1: SPORTING REGULATIONS - GENERAL

1.1: TITLE & JURISDICTION:

The 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 Championship Regulations.

1. MSA Championship Permit No: CHR2017/
2. MSA Championship Grade: D.
3: Race Status: Clubmans / National B.

1.2: OFFICIALS:

1. Co-Ordinator: Alyn Robson, 5Club, 2 Heythrop Drive, Guisborough, North Yorks. TS14 7BT
2. Eligibility Scrutineer: B. Blackmore
3. Championship Stewards:
R.Knight C. Emmerson I.Sowman

1.3: COMPETITOR ELIGIBILITY:

1 Entrants must:
(a) be fully paid up valid membership card holding members of the 750 Motor Club and 5club
(b) be Registered for the Championship and
(c) be in possession of a valid MSA Entrants Licences.
2 Drivers and Entrant/Drivers must:
(a) Be current Members of the 750 Motor Club and 5club
(b) be Registered for the Championship and
(c) be in possession of valid Competition (Racing) National B Licence, as a minimum
(d) A professional driver, in possession of a valid Licence (featuring an E.U. flag) and medical, issued by the ASN of a member country of the European Union, or comparable country. ((H)26.2.1. applies)
(e) If participation in the Championship requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.
3. The membership to 5club and the 750mc may be revoked at any time if they feel a competitor's behaviour on or off the track is bringing the club or sport into disrepute
4. All necessary documentation must be presented for checking at all rounds when signing-on.

1.4: REGISTRATION:

1. All competitors, who are deemed suitable, must register for the championship by returning the Registration Form with the Registration Fee to the Coordinator prior to the Final Closing date of the first race being entered by the competitor.
2. There is a registration fee of £225 for 2017 payable to 5Club racing. On receipt of the fee and form the competitor (if deemed suitable) will be invited to compete in the championship.
3. Registration numbers will be the permanent Competition number for the Championship.
4. Registrations will be accepted for 2017 until the closing date for entries to the last round. The Organisers reserve the right to decline any driver's registration application for the Championship, without explanation.
5. The presentation of the car is fundamental to the profile of the Championship, its sponsors and its audience. Therefore in considering whether to permit any car to race, at any point during the season, the organisers will regard as paramount the presentation of the car. In taking into account its appearance inherent in which is the standard of its presentation (including interior) they may exclude any car which they consider may prejudice the reputation of the Championship or is otherwise unacceptable. Exclusion from an event will be at the discretion of the Clerk of the Course. In the case of persistent offences, the matter will be referred to the Championship Stewards which could lead to exclusion from the Championship.
This will include where the car is presented at a race event bearing accident damage sustained at a previous event and which has not been subject to the completion of a full and proper repair.
Note: A double/triple header will be regarded as one event for the purposes of this regulation.

1.5: CHAMPIONSHIP ROUNDS:

The **5Club MX5 Cup** will be contested over the following rounds:

Date	Circuit	Round/s
To Be Confirmed		

1.6: SCORING:

1. **.** Points will be awarded to competitors listed as classified finishers in the final results as follows :-
P1= 100 points, P2= 97 points, P3= 95 points, P4= 94 points, P5= 93 points thus decreasing by 1 point down through the results to the final Position.
One additional point will be awarded for the fastest lap

2. The totals from all qualifying rounds of the championship held, less the **3** lowest scores will determine the final Championship points and positions.
Drivers excluded from the results for sporting or technical infringements may not use that (those) event(s) as discarded rounds for the purpose of championship placing's.
3. Ties shall be resolved using the formula in (W)1.3.4 in the current MSA Yearbook.
4. Where the race distance has been reduced (2.6.) it shall still count as a full points scoring round.
5. Competitors not registered for the Championship may be permitted on an individual round basis and will:
(a) be deemed "Guest Competitors"
(b) not score points and for the purpose of points scoring will be ignored
(c) qualify for Event awards
(d) comply with the eligibility criteria as prescribed in Article 1.3. above with the exception of 1.3.1. (b) and 1.3.2. (b), as appropriate

1.7: AWARDS:

1. All awards are to be provided by the Organising Club unless agreed otherwise.
2. Per Round: . Per Round: Garlands to the winner of each individual race, plus Trophies to 1st, 2nd and 3rd , plus "Driver of the Weekend" (awarded to the competitor at the discretion of the organisers /sponsors of the event.)
3. Championship: Trophies, subject to a minimum of starting 5 races, to:-
1st, 2nd, 3rd, 4th, & 5th overall.
4. Presentations: Awards will be presented at the end of each event, and/or at the end of the Championship at the designated presentation ceremony.
5. Entertainment Tax Liability: {deleted}
6. If Provisional Results or Championship Tables are revised after any presentations and these revisions affect the distribution of awards the Competitors concerned must return them to the organisers in good condition within 7 days.

2: CHAMPIONSHIP EVENT MEETINGS & RACE PROCEDURES

1. ENTRIES:

1. Competitors are responsible for sending in correct and complete entries with the correct entry fee prior to the closing date for entries before each event.
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 Meeting Organiser 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 Meeting Organisers in writing. D25.1.12. applies.
4. The Entry Fee for each event shall be specified in the SRs and on the entry form.
5. Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin.

2. BRIEFINGS: Organisers should notify Competitors of the times and locations for all briefings in the Final Instructions for the meetings. Competitors must attend all briefings.

3. QUALIFICATION PRACTICE:
1. Should any Practice session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session; the decision of the Clerk of the Course shall be final.
2. Each driver shall complete a minimum of 3 laps in the car to be raced, and in the correct session, in order to qualify (MSA Regulations Q4.5).
3. At double header meetings the grid for the second race will be set by the results of Race 1

4. RACES: Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race ((Q)5.4.) (1.6.4. above applies)

5. STARTS:
1. All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet.
2. The start will be via Standing start. The minimum Countdown procedures/audible warnings sequence shall be:-
I. 1 minute to start of Green Flag/Pace Lap - Start Engines/Clear Grid.
II. 30 Seconds - Visible and audible warning for start of Green Flag/Pace Lap.
III. A five second board will be used to indicate that the grid is complete.
IV. The red lights will be switched on five seconds after the board is withdrawn.
3. Any car removed from the grid after the 1 minute stage or driven into the pits on the Green Flag lap shall be held in the pitlane and may start the race after the last car has passed the startline or pitlane exit, whichever is the later to take the start from the grid.
4. Any driver unable to start the Green Flag/Pace lap or start are required to indicate their situation as per MSA Regulation (Q)12.13.2. In addition any driver unable to maintain grid positions on the Green Flag Lap, 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.
5. In the event of any starting lights failure the Starter will revert to use of the National Flag.

6. SESSION RED FLAG: Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the Startline and RED FLAGS will be displayed at the Startline and at all Marshals Signalling Points around the Circuit. This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pit lane, during practice, and to the starting grid area, during a race, unless otherwise directed by officials. Cars may not enter the Pits unless directed to do so. Work on cars already in the Pits must cease when a race is stopped.

7. PITS, PADDOCK & PITLANE SAFETY:
1 Pits & Paddock: Competitors 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 respect the pit lane speed limits.
3. Refuelling: May only be carried out in accordance with the MSA General Regulations, the Organising Club Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.
4. Speed Limit: Pit Lane Speed Limit will be 60 km/h.

8. RACE FINISHES: After taking the Chequered Flag drivers are required to:
I. progressively and safely slow down
II. remain behind any competitors ahead of them,
III. return to the Pit Lane Entrance/Paddock Entrance as instructed,
IV. comply with any directions given by Marshals or Officials
V. keep their helmets on and harnesses done up while on the circuit or in the pitlane.

9. RESULTS: All Practice Timesheets, Grids, 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. (MSA regulation (D)26.3.)

10. 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.

