



1: SPORTING REGULATIONS - GENERAL

1.1: TITLE & JURISDICTION:

5Club MX5 Cup is organised and administered by the 750 Motor Club Ltd in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Series Regulations.

1. MSA Series Permit No: TBN
2. MSA Series Grade:
3. Race Status: Clubman/National B.

1.2: OFFICIALS:

1. **Co-Ordinator:** Alyn Robson, 5club, 2 Heythrop Drive, Guisborough, North Yorks. TS14 7BT
2. **Eligibility Scrutineer:** TBN
3. **Stewards:**
H.Holder. R.Knight I.Sowman

1.3: COMPETITOR ELIGIBILITY:

1. Entrants must be fully paid up valid membership card holding members of the 750 Motor Club Ltd and possess a valid current year's MSA Entrants Licence.
2. Drivers must be fully paid up valid membership card holding members of the 750 Motor Club Ltd, be registered for the Series and hold a valid MSA National B (or higher grade) Race Licence or be a professional driver in possession of a valid Licence (featuring an E.U flag) & medical issued by the ASN of a member country of the European Union (MSA Regulation H26.2.1.)
3. All necessary documentation must be presented for checking at all rounds when signing-on.

1.4: REGISTRATION:

1. All drivers must register for **5club MX5 Cup** by returning the Registration Form to the Coordinator prior to the Final Closing date for the first round being entered.
2. There is a registration fee of £195 for 2014 payable to 5Club
3. Registrations will be accepted from publication of regulations until the closing date for the last round of the Series.
4. Registration numbers will be the permanent Competition number for the Series.
5. If any competitor wishes to change to a different car from the one originally registered for the Series, they must notify the Co-ordinator.
6. Entry to 5club Mx5 Cup is by invitation only

1.5: SERIES ROUNDS:

5club MX5 Cup will be contested over the following rounds:

Date	Circuit	Round/s
29th March	Donington	2
26th April	Brands Hatch	2
14th June	Castle Combe	2
26th/27th July	Anglesey	2
24th August	Silverstone Int	2
14th September	Cadwell Park	2
5th October	Donington	2

1.6: SCORING:

Being a non-championship series of races, no points are awarded

1.7: AWARDS:

1. All awards are to be provided by the Organising Club unless agreed otherwise.
2. Per Round: Garlands to the winner of each individual race, Trophies to 1st, 2nd and 3rd based on the aggregate of all races in a weekend, plus "Driver of the Weekend" (awarded to the competitor at the discretion of the organisers /sponsors of the event.) & "Most Improved Driver" (awarded to the competitor who has the most race positions gained on aggregate for the event and presented at the following event to which it is applicable.)

3. Presentations: Garlands and Trophies are to be provided for presentation at the end of each race. Prize money and Bonuses shall be posted to the Entrants within one month of the results being declared final after each season.
4. Entertainment Tax Liability. Not applicable.
5. Title to all Trophies: In the event of any Provisional Results being revised after any provisional presentations and such revisions affecting the distribution of any awards the Competitors concerned must return such awards to the 750 Motor Club Competitions Secretary in good condition within 7 days.

2: SPORTING REGULATIONS - JUDICIAL PROCEDURES

Rounds & Series: In accordance with Section C of the current year's MSA Yearbook and 4.2.2. of these regulations.

3: SPORTING REGULATIONS – SERIES RACE MEETINGS & RACE PROCEDURES

3.1: ENTRIES:

1. Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the close of entry dates as per the entry forms.
2. Incorrect or incomplete entries (including driver to be nominated entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Secretary of the Meeting receives the missing or corrected information or fee.
3. Any withdrawal of entry or driver/car changes made after acceptance of any entry must be notified to the Secretary of the Meeting in writing. If driver/vehicle changes are made after the publication of Entry Lists with Final Instructions, the Competitor concerned will be accepted in accordance with MSA Regulation D25.1.12.
4. The entry fee for each round shall be as per the Supplementary Regulations.
5. In the event of any rounds being oversubscribed the Organising Club may, in liaison with the Series Coordinator, at their discretion run Qualification races. For Qualification Race procedures see 3.13 of these regulations. Alternatively at double header race meetings, should there be sufficient space within the timetable, the Organising Club may divide the grid after qualifying into 3 separate Groups. The Groups will then form 3 races whereby each competitor participates in two races. All 3 races will be eligible for full Series points.
6. Reserves are to be nominated on the Final List of Entries published with the Final Instructions or Amendment Sheet Bulletins. Reserves will practice and replace non-qualified (including drivers practising out-of-session or qualifying by virtue of having raced at the circuit within the previous 12 months), withdrawn or retired entries in Reserve Number order. If reserves are given Grid Places prior to issue of the first Grid Sheets for any round, the times set in practice shall determine their grid positions. If Reserves are given places after publication of the grid sheet and prior to cars being collected in the Official "Assembly Area" they will be placed at the rear of the grid and be started without any time delay. Otherwise they will be held in the Pitlane and be released to start the race after the last car to start the Green Flag Lap or last car to take the start has passed the startline or pitlane exit whichever is the later. Such approval to start MUST be obtained from the Clerk of Course.
7. Acceptance of Entries: Up to Closing Day, Race meeting organisers may accept up to the maximum number of starters permitted on the Track Licence for the circuit ("the maximum"). If entries received by closing day exceed the maximum, selection will be made in order of receipt. Those in excess of the maximum and up to 20% more will be treated as 'reserves'. If the maximum has not been reached by closing day, entries received after that date will be accepted strictly in order of receipt until the maximum is reached.

3.2: BRIEFINGS:

Organisers must notify competitors of the times and locations for all briefings in the Final Instructions or Official Race Day Bulletins for the meetings. Competitors must attend all briefings.

3.3: PRACTICE:



Practice sessions will be as per MSA Regulation Q4.5. Should any practice session be disrupted, the Clerk of the Course shall not be obliged to resume the session or re-run sessions to achieve the Series criteria and the decision of the Clerk of the Course shall be final.

3.4: QUALIFICATION:

Each driver should complete a minimum of 3 laps practice in the car to be raced and in the correct session in order to qualify for selection and order of precedence as set out in MSA regulation Q4.5. Drivers practising out-of-session or qualifying by virtue of having raced at the circuit within the previous 12 months will be placed at the back of the grid. The Clerk of the Course and/or Stewards of the Meeting have the right to exclude any driver whose practice times or driving are considered to be unsatisfactory - as per MSA Regulation Q4.5.

3.5: RACES:

The standard minimum scheduled race distance shall be 13 minutes plus 1 lap.

3.6: STARTS:

Unless modified by the Organising Club's Standing Regulations, the following regulations shall apply:-

1. There will be a minimum elapsed period of 3 minutes from cars being released from the Assembly Area to the start of the race or, if applicable, the green flag lap.
2. Start Procedure: A 'two minute' board will be shown on the startline; engines should be started at this stage and the grid cleared of any pit crew. A 'one minute' board will be shown, followed by a '30 second' board; a green flag will be waved from the start to commence the green flag lap. The pole position driver should set a reasonable pace during this lap and slow down on approaching the startline to allow the grid to close up. Drivers must resume their correct grid positions with the minimum of delay. Any drivers unable to start the green flag lap or start the race are required to indicate their situation as per MSA regulation Q12.13.2. Drivers may make up any lost grid position during this green flag lap, BUT any drivers unable to maintain grid position to the extent that ALL other cars are ahead of them, may complete the green flag lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.
3. A '5 second' board will be displayed when the grid is stationary. Approximately 5 seconds after this board is withdrawn the red lights will be switched on; after between 2 seconds and 7 seconds they will be switched off to start the race. In the event of the failure of these lights a National Flag will be used to start the race.
4. Any car removed from the grid or driven into the pits after leaving the Assembly Area shall be held in the pitlane and may start the race after the last car to take the start from the grid has passed the startline or pit exit lane whichever is the later.
5. Excessive weaving to warm-up tyres - using more than 50% of the track width - and falling back in order to accelerate and practice starts, is prohibited.

3.7: RACE STOPS:

As per MSA Regulation Q5.4 to 5.4.3 of the current MSA Yearbook.

3.8: RE-SCRUTINY:

All vehicles reported involved in contact incidents during races or practice must be re-presented to the Scrutineers before continuing in the races or practice.

3.9: PITS AND PITLANE SAFETY:

1. Pits: Entrants must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.
2. Pitlane: The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all drivers to take all due care and drive at minimum speeds in pit lanes.
3. Refuelling may only be carried out in accordance with the MSA Regulation Q13, Circuit Management regulations and the SRs or Final Instructions issued for each Circuit/Meeting.

