

# 2011 Ma5da MX5 Championship



## Index

### Introduction

#### Section 1

Sporting Regulations - General

#### Section 2

Sporting Regulations – Judicial Procedures

#### Section 3

Sporting Regulations – Championship

Race Meetings & Race Procedures

#### Section 4

Championship Race Penalties

#### Section 5

Technical Regulations

#### Section 6

Appendices – Contacts

#### Section 7

Registration Form



# 1 SPORTING REGULATIONS – GENERAL

## 1.1 TITLE & JURISDICTION

The 2011 Ma5da MX5 Championship is organised and administrated by the BRITISH RACING AND SPORTS CAR CLUB (BRSCC) 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 Regulations.

MSA Championship Permit No: CHR2011/R074

Race Status: **National B**

MSA Championship Grade: **D**

The BRSCC reserve the right to amend or vary the Sporting Regulations in accordance with MSA Regulation D11.1.3 at any time before or during the season and further issue additional statements concerning the Regulations from time to time, subject to MSA approval, and all such statements will be issued by a Bulletin to the MSA and to all registered competitors by email or by post to the address detailed on the Registration Form, or by delivery to the competitor by hand. It is a condition of entry that all competitors, teams, team members and persons associated with any of the above agree to be bound by the Regulations including any amendments, variations or statements relating thereto.

## 1.2 OFFICIALS

### 1.2.1 CHAMPIONSHIP CO-ORDINATOR

Ms Helen Blake  
Ma5da Racing  
Keystone House  
Spath  
Uttoxeter  
Staffordshire  
ST14 5AE  
Tel: 01889 560 200  
Mobile: 07970 900 520  
Email: HBlake@ma5daracing.com

### 1.2.2 LICENSED ELIGIBILITY SCRUTINEER

Chris Baker  
19 Beech Close  
Wymondham  
Norfolk  
NR18 0HN  
Tel: 01953 605006  
Mobile: 07767 762000  
Email: bakermotorsport@hotmail.com

### 1.2.3 CHAMPIONSHIP STEWARDS

D Furlong, B Armstrong, D Wells, R Smith & D Walton

Any three Stewards will constitute a quorum. In the event of any of the Stewards listed above being unavailable or being unable to consider any particular matter due to a perceived conflict of interest, the organisers reserve the right to appoint an alternative Steward or, if deemed to be necessary, more than one alternative Steward.

## 1.3 COMPETITOR ELIGIBILITY

1.3.1 Entrants must be in possession of a valid current MSA Entrants Licence, where applicable.

1.3.2 Drivers and Entrant Drivers must be fully paid up valid membership card holding racing members of the BRSCC, be Registered for the Championship and be in possession of a valid MSA Competition (Racing) National (B) or equivalent (MSA Regulation H26.1.5) or above licences, or be a Professional Driver in possession of a valid license (featuring an E.U

Flag) and medical, issued by the ASN of a member country of the European Union.

A competitor shall not take time off school to participate in motor sport without the prior written approval of their school. If participation in the Championship requires absence from school, Drivers in full time school education are required to have the approval of their head teacher and a letter stating such approval from his/her school in order to fulfil registration for the Championship.

1.3.3 All necessary documentation must be presented for checking at all rounds when signing-on.

1.3.4 Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout qualifying and racing.

## 1.4 REGISTRATION

1.4.1 All drivers who are deemed suitable to compete in Ma5da MX5 Championship will be invited to do so. Any driver wishing to compete in the Championship must submit a car/driver Registration Form to the Co-ordinator prior to racing (see 1.4.3) giving full details of the driver and be accompanied by the full registration fee (see 1.4.2).

On receipt of a completed Registration Form and fee, the Co-ordinator will issue confirmation of your invitation to compete in the 2011 Championship.

Should you not be deemed suitable to compete in the Championship the registration fee will be returned to you in full. Registration Fees will not be refunded if the competitor has competed in one or more rounds at the point where they are deemed unsuitable to compete.