11. QUALIFICATION RACES:
Should the number of competitors be oversubscribed, the organisers may use the following procedure to run qualification races. All competitors will qualify and if required the organisers will run two qualifying sessions. Competitors will be allocated into each qualifying session based on their current championship positions. Should this not be possible it will be done at the discretion of the organisers. For example, if there are 60 competitors entered for the event and we can start 30 competitors in a race, then at a double header event a total of 4 races will take place. Grid allocations will be as follows:
Race 1A The grid will be formed by the fastest 15 competitors in each qualifying session with the group setting the faster qualifying time (irrespective of weather conditions) taking the pole side of the grid. Championship points will be awarded for 1st to 30th place in accordance with 1.6.1
Race 1B The grid will be formed from the remaining competitors in the same format as that for Race 1A with the group setting the faster qualifying time again taking the pole side of the grid. Championship points will be awarded for 31st to 60th place in accordance with 1.6.1.
Race 2A The grid will be determined by the finishing order of Race 1A. However, those competitors finishing in the final 5 places in Race 1A (whether classified or not) will be relegated onto the front of the Race 2B grid with those competitors finishing in the first five places in Race 1B being promoted onto the back of the 2A grid. Points will be awarded for 1st to 30th place in accordance with 1.6.1.
Race 2B The grid will be determined by the finishing order of Race 1B. However, those competitors finishing in the final 5 places in Race 1A (whether classified or not) will be relegated onto the front of the Race 2B grid with those competitors finishing in the first five places in Race 1B being promoted onto the back of the 2A grid. Points will be awarded for 31st to 60th position in accordance with 1.6.1.
The exact qualification procedure for each event will be detailed in the Final Instructions. Grids may be re-issued should a competitor inform the Secretary of the Meeting in writing that he has withdrawn. Grids may only be re-issued (due to competitors withdrawing) a minimum of 40 minutes prior to the scheduled start time of the race.

12. OPERATION OF SAFETY CAR: {deleted}

13. ONBOARD CAMERAS:
All cars must have fitted at the least one in car camera positioned to show the track ahead of the vehicle, the driver and the dashboard displaying the driver's race number. The unit must be switched on

and be recording at all times when the car is on track during any official free practice, qualification session and race. The onus is on the competitor to ensure that the unit battery is charged and camera switched on to record during the above mentioned sessions. The SD card may be requested by the organisers or race officials for any purpose and the recorded footage copied for use in broadcast or any other area deemed appropriate by the championship organiser. Failure to comply when footage is requested by the Organisers or Clerk of the Course for judicial purposes will result in the following penalties being applied by the Clerk of the Course. First offence, 1st yellow card warning issued; 2nd offence, A Red card and final warning is issued; 3rd offence 10 championship points deducted and for any further infringement an additional 10 championship points will be deducted.
Cameras should be capable of producing HD video format for television usage.

3: SPECIFIC CHAMPIONSHIP REGULATIONS

In the event of any rounds being oversubscribed the Organising Club may, in liaison with the Championship Coordinator, at their discretion run Qualification races as per 2.11 of these regulations.

At each Round of the championship Race 1 grid positions will be determined by each competitors fastest lap time in Qualifying. At double header meetings, the grid positions for Races 2 & 3 will be determined by the competitors result in the previous race.

4: SPECIFIC CHAMPIONSHIP PENALTIES:

In accordance with Section C of the current MSA Yearbook

4.1: INFRINGEMENT OF TECHNICAL REGULATIONS:

1. Arising from post practice Scrutineering or Judicial Action: Minimum Penalty: The provisions of MSA Regulations: C3.3.
2. Arising from post race Scrutineering or Judicial Action: Minimum Penalty: The provisions of MSA Regulations: C3.5.1 (a) and (b).
For infringements deemed to be of a more serious nature the Clerk of the Course will invoke the provisions of Regulation C3.5.1 (c).