3.10: RACE FINISHES:

After taking the chequered flag drivers are required to: -

Progressively and safely slow down, remain behind any competitors ahead of them, return to the pitlane entrance as instructed, comply with any directions given by Marshals or Officials and to keep their helmets on and harnesses done up while on the circuit or in the pitlane.

3.11: RESULTS:

All Practice timesheets, grid sheets and Race Results are to be deemed PROVISIONAL until all vehicles are released by Scrutineers after post-practice/race scrutineering and/or after completion of any judicial or technical procedures.

3.12: TIMING MODULES:

The 750 Motor Club utilises AMB transponder-based timing and competitors **must** have a compatible transponder fitted and working and advise the race organisers of its number prior to the event. The transponder is a TRANX 260 Direct Powered and is available from HS Sports Ltd - 01260 275708.

3.13: QUALIFICATION RACES:

If on closing date the number of entries received is appreciably more than the maximum number of starters permitted, the race meeting organisers will endeavour if feasible within the timetable, to run practice sessions and races to accommodate all entries, but are not obliged to do so. The grid for the heat will be filled by the slowest drivers from practice/s, the remainder forming the front part of the grid for the final. Spaces on the back of the grid for the final will be filled by the top classified finishers in the Heat. If the conditions for the practice sessions are significantly different, the grid for the heat will be filled by taking alternately from each session the slowest drivers until the grid is full; the remaining drivers will form the front portion of the grid for the final and spaces will be filled by taking the top finishers in the Heat.

3.14: CANCELLED/ABANDONED RACES:

There may be occasions when, due to circumstances on the day, a scheduled race is not run, a race meeting is abandoned or the circuit curfew is reached. In registering for the Series, competitors agree that in such circumstances the 750 Motor Club have the right to replace those races at another race meeting in the same season; preference will be given to a race meeting where the affected formula is already scheduled to race. No change of vehicle will be permitted without the permission of the Series Stewards and then only in exceptional circumstances.

A: The qualifying session for a race/s does not take place.

Entry for the replacement race will be restricted to those who were 'signed on' for the race which is being replaced. A separate qualifying session will normally be held. If no space can be found for a replacement race, the number of Series scoring rounds will be adjusted accordingly.

B: The qualifying session for a race/s has taken place, but the race did not come under starters orders.

Entry for the replacement race will be restricted to those who were qualified for the race which is being replaced; the grid for the cancelled race will be used for the replacement race. If no space can be found for a replacement race, the number of Series scoring rounds will be adjusted accordingly.

C & D below apply if a race is 'red flagged' once.

C: A race is 'red flagged' before the leader has completed two laps, but there is no time available to restart the race.

Entry for the replacement race will be restricted to those who would have been able to restart the race which is being replaced; the grid for the cancelled race will be used for the replacement race. If no space can be found for a replacement race, the number of Series scoring rounds will be adjusted accordingly.

D: A race is 'red flagged' after the leader has completed two laps but less than 75% of its duration, but there is no time available to implement MSA regulation Q5.4.2.

If the Clerk of Course decides that a replacement race should be run it will be in accordance with MSA regulation Q5.4.2. If no space can be found for a replacement race, a result will be declared retrospectively based on the order of crossing the finish line at one lap less than at the first time of the showing of the red flag and only



cars which were under their own power at the showing of the red flag will be classified.

If a race is 'red flagged' twice and the second red flag is before the leader has completed two laps, the Clerk of Course may decide to rerun the race on the same day subject to circuit curfew but is not obliged to do so. If the decision is taken that it should not be rerun on the day or it cannot because of circuit curfew, it will be considered an abandoned race and the number of Series scoring rounds will be adjusted accordingly.

3.15: Additional Sporting Regulations issued for the Series.