Only invited drivers will be eligible to compete.

Should the driver change cars during the Season, the new car details must be submitted to the Co-ordinator for approval prior to their next event.

1.4.2 The Registration Fee is £225-made payable to: Ma5da Racing

1.4.3 Registration forms will be accepted from 13<sup>th</sup> January 2011 until the closing date for entries to the last round of 2011. Registrations will be accepted in order of receipt and subject to full payment of the registration fee being received.

1.4.4 Upon registration permanent competition numbers for the Championship will be issued.

1.4.5 Acceptance via means of invitation or rejection of registration is entirely at the discretion of the organisers.

1.4.6 At the sole discretion of the organisers, guest drivers may compete in the Ma5da MX-5 Championship providing the car and respective competition number is already registered.

1.4.7 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.

1.4.8 Vehicles, decals, overalls & or patches: Competitors overalls must be clean and maintained to a reasonable standard. Patches should be affixed in instructed locations and cars deemed to be of an unacceptable standard of presentation may not be permitted to race. Cars not carrying all the correct decals, as per the driver issued 'Decal Layout Plan' will be considered as a technical infringement and therefore maybe excluded from the round or event at the discretion of the Clerk of the Course. See Appendix C1 and C2.

1.4.9 Promotional activities: Competitors may be asked and will be expected to participate in Championship promotion activities at the circuits, as requested by the organisers/co-ordinator.

## 1.5. RACES

1.5.1 The 2011 Ma5da MX5 Championship will be contested over 20 rounds, over 9 meetings at the following venues:

Events	2011 Dates	DH/TH	Venue	License Status	Club
1	March 27	DH	Silverstone GP	Nat B	BRSCC
2	April 16	DH	Rockingham	Nat B	BRSCC
3	May 7/8	DH	Donington Park	Nat B	BRSCC
4	May 30	DH	Castle Combe	Nat B	CCRC
5	June 18	DH	Oulton Park	Nat B	BRSCC
6	July 2/3	TH	Knockhill	Nat B	SMRC
7	July 23	DH	Snetterton	Nat B	BRSCC
8	August 13/14	DH	Brands Hatch	Nat B	BRSCC
9	September 10/11	TH	Croft	Nat B	DDMC

DH = Double Header TH = Triple Header

## 1.6 SCORING

1.6.1 Points will be awarded to competitors listed as classified finishers in the Final Results as follows: -

P1 = 100 points, P2 = 98 points, P3 = 96 points, P4 = 94 points, P5 = 92 points, P6 = 90 points thus decreasing by 2 points down through the results to the final position.

**Additional points will be awarded for -**

Pole position = 1 point  
Fastest lap = 1 point  
Most race positions gained = 2 points

1.6.2 The totals from all qualifying rounds of the championship held, less 3 lowest scores will determine the final Championship points and positions. Drivers excluded from results for Sporting or Technical infringements may not use that (those) event(s) as discarded rounds for the purpose of Championship placings.

1.6.3 Ties will be resolved according to W1.3.4 of the current MSA Yearbook.

1.6.4 The Organisers reserve the right to invite 'Guest Drivers' to take part in any round or any number of rounds. However, these drivers will not be eligible to score Championship points in any event they take part in.

## 1.7 AWARDS

1.7.1 All awards are to be provided by: Ma5da Racing

1.7.2 PER ROUND

Trophies will be presented to the top 5 finishers. An additional trophy will be presented to the competitor who had the most race positions gained from their respective starting position.

#### Per Event

“Driver of the Day” – 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.

The “Masters” Trophy will be presented to the highest placed driver who is 45 years of age or over at the time he/she enters their first championship round.

#### 1.7.3 CHAMPIONSHIP

Trophies will be presented to the top 6 finishers.

#### 1.7.4 BONUSES

The organisers/sponsors/promoters reserve the right to provide additional awards for and during the season.