4.2: ADDITIONAL SPECIFIC CHAMPIONSHIP PENALTIES:

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 Championship Organisers will monitor all Officials/Observers reports of adverse behavior at race meetings. If any individual is included on two such reports during one racing season the Championship 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 Q.12.6.
4. Any Competitor who is penalized under the Championship Sporting Regulations at any stage of a Championship event and receives an allocation of penalty points on their race license 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 Championship 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 competitors qualifying time, starting from the pit lane etc.) or the offence occurs at the final meeting of the season, a time penalty of 5 seconds will be added to the elapsed time of the Competitor.
5. Championship Stewards are also empowered to consider any request from the Championship co-ordinator to penalize any Competitor for any breach of Championship 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 Championship Stewards as appropriate;
a) Reprimand
b) Fine. The may be also applied in the case of a driver receiving three reprimands from the Championship Stewards in one season.
c) C) Time or Grid Penalties
d) D) Suspension from all or part of the Championship. This may also be applied in the case of a driver receiving two fines from the Championship Stewards in one season.

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 Championship 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 Championship 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 Cup is a single make, single class race championship 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 organiser 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 Championship'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 Championship 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 Championship 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 Championship 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 Championship 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 7 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" , "Safety Devices International" or "T.R. Lane" (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 Championship 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 Championship 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 ma terial to force or channel air into the engine air intake. The use of ad hesive 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 an original 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.
6. Additional baffling may be fitted to the sump.
7. Exhaust manifold may have the internal welding partially removed and smoothed to help flow

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 must remain within factory parameters. The AFM must remain mounted in its original location.
3. The system may be fitted with a cold air intake pipe part number of no more than 63mm diameter. Alternatively, a cold air intake, which uses the left hand headlamp cover (part no GG-063) as supplied by BC Cars may be used.
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. The Championship restrictor plate must be fitted between the throttle body and Plenum chamber

6. Exhaust systems:

The standard front pipe fitted with an operational lamba 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. 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 Quantum shocks (part no 5CNA) MeisterR Zeta-R coilovers (part No. NA/NB ProR) or GAZ Gold Professional

All dampers are coil over single adjustable damper.

Springs must be a single piece unit of the 2.25 or 2.50 inch type. Spring rates are free

Progressive springs are not permitted.

A Minimum ride height (at rest with driver in seat) of 135mm measured from ground to the centre of the front or rear lower wishbone adjusting bolts.

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

The only differentials permitted are the standard Mazda MX-5 Mk1 unit of either the open or viscous LSD type (Viscous units may be overhauled, as new units are unavailable)

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 Davanti DX390 (size 195x50x15) with **championship stamp**

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 beginning of each race.

2. Nominated supplier: **Midland tyre shaving**

5.14: VEHICLE WEIGHT:

The minimum weight including driver will be 960kg 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.

A system of "Success Ballast" weight handicaps will be applied to drivers in the 5Club Mx5 Cup at the end of the first and subsequent races at each meeting based on the order of finishing published by the official timekeepers as authorised by the 750MC clerk for each of those races prior to any judicial action in respect of any Sporting or Technical issues.

The success ballast awarded after the First Race will be effective for the Second Race in the same Meeting. The success ballast awarded after the Second Race will be effective for the Third Race (where applicable) in the same Meeting.

There will be no accumulation of success ballast weight.
The race results of any guest driver will be disregarded for the purpose of determining success ballast weight handicap.

A system of "Championship Success Ballast" will be applied to the top 5 drivers in the 5Club Mx5 Cup Championship at the end of the last race at each meeting based on the order in the Drivers Championship. From the last race of the second meeting ballast will be awarded based on the Drivers Championship points adjusted for dropped scores as published by the Championship.

Championship success ballast will not be applicable for the first meeting of the Championship. The Championship success ballast awarded after the last race of a Meeting will be effective for any free practice sessions, official qualifying session and the First Race at the subsequent Championship Meeting only. This "Championship Success Ballast" will be awarded according to the following scale:

1st position: +35 Kg
2nd position: +30Kg
3rd position: +25 Kg
4th position: +20 Kg
5th position: +15 Kg
6th or lower: 0 Kg

After the first race of a meeting "Championship Success Ballast" is removed and a success ballast weight handicap will be applied to drivers finishing in the first and subsequent races at each meeting (where applicable) according to the following scale: -

1st position: +35 Kg
2nd position: +30Kg
3rd position: +25 Kg
4th position: +20 Kg
5th position: +15 Kg
6th or lower: 0 Kg

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.