1. Any driver competing in the Series may be called before a meeting of the Series Stewards who, at their discretion, may take further action that could include exclusion from part or all of the Series.
2. All competitors are required to carry an on board in car camera for the primary purpose of safety. Footage from the cameras may be used where there is an incident which is subsequently brought before the Clerk of the Course for investigation. The decision to review any such video footage is at the discretion of the Clerk of the Course, the Stewards of the Meeting, the Series Stewards or the Series organisers.
 - (i) It is the competitor's sole responsibility to ensure safe installation and effective operation of the camera equipment. At all times cameras must be fitted in accordance with MSA Regulations and be approved by the Chief Scrutineer in accordance with J.5.20.5
 - (ii) Cameras must be mounted in a central to left position with the steering wheel and front windscreen in clear view
 - (iii) In the event that no data is available on request (other than due to a proven defect with the equipment) sanctions may be applied which can include but are not limited to exclusion from the Series or a fine of up to £500. The burden of proof to establish the cause of such failure will lie with the competitor.
3. The Organisers will use any evidence available to them to request that the Series Stewards investigate any drivers who are deemed to show poor driving standards or bring the Series into disrepute in any such manner through on and / or off track incidents. This will include any complaints made officially by registered competitors.

4: SERIES RACE PENALTIES:

4.1: INFRINGEMENT OF TECHNICAL REGULATIONS:

1. Arising from post-practice scrutineering or judicial action: Should a vehicle be found ineligible, the Clerk of Course will impose the penalty set out in MSA Regulation C3.3.
2. Arising from post-race scrutineering or judicial action: Should a vehicle be found ineligible, the Clerk of Course will impose the penalties set out in MSA Regulation C3.5.1 a & b and may impose the penalty set out in MSA Regulation C3.5.1 c.
3. Additional specific Series penalties: See 4.2.2.

4.2: INFRINGEMENT OF NON-TECHNICAL MSA REGULATIONS and the Sporting Regulations issued for the Series:

1. In the case of a driver being excluded from a race, the Clerk of Course will impose the penalties set out in MSA Regulation C3.5.1 a & b and may impose the penalty set out in MSA Regulation C3.5.1 c.
2. In order to maintain standards of conduct, the Series Organisers will monitor all Officials/Observers reports of adverse behaviour at race meetings. If any individual is included on two such reports during one racing season the Series Organisers will request the Clerk of Course at future race meetings to consider specific observation of that driver's conduct.
3. The Clerk of Course may impose a 'Stop-Go' or 'Drive through' penalty during a race, in accordance with MSA Regulation Q12.6.
4. Any Competitor who is penalised under the Series Sporting Regulations at any stage of a Series event and receives an allocation of penalty points on their race licence in accordance with MSA regulations, will receive a grid slot penalty at the next round in which they compete following the allocation of penalty points, equal to the number of penalty points which were allocated. Double headers will be considered as two separate rounds; however if the decision to allocate penalty points is delayed such that further round/s of the Series have taken place since the offence, the grid slot penalty will be implemented at the next round in which they compete after the allocation of the penalty points.

The penalty will mean that a Competitor will be moved back grid slot places from their grid position (e.g. if a Competitor with a three grid slot penalty had a qualifying time that was good enough for pole position then the Competitor will start fourth on the grid). If for any reason the imposition of this grid penalty is impractical (such as the competitor's qualifying time, starting from the pitlane etc) or the offence occurs at the final meeting of the season, a time penalty of 5 seconds will be added to the elapsed race time of the competitor.

5. Series Stewards are also empowered to consider any request from the Series co-ordinator to penalise any Competitor for any breach of Series regulations and, after holding a formal hearing if they deem it necessary, to impose a penalty in accordance with MSA Regulation C.2.1.1 (subject to the rights of appeal provided for in Section C).

6. One or more of the following may be imposed by the Series Stewards as appropriate:

- a) Reprimand.
- b) Fine. This may be also applied in the case of a driver receiving three reprimands from the Series Stewards in one season.
- c) Time or Grid Penalties.
- d) Suspension from all or part of the Series. This may also be applied in the case of a driver receiving two fines from the Series Stewards in one season.
- e) Disqualification.

5: TECHNICAL REGULATIONS

5.1: INTRODUCTION:

a) The following Technical Regulations are set out in accordance with the MSA specified format and it should be clearly understood that if the following texts do not clearly specify what modifications or upgrades can be made to the car, then you must work on the principle that it will not be permitted. The fact that some modifications are mentioned as prohibited does not imply that others are allowed. If any doubt exists about the legality or acceptability of any modification, then please request clarification from the Series Organisers **prior** to any work being undertaken.

Additional references to technical data used within these regulations can be obtained by reference to the publication entitled "Mazda MX-5 Miata 1.6 Enthusiast's Workshop Manual" published by Veloce Publishing ISBN 978-1-84584-083-9 with the exception of Chapter 13. All information contained within Chapter 13, Performance Tuning is EXCLUDED.

Should a disabled licence holder wish to join the Series and requires the car to be modified to allow this to happen, the organizers reserve the right to amend these regulations to permit any changes to the vehicle concerned. Such amendments will only apply to the car whilst being operated by a disabled licence holder.

b) **STANDARD:** The word 'standard' used within these technical regulations as a description of components is to be interpreted as per 'Standard Part' defined in Section B – Nomenclature & definitions in the MSA Blue Book. Checking will be by comparison to spare parts supplied by the manufacturer's official agent or by any other means necessary to ensure compliance.

c) **STANDARD PATTERN:** The phrase 'standard pattern' used within these technical regulations as a description of components is to be interpreted as per 'Standard Part' defined in Section B – Nomenclature & definitions in the MSA Blue Book. Checking will be by comparison to spare parts supplied by the manufacturer's official agent or by any other means necessary to ensure compliance.

5.2: GENERAL DESCRIPTION:

The 5club MX5 Series is a single make, single class race series for the Mk 1 1600cc Mazda MX-5 vehicle. The only vehicles permitted are those that were available for sale via the Mazda Dealer network. All vehicles must be of sound construction and mechanical condition and be well maintained. There is no requirement for an MOT Certificate, Road Tax or Insurance. Vehicles must be operated in an "open" condition i.e. without the hard or soft top.



These Technical Regulations are applicable to all competitors competing in the Series. Mazda MX-5 vehicles must remain standard with the exception of the following restrictions or specifically allowed modifications. Unless specifically mentioned or approved in these regulations, no modifications may be made. These regulations are not intended as guidelines or suggestions and they will be vigorously enforced.

Vehicles must comply with MSA General Technical Regulations contained within Sections C, H, J, K, L & Q of the current MSA Yearbook. **5club MX5 Cup** technical regulations are intended to allow competitors to produce race cars that are safe, affordable and of a near identical level of performance, with the emphasis placed firmly on driver ability. Competitors are therefore asked to keep this in mind when building or modifying race cars and are encouraged to seek guidance from the Cup Co-ordinator where appropriate. A modification that gives a performance advantage at a high financial cost will almost certainly be illegal, or possibly outlawed in future regulations. As described above, the ethos of the Series does not extend to the building of race engines to the limit of the permitted modifications. Those "permitted modifications", are "permitted", in order to prolong the longevity of the engine, head skimming is allowed in order to make a "warped head", re-usable, "boring the cylinders", is permitted in order to allow an engine with a worn or scored bore to be re-used, thus keeping costs low and the Series's need for spare engines to a minimum. **5club MX5 Cup** is not a development formula.

Examination of vehicles. The organisers (in addition to any other powers they may have under these regulations) reserve the right before or after any race in the Series to designate any one or more of the competing cars for special eligibility scrutineering. Competitors must be prepared, with tools and spare parts as necessary, to enable inspection of components, or to have units sealed at the circuit for later inspection by an Eligibility Scrutineer at the Competitor's expense.

Upon such selection being made the competitor shall immediately place the car under the control of the organisers and be deemed to have permitted all such scrutineering, examination and testing as the organisers may reasonably require. The organisers have the right to:

- a) Examine the car at the circuit for such period as they may reasonably require and take fuel samples.
- b) Retain the car for detailed examination at premises chosen by the organisers. If the organisers elect to retain the car they shall make it available for collection by the competitor at least seven days prior to the qualification session for the next race in the Series unless the car is found to be in breach of these regulations.
- c) Seal the car and any of its components in such a manner as they may choose and require the competitor at their own expense to present the car at any other premises chosen by the organisers for detailed examination within a specified period and / or remove the car by transporter at no expense to the competitor to an appointed location. The competitor will be advised in writing of the time, date and location of the subsequent testing or eligibility examination. The overseen stripping of the engine or any required component will be undertaken by the competitor and / or mechanic / technician nominated by the competitor.
- d) The scrutineer can at their discretion request the removal of any part for their further inspection and testing. If the scrutineer decides to retain any part for further inspection over a race weekend, a fully eligible replacement part will be provided by the scrutineer at the time of removal, allowing the competitor to continue racing.
- e) The colour scheme for any car is free but the car must be presented in a good, clean condition and any damage sustained must be made cosmetically good, to the approval of the Series before the next event. Failure to do so will be considered non-compliant. Cars must have all decals affixed as per the issued decal sheet. The Series will deem any cars not carrying all decals to be non-compliant.

5.3: SAFETY REQUIREMENTS:

The following Articles of MSA Regulation Section K will apply - K1.2.1 - K1.2.2 - K1.2.4 - K1.3.2 or K1.3.3 - K3.1.2 (a) & K5 - K6 - K8 - K9 - K10 - K11, K12 & K13, MSA Regulation J and Q subject to these Series Regulations.

In addition, the following will apply:

Six point bolt-in cage manufactured by "Caged Limited" or "Safety Devices International" (with twin door bars and roof diagonal) must be fitted as per MSA Regulations Section K Drawing 10 & 12(g)].

- Door panel, door glass and mechanical hardware may be removed.
- Quarter light glass may be retained or replaced in 4mm clear plastic material. As per MSA Regulation J5.20.8.
- It is recommended that the battery be relocated to the centre of the boot.
- Arm restraints are advised but not mandatory.

5.4: GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

All cars must comply with the requirements of sections J and Q19 of the current MSA Yearbook. All vehicles must comply with MOT requirements (with the exception of emissions), be of sound construction and mechanical condition and be well maintained. There is no requirement for an MOT Certificate, Road Tax or Insurance. The organisers reserve the right to refuse entry from any car of which the preparation is of a poor standard (including the external appearance) and which is likely to bring the Series into disrepute.

5.5: CHASSIS:

No modifications permitted

5.6: BODYWORK:

1. Modifications Permitted:

1. GENERAL

Both Fuel Filler Door and Boot release mechanisms may be modified. All bodywork must be in good condition. The Organisers or Series Eligibility Scrutineer may deem any previous un-repaired bodywork to be non-compliant. Gauges and instruments may be added, replaced or removed.

2. INTERIOR

Inner wing plastic trim removal optional. The driver's seat must be replaced with an FIA approved seat suitable for competition, factory seat tracks may be modified, reinforced or removed to facilitate replacement mountings provided they perform no other function. Air Conditioning system, heater core and blower may be removed. Carpets, centre consoles, cargo bins, driver's seat belt, floor mat, radio system, headliners, dome lights, grab handles, canopy hood mounting posts to rear of passenger and driver seating, rear edge trim and their insulating and attaching materials may be removed. Any removable covers used to cover spare tyres, tools, bins, etc. to be removed along with attaching hardware and brackets. Carpets, mats and their insulating or attaching materials to be removed from the floor and recesses of the Boot/spare tyre area. Passenger seat may be removed. If retained must colour match the driver's seat.

3. EXTERIOR

Antenna, side repeater/indicator in front wings and emblems may be removed.

4. SILHOUETTE

Mirrors may be replaced but only in matching pairs

2. Modifications Prohibited:

1. GENERAL

It is not permitted to allow or modify bodywork or use any other material to force or channel air into the engine air intake. The use of adhesive tape or any other medium to cover or bridge body gaps or to improve the aero dynamics of the body is prohibited.

2. INTERIOR

Other than to provide for the installation of required safety equipment or other authorized modifications, no other driver/passenger compartment alterations are permitted. It is only permitted to remove the minimum amount of material from the door interior to allow the



fitment of the mandatory door bars. The driver's door must retain the opening mechanism or means of opening from inside. Door cappings must be fitted, these may be from the original vehicle or constructed from aluminium or composite material.

3. EXTERIOR

No air dams, wings or spoilers are allowed other than the "R" Package front chin spoiler. Wings and wheel openings shall remain unmodified except rolling or flattening of inner wing lip for tyre clearance.

5.7: ENGINE:

The only permitted engine is the Mazda B6 engine with a bore of 78.00mm and a stroke of 83.60mm

1. Modifications Permitted:

1. Head skimming is free.
2. Cam cover may be altered so as to expose the cam wheels and Belt.
3. The plastic cam belt covers may be removed
4. It is permitted to use aftermarket replacement pistons provided that they meet standard form and dimensions. The maximum over bore permitted is +0.50mm
5. It is permitted to use aftermarket inlet and exhaust valves provided that they meet standard form and dimensions, valve seat angles are free. Aftermarket valve guides may be used that may not be of the same form.

2. Modifications Prohibited:

1. Lightening of the flywheel is prohibited.
2. Machining or polishing of bottom end components is not allowed.
3. It is only permitted to use a standard dimension camshaft
4. It is not permitted to use a non standard exhaust manifold
5. The use of vernier cam pulley wheels is prohibited
6. Porting or polishing of the inlet exhaust ports of the cylinder heads is prohibited

3. Location:

The engine location and orientation must remain as the original manufacturer specification.

4. Oil/Water cooling:

Any aftermarket metal-type radiator may be used as long as it mounts to standard location. Thermostats are free and may be removed. An additional oil cooler may be used..

5. Induction Systems:

The standard induction system must be fitted with only the following modifications permitted.

1. An air filter must be fitted; this may be of the free flow type.
2. The OEM airflow meter may be opened and adjusted, but must remain within factory parameters. The AFM must remain mounted in its original location.
3. The system must be fitted with the specified cold air intake pipe part number MRAP/01 or other of same diameter.
4. A connector may be fitted to allow passage of the cold air pipe through the inner wing.
5. It is permitted to strengthen the concertina section of air pipe between the flow meter and the throttle body but this must not alter the standard flow of air inside the system.

6. Exhaust systems:

The standard front pipe fitted with an operational lambda sensor must be used. Exhausts are free to a maximum O.D of 60mm, but may be fitted with a catalytic converter and must comply with MSA Regulation J5.16 to J5.18 noise regulations. It is permitted to fit an exhaust embellisher to the tailpipe; this may be no more than 150mm long and must not act as an exhaust extractor. The exhaust must exit in the normal position.

7. Ignition systems:

The type and grade of spark plug is free provided that they are a direct replacement for the standard plug.

High tension leads are free.

Static Timing is free.

ECU may be relocated to front bulkhead.

It is not permitted to modify the operation of the ECU by the fitment of components either internally or externally.

At the discretion of the Eligibility Scrutineer it will be requested that the competitor remove their own ECU and replace it with one supplied by 5club MX5 Series.. Failure to comply may result in the loss of points

8. Fuel delivery systems:

Unleaded fuel filler trap door and restrictor plate in filler neck may be removed.

5.8: SUSPENSIONS:

1. Modifications Permitted:

The only permitted dampers are GAZ Gold Professional or AVO Coil-Over Damper Kit (Part No. Rear pg1178/823 Front pg 1177/822)

All dampers are coil over single adjustable damper.

Springs must be a single piece unit of the 2.25 inch type. Spring rates are free

It is permitted to use a flat spring assister supplied by GAZ shocks, Part No. GAZTM-mk1 to maintain the spring caps in position. Progressive springs are not permitted.

Suspension Bushings must be standard or the equivalent polybushes may be fitted, manufacturer free.

It is permitted to detach but not remove front or rear anti-roll bars.

2. Modifications Prohibited:

The use of non standard front and/or rear anti-roll bars is prohibited.

It is not permitted to fit a rear or front chassis/suspension brace..

3. Wheelbase/track:

It is not permitted to fit spacers or to remove material to alter the vehicle track from standard.

5.9: TRANSMISSIONS:

1. Permitted modifications:

Clutch disk and pressure plate are free, providing they mount on the standard flywheel.

The MK2 5 speed gearbox with the same ratios may be used

Any shift knob may be used, including short shift lever system.

A differential cooler may be fitted

2. Prohibited modifications:

It is not permitted to modify the transmission in any way that will alter the operation of any of the internal components.

3. Transmissions & Drive ratios:

The only permitted gear ratios are:

1st gear - 3.136 :1

2nd gear - 1.888 :1

3rd gear - 1.333 :1

4th gear - 1.000 :1

5th gear - 0.814 :1

The only permitted final drive ratio is 4.300:1

5.10: ELECTRICS

1. EXTERIOR LIGHTING

All standard rear lamps must remain in place and the rear lamps and brake lamps must be fully functional at all times.



Front marker / indicator lights may be removed and replaced with lens covers. These must be securely fitted and occupy the same aperture as the original light

Headlamps complete with their operating mechanisms may be removed but standard headlamp covers must be fixed securely and remain flush with surrounding body panel

2. BAD WEATHER LIGHT

A bad weather light is required to be fitted above the boot lid facing rearward and within 10cm of the vehicle centre line. This lamp must have a minimum surface area of 49 sq cm. and a maximum area of 98 sq cm. The bulb rating must be of at least 21 watts intensity or equivalent LED unit. The lamp must be capable of operation at all times. MSA Regulation K5.

3. BATTERIES

A battery and electric starter motor must be fitted and capable of at least 3 repetitive starts. The battery is free as is the location within MSA Regulation J5.14. It is recommended that the battery is relocated to the centre of the boot area. The ground lead must be indicated with a yellow colour coding and both battery terminals must be covered with insulating materials.

4. GENERATORS

A fully working standard alternator must be fitted and electrically connected so that the standard battery charging function is providing to the onboard battery at all times when the engine is running.

5.11: BRAKES

1. Permitted Modifications: Brake pads are free. Steel braided flexible hoses must be used. Backing plates may be removed. Cars with anti-lock braking systems must have the system disabled or removed

2. Prohibited Modifications: The handbrake must remain as standard and be in working order. It is prohibited to use any brake calliper or disc other than standard or standard replacement units.

5.12: WHEELS / STEERING

1. Permitted Options: Any steering wheel may be used except wood rimmed type, in compliance with MSA Regulation J5.7. The steering lock must be removed.

Wheel nuts are free providing they are manufactured from steel and of equal or better quality than OEM. MSA Regulation Q19.7.

Manual or power steering may be used provided that the steering ratio remains as standard It is permitted to convert power steering rack to manual. Steering angles are free provided that only the standard mounting points and adjusters are used.

2. Prohibited Options: No machining or other modification of the road wheels are permitted.

3. Construction & Materials: The control wheel is the Rota Slipstream Mk1 (15x7x28mm offset) or the Team Dynamics Pro race 2, Pro race 1.2 (25mm or 30mm offset)

4. Dimensions: 7" x 15" with a 25mm, 28mm or 30mm offset.

5.13: TYRES

The control tyre for the Series will be the Kumho Ecsta KH31 (size 195x50x15) or Hankook K110 (size 195x50x15)

No alteration to any of the tyres from the manufacturer's specification is permitted. Re-cutting, re-grooving or in any other way modifying the tread pattern is not permitted. All the manufacturers' data must be clearly visible. Buffing of sidewalls to remove data is prohibited.

Buffing or shaving of tread is permitted, although buffing or shaving to provide camber to the tread is prohibited.

All tyres must be road legal at the end of each race.

2. Nominated supplier: TBA

5.14: VEHICLE WEIGHT:

The minimum weight including driver will be 950kg for the duration of the race meeting up to and including post event scrutineering. Should any ballast be required to achieve this minimum it must be securely bolted to the passenger foot well, in accordance with MSA regulation J5.15.

5.15: FUEL TANK / FUEL

TYPES

Original fuel tank must be used as per factory specification.

LOCATIONS

Fuel filler trap door and restrictor plate in filler neck may be removed.

FUEL

Only pump fuel as defined in MSA General Regulations Nomenclature and Definitions (see Pump Fuel)] may be used. The use of power boosting or octane boosting additives by competitors in any fuel is prohibited. A minimum of 3 litres of fuel must remain in the fuel tank at the end of qualifying or race

5.16: SILENCING:

Must comply with MSA Regulation J5.16, J5.17 & J5.18.

5.17: NUMBERS & SERIES DECALS

1. POSITIONS

Competition numbers must comply with MSA Regulation J4 and due to space constraints a 15" diameter roundel may be used with 7" numbers on the bonnet and both sides of the car.

All cars will carry 5club Racing decals on both sides of the car. Failure to do so may incur penalties.

750 Motor Club decals must be affixed prominently. Series Sponsor's decals (where applicable) must be affixed in or near the positions detailed on the diagram supplied with those decals. 750 Motor Club and Series Sponsor's decals must take preference to any other decals.

Any decals specified by the series Co-ordinator must be fitted as and when required.

2. SUPPLIERS

750 Motor Club & 5Club.

3. ADVERTISING

Sponsorship on cars is permitted. Front windscreen sun strips are permitted and supplied to be fitted on the transparent surface by 5club Racing. Decals must be fitted as per the issued decal sheet and the organisers/sponsors reserve the right to exchange these at any time during the season.



5Club Racing Mazda MX-5 Cup

SPORTING & TECHNICAL REGULATIONS 2014

FINAL VERSION - Page 7 of 7 – Issued 31/01/14