#### 1.7.5 PRESENTATIONS

Garlands and trophies will be provided for each meeting (as applicable) and shall be presented at the end of each round /event.

#### 1.7.6 ENTERTAINMENT TAX LIABILITY

In accordance with current Government Legislation, the Organisers of every round are legally obliged to withhold tax at the current basic rate on all payments to non-UK resident sportsmen/sportswomen. That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Isles or Eire.

This means that the Organisers of every round are required to deduct tax at the relevant rate, from such payments they may make to non-UK residents.

Under certain circumstances, it is possible for competitors to enter into an agreement with the Inland Revenue to limit tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before their payment is due.

For further information contact: - The Inland Revenue, Foreign Entertainers Unit, Centre for Non-Residents, St John's House, Merton Road, Merseyside. L69 9BB. Tel: 0151 472 6488 Fax: 0151 472 6483

#### 1.7.7 TITLE TO ALL TROPHIES

In the event of any Provisional Results being revised after any provisional presentations and such revisions affect the distribution of any awards, the competitors concerned must return such awards to the BRSCC in good condition within 7 days.

## 2. SPORTING REGULATIONS - JUDICIAL PROCEDURES

### 2.1 ROUNDS

In accordance with Section C of the current MSA Yearbook

### 2.2 CHAMPIONSHIP

In accordance with Section C of the current MSA Yearbook

### **3. SPORTING REGULATIONS CHAMPIONSHIP RACE MEETINGS & RACE PROCEDURES**

#### **3.1 ENTRIES**

- 3.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry closing date, which shall be 14 days before every round.
- 3.1.2 Incorrect or incomplete entries (including driver to be nominated entries) are to be held in abeyance until they are complete and correct. 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.
- 3.1.3 Any withdrawal of Entry or Driver/Car changes made after the acceptance of any entry must be notified to the Secretary of the Meeting in writing and/or Ma5da Racing. If Driver/Vehicle changes are made after publication of Entry Lists with Final Instructions the competitor concerned must apply for approval of acceptance by the Stewards of the Meeting before signing on.
- 3.1.4 At the point of entry a non-refundable administration/booking fee of £30 per event will be charged. In the event of cancellation this fee will not be refunded. This fee forms part of the full entry fee and when due, can be deducted from the total fee balance payable.
- 3.1.5 Cancellation Policy:-  
21 days prior to the event – No charge  
21-14 days prior to the event – 50% of the entry fee is payable  
Less than 14 days prior to the event – Full fee payable
- 3.1.6 The Maximum entry fee for every round shall be as stipulated in the Supplementary Regulations plus any late entry surcharge imposed by the club.
- 3.1.7 In the event of any rounds being oversubscribed the Organising Clubs in liaison with the co-ordinator / promoter may at their discretion run Qualification Races. For Qualification Race procedures see 3.13 of these Regulations.
- 3.1.8 Reserves are to be nominated on the final list of entries published with Final Instructions or Amendment Sheet Bulletins. All Reserves will practice and replace 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 Areas" they will be placed at the rear of the Grid and be started without any time delay. Otherwise, they will be held in the Pit lane 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 start line or pit lane exit, whichever is the later. Such approval to start MUST be obtained from the Clerk of the Course.

#### **3.2 BRIEFINGS**

Organisers will notify competitors of the times and locations for all briefings in the Final Instructions for all meetings. Competitors must attend all Briefings. Meeting bulletins will be posted on the Official Notice Board during the course of an event. It is the competitor's responsibility to find out and attend briefings. Non-attendance may result in a points or grid position penalty or may lead to exclusion.

#### **3.3 PRACTICE**

- 3.3.1 The minimum period of practice to be as specified in the MSA Regulations in respect of circuit lengths.
- 3.3.2 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 Championship criteria and the decision of the Clerk of the Course shall be final.
- 3.3.3 Should the need arise to stop any practice, RED LIGHTS will be switched on at the Start Line and RED FLAGS will be

displayed at the start line and at all other Marshal 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 return to the pit lane unless directed by officials not to do so.

### 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 the MSA regulations Q4.5. The Clerk of the Course and or Stewards of the meeting shall have the right to exclude any driver whose practice times or racing are considered unsatisfactory as per MSA Regulation Q4.5.3. Where there is only one qualifying session for a double header event, the fastest lap for every competitor in qualifying will set the grid for the first race with the fastest at the front. The second fastest lap for every competitor in qualifying will set the grid for the second race. The third fastest lap for every competitor in qualifying will set the grid for the third race.

### 3.5. RACES

3.5.1 The standard minimum scheduled distance shall be 12 miles but should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the meeting it shall still count as a full points scoring round. A 'last lap' Board should be shown to all Competitors where a race is run to its full distance.

3.5.2 The procedure for qualification races is specified in 3.13 of these Regulations.

### 3.6 STARTS

3.6.1 All race start countdowns are to have a minimum elapsed period of 3 minutes from the time all cars are released to form up the grid to the start of the Green Flag lap(s) in the formation as specified on the Track Licence for each Circuit.

3.6.2 The minimum countdown procedures/audible warning sequence shall be:

Standing Starts:

1 minute to start of Green Flag lap - Start Engines/Clear Grid.

30 Seconds - Visible and audible warnings for the start of Green Flag lap.

3.6.3 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.

3.6.4 Any cars removed from the grid after the 1-minute stage or driven into the pits on Green Flag shall be held in the pit lane and may start the race after the last car to take the start from the grid has passed the start line or pit lane exit, whichever is the later.

3.6.5 Any drivers unable to start the Green Flag lap or start are required to indicate their situation as per MSA Regulation Q12.13.2 Any drivers unable to maintain grid positions on the Green Flag to the extent that all other cars are ahead of them may complete the Green Flag Lap. They MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.

3.6.6 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.

3.6.7 A "5 Second Board" will be shown to indicate that the Grid is complete. The red lights will be switched on five seconds after the board is withdrawn.

In the event that the starting lights fail the Starter will revert to using the National Flag.

### 3.7 RACE STOPS

3.7.1 Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the Start Line and RED FLAGS will be displayed at the start line 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 starting grid area, which will automatically become a Parc Fermé area.

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.

### 3.7.2 **Case A – Less than two laps completed by the race leader.**

The race will be null and void. The race will restart from the original grid positions. Competitors unable to take the restart may be replaced by reserves who will start from the back of the grid in reserve order. Gaps on the grid should not be closed up. The length of the restarted race will be determined by the Clerk of the Course.

### 3.7.3 **Case B – More than two laps completed by the race leader but less than 75% of the scheduled distance**

The race will restart from a grid set out by the finishing order of part one (as per Q5.4.2) The result of the race will be the finishing order of part two. The length of the restarted race will be determined by the Clerk of the Course.

### 3.7.4 **Case C - More than 75% of race completed**

If the leader has completed more than 75% of the race distance or duration it shall not be restarted and the results will be declared in accordance with MSA General Regulations Q5.4.3, unless the Clerk of the Course, in consultation With the Stewards deem it appropriate to restart the race.

## 3.8 **RESCRUTINY**

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 PIT LANE SAFETY**

3.9.1 PITS: Entrants must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.

3.9.2 PIT LANE: 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 due care and drive at minimum speeds in the Pit Lanes.

3.9.3 REFUELLING: May only be carried out in accordance with the MSA Regulations Q13, Circuit Management Regulations and SR's or Final Instructions issued for every meeting.

3.9.4 Speed Limits: The Pit Lane speed limit will be as per the displayed Pit Lane boards at the particular venue, or as advised in the Final Instructions.

## 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 Pit Lane / Paddock 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 pit lane.

## 3.11 **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.

## 3.12 **TIMING MODULES**

3.12.1 All competitors will be required to fit Electronic Self Identification Modules to their cars for the purposes of accurate timing. Holders for these and detailed fitting instructions will be issued with the transponders and it will be the responsibility of the competitor to fit these in the car in the position and manner specified. The Modules must be in place and functioning correctly for all Championship qualifying practice sessions and races. The setting and servicing of these items must only be carried out by properly authorised MSA licensed Timekeepers. Competitors will be charged by the timing company for replacement of the Modules due to misuse or loss at any time during the season. MSA Regulation Q12.2.1.

3.12.2 Competitors may not place electronic timing equipment within five metres of the official Start, Finish or any other official timing lines at any event or test session/day. Any such equipment placed within these zones will be removed.

### 3.13 QUALIFICATION RACES

In the event of the need for any qualification races, the procedures will be as published in the Final Instructions for the events concerned.

### 3.14 OPERATION OF SAFETY CAR

The Safety Car will be brought into operation and run in accordance with Section Q, Appendix 2 of the MSA General Regulations.

## 4 CHAMPIONSHIP RACE PENALTIES

### 4.1 INFRINGEMENTS OF TECHNICAL REGULATIONS

4.1.1 Arising from post practice Scrutineering or Judicial Action.

Minimum Penalty: The provisions of MSA Regulation C3.3.

4.1.2 Arising from post race Scrutineering or Judicial Action:

Minimum Penalty: The provisions of MSA Regulations C3.5.1 (a) & (b).

For infringements deemed to be of a more serious nature the Clerk of the Course and/or Stewards of the Meeting are to invoke the provisions of MSA Regulation C3.5.1 (c).

### 4.2 INFRINGEMENTS OF NON-TECHNICAL MSA REGULATIONS AND THE SPORTING REGULATIONS ISSUED FOR CHAMPIONSHIP.

4.2.1 As per current MSA Judicial Procedure Regulations. The Clerk of the Course reserves the right to impose a 'Stop-Go Penalty/Drive Through Penalty' in accordance with MSA Regulation Q12.6.

4.2.2 Additional Specific Penalties – N/A

4.2.3 In order to maintain standards of conduct (both on and off the track); the Co-ordinator will monitor all conduct and or Officials/Observers reports of adverse behaviour at race meetings. If any individual is included on two such reports during one racing season he/she will receive written warning from the Championship Co-ordinator that his/her driving/behaviour is to be specifically observed at future race meetings. Any adverse reports during this period of observation could result in official MSA action and will result in a Championship Stewards' enquiry, with possible loss of Championship points and refusal of further race entries and/or a retraction of their invitation to compete in the Championship.

This will include but is not limited or restricted to:

- Overly aggressive or dangerous driving
- Aggressive or threatening behaviour
- Abuse in any form
- Intimidation
- Discrimination
- Obtrusive Behaviour
- Any other action that is deemed to be detrimental to the Championship

## 5 TECHNICAL REGULATIONS

### 5.1 INTRODUCTION

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 that you can do it, you should work on the principle that you cannot.

The word '**standard**' used within these technical regulations as a description of components is to be interpreted as: per MSA Regulation Section B 'Standard Parts'.

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.

### 5.2 GENERAL DESCRIPTION

5.2.1 The Ma5da MX5 Championship 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 Championship.

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.

#### 5.2.2 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/series to designate any one or more of the competing cars for special eligibility scrutineering. Upon such election 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 responsibly require to undertake. 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 and/or
- 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/series unless the car is found to be in breach of these regulations and/or
- c Seal the car and 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 stripping of an engine or any required component will be undertaken by the competitor and/or mechanic/technician nominated by the competitor under the direction of the Championship Eligibility Scrutineer or another nominated MSA Scrutineer.

The organisers reserve the right to re-inspect vehicles at any time during the course of the season, should there have been a regulation infringement or circuit incident.

Competitors will be personally and solely responsible for ensuring that their cars comply with their registration details and with these regulations for each event at which they are entered. Failure to comply in either respect will be a breach of these regulations. Queries concerning eligibility should be referred in writing to the Organisers/Championship/Series Eligibility Scrutineer at least seven days prior to an event entered, to permit a ruling in advance of any meeting at which it is intended to compete.

5.2.3 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 Eligibility Scrutineer before the next **event**. Failure to do so will be considered non-compliant.

5.2.4 Cars must have all championship decals affixed as per the issued decal sheet The Championship Eligibility Scrutineer 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 Championship 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 AND EXCEPTIONS

### 5.5 CHASSIS

No modifications permitted.

### 5.6 BODYWORK

#### 5.6.1 MODIFICATIONS PERMITTED

##### GENERAL

Both Fuel Filler Door and Boot release mechanisms may be modified.

All bodywork must be in good condition. The Championship Eligibility Scrutineer may deem any previous un-repaired bodywork to be non-compliant.

Gauges and instruments may be added, replaced or removed. They may be installed in the original instrument(s) location using a mounting plate(s) or any other location using a secure method of attachment. Other than minimal modifications made to mount instruments and provide for roll cage installation, the remainder of the dash "board" or panel shall remain intact.

## 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.

## EXTERIOR

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

## SILHOUETTE

Mirrors may be replaced but only in matching pairs

### 5.6.2 MODIFICATIONS PROHIBITED

#### 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.

#### 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.

#### 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

### 5.7.1 PERMITTED MODIFICATIONS

Head skimming is free.

Cam cover may be altered so as to expose the cam wheels and Belt.

The plastic cam belt covers may be removed

It is permitted to use aftermarket replacement pistons provided that they meet standard form and dimensions. The

maximum over bore permitted is +0.50mm

It is permitted to use aftermarket inlet and exhaust valves provided that they meet standard form and dimensions, valve seat angles are free.

## 5.7.2 PROHIBITED MODIFICATIONS

Lightening of the flywheel is prohibited however it is permitted to remove material to reface the clutch area.

Machining or polishing of bottom end components is not allowed. Localised drilling and grinding is permitted to gain the correct balance of crankshafts and con rods following the recovery of a damaged component only. Heavy metal may be added to the crankshaft for the same purpose if required after repair.

It is only permitted to use a standard dimension camshaft

It is not permitted to use a non standard exhaust manifold

The use of vernier cam pulley wheels is prohibited

Porting or polishing of the inlet exhaust ports of the cylinder heads is prohibited

## 5.7.3 LOCATION

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

## 5.7.4 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.

## 5.7.5 INDUCTION SYSTEMS

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

An air filter must be fitted; this may be of the free flow type.

The air flow meter may be opened and adjusted, but not modified the OEM airflow meter. The AFM must remain mounted in its original location.

The system must be fitted with the specified cold air intake pipe part number MRAP/01.

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.

## 5.7.6 EXHAUST SYSTEM

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.

## 5.7.7 IGNITION SYSTEM

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.

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.

Ma5da MX5 Championship will hold a number of ECUs to match the Denso unit being used. 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

Ma5da MX5 Championship. No competitor will be permitted to leave the event with the respective Ma5da MX5 Championship ECU. Failure to comply may result in the loss of championship points

## 5.7.8 FUEL DELIVERY SYSTEM

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

## 5.8 SUSPENSIONS

### PERMITTED MODIFICATIONS

The only permitted dampers are GAZ Gold Professional, AVO Coil-Over Damper Kit (Part No. Rear pg1178/823 Front pg 1177/822) or SPAX RSX Coil-Over Kit (Part No. RSX571).

All dampers are coil over single damper adjustable.

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.

### PROHIBITED MODIFICATIONS

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.

### WHEELBASE/TRACK

The maximum track is 1410mm front and 1428mm rear.

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

## 5.9 TRANSMISSIