Position	Points (x1.0) (RW 2 / RW 3 Sprint)	Points (x1.5) RW 1 Street	Points (x2.0) RW 4 Sprint
1 st	20	30	40
2 nd	15	22.5	30
3 rd	12	18	24
4 th	10	15	20
5 th	8	12	16
6 th	6	9	12
7 th	4	6	8
8 th	3	4.5	6
9 th	2	3	4
10 th	1	1.5	2

43) PODIUM CEREMONY

- a) The drivers finishing in their respective class must attend the award-giving ceremony on the podium wearing their complete race gear and abide by the podium procedure as directed by the Organizers.

44) TEAM AWARDS

- a) Teams wishing to participate in the Team Championship must register one (1) driver in the Super Sporting Class and one (1) driver in the Sporting Class.
- b) Qualified teams must register their entry drivers in each class at the start of the season. Replacement drivers may be permitted, provided that the originally registered driver did not participate in the concerned race weekend. Teams must notify Race Officials their replacement drivers before the start of the Race Weekend. Replacement of driver is subject to the approval of the Race Officials.
- c) The points earned by each registered driver in every race weekend shall be combined and credited as the team's accumulated points.
- d) A trophy shall be awarded to the highest-scoring team at each race weekend, with an overall championship trophy to be presented at the end of the season.

- e) Prize money will be awarded to the Champion Team:

Championship Position	Team Awards Prizes
1	PHP 500,000

45) CHAMPIONSHIP

- a) The Competitor with the highest number of points at the end of the series shall be crowned champion and awarded the Championship trophy and Prize money.
- b) In case of a points tie at the end of the Series, the final position will be determined by comparing the drivers’ podium finishes. A tie will be broken based on who has more 1st Place finishes. If a tie continues, their succeeding finishes will be compared until a tie is broken.

46) SPONSORS

- a) The Organizer reserves the right to designate areas of the car, and other official apparel for the series sponsors. Under no circumstance may any competitor display other logos or markings in these areas.
- b) Teams and Drivers may obtain their own personal sponsorships from other corporations or entities provided that they seek prior approval from the Organizer to make sure they do not conflict with any of the series sponsors.
- c) The Organizer shall designate areas on the car, and other official apparel areas where competitors may display the logos or markings of their own sponsors.
- d) All patches must be properly sewed on the racing suit with the correct designated area provided by the Toyota Gazoo Racing Philippine Cups Secretariat. Not following the designated patches area will be penalized by 3 points to be deducted on their championship points.
- e) All series sponsors have allocated positions on the vehicle and must remain on those areas; no re-arrangement may be done on the entire series sponsor sticker.
- f) Drivers caught moving the series sponsor on its allocation area will be penalized by 3 championship points per race.

47) ASSUMPTION OF RISK AND LIABILITY

- a) By applying for entry to participate in the series, or any part thereof, and by subsequently participating in it, each Competitor acknowledges that motor racing is a dangerous sport and voluntarily assumes all risks associated with their participation, including the risk of loss, personal injury, or loss of life to themselves or to other persons, and thereby releases and indemnifies the Organizer, Track Owner, Manager, and other personnel connected with the running of the series from any and all liabilities in contract, tort, or otherwise, to the extent allowed by law.

48) READING DOWN

- a) Should any term or condition in these Regulations be prohibited or unenforceable in any jurisdiction, that term or condition will be ineffective as to that jurisdiction to the extent of the

prohibition or unenforceability. All the other terms and conditions of these Rules and Regulations, which have not been deemed to be prohibited and unenforceable, remain valid and in effect.

49) ADDITIONS AND MODIFICATIONS

- a) The Organizer reserves the right to add or modify these Sporting and Technical Regulations as it sees appropriate or necessary, and these additions or modifications become an integral part of these Rules and Regulations. These shall be duly communicated to all concerned.

50) VALIDITY

- a) These Sporting and Technical Regulations supersede and render invalid any other previously issued, and remain valid and in effect until and unless superseded by succeeding Rules and Regulations.

51) TERMINATION

- a) The Driver may choose to terminate this agreement by giving 30 days written notice before the start of the race series to be participated in. Termination of this agreement shall
- b) Result in forfeiture of any deposits or pending items in the Toyota Gazoo Racing Philippine Cup package that has not been claimed or availed at the time of termination.
- c) If the Driver chooses to terminate a particular race weekend, he must give a written notice 15 days before the race weekend. A PHP 100,000 termination fee will be charged on the cost of each race weekend terminated in order to find a suitable replacement. Failure to comply with the said written notice will result in a forfeiture of any deposits.
- d) Refunds will be given to the Driver at the end of a particular Race Series in form of company check.

Appendix A: Mandatory TMP and Season Sponsor Logo Placements on Car (Variable)
Subject to Change



Appendix B: Patch Placement on Racing Suit

*Subject to change



Appendix C: Accredited Repair Centers. All authorized Toyota Dealers and Toyota Service Center

Appendix D: Engine, Transmission and Intake Seal Placements

Valve Cover, Oil Pan & Engine Seal



Airbox Seal



Transmission



Rota Size: 15 in x 7.0 in PCD: 4x100 Offset: +40



1. The customer can avail of the 20% discount on parts purchased from the Toyota selling Dealer (subject to change)
2. The discount program covers Toyota supplied parts included in the Vios OMR car specifications.
3. For collision and consumable parts, the discount can be availed up to a maximum of four (4) times for each part.
4. The discount on other parts can be availed one-time including the OEM specifications for restoration into stock condition.
5. The discount program is valid until December 31, 2025
6. Tires, Alloy Wheels,
7. Oils, Fluids and Spark Plugs are excluded

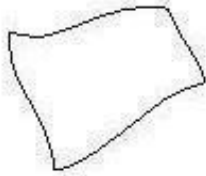
Appendix G: Flag Signals



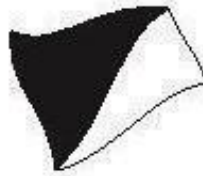
Blue: overtaking signal



Green: all clear ahead.



White: slow moving vehicle or service vehicle on the track ahead.



Black & white diagonal: warning flag displayed to a driver behaving in an unsportsmanlike manner.



Yellow: danger ahead - slow and be prepared to take avoiding action.



Black with orange disc: mechanical problems stop at pit on the next lap.



Yellow with red stripes: deterioration of adhesion / slippery surface ahead.



Black: enter pit lane on the next lap.



Red: stopping the race or practice.



Black & white chequered: finishing flag - end of race or practice.

Appendix H. Hand Signal



Car requires a lift tow: arms form a T and then lifted.



I need assistance: pat top of head.



Car requires a flat tow: arms form a T.



Rescue equipment required: arms form a W.



Fire tender required: arms form an F.



There is fluid on the track: act out spreading cement.



Driver OK or Situation under control: thumbs up.



Medical attention required: crossed arms above head.



Is it safe to cross the track?:
Arm vertical - wait not safe.
Arm dropped - cross now.

Appendix I

I. Super Sporting Class Allowable Parts / Items that could be removed.

- Aircon Evaporator and housing
- Aircon Condenser
- Aircon Compressor
- Aircon Piping
- Car Speakers
- Window Mechanism & Wiring Harness (Front Passenger, Rear Left & Rear Right window mechanism and wiring harness only to be removed / Glass window is not included to be removed on the car hence must be fix with a bracket to prevent it from vibration)
- Soundproofing Materials
- Fender Liners
- Firewall Insulator
- Fog Lights and Daylight running left & right
- Engine Upper & Under Covers

II. Sporting & Promotional: Accessories to be removed are as follows:

- Speakers
- Horn
- Passenger Airbag
- Sound deadening

Car No. _____

I, _____ (Name) of
Team _____ pledge to compete in 2026 Toyota Gazoo Racing
Philippine Cup with outmost sportsmanlike behavior and respect to my
fellow competitors, series sponsors, organizers, officials and to Toyota Motor
Philippines.

I also understand that this series will have no tolerance to the use of drugs and
other prohibited substances and therefore I am amenable to the drug and medical
testing during race weekend.

I hereby confirm the receipt of the 2026 Toyota Gazoo Racing Philippine Cup Rule
book; I have read and understood all the regulations of the racing series. I also
accept the responsibility of cascading the information to all personnel running
under my team. I pledge to comply and follow all the rules of the race and follow
the correct protocols of the series.

Signed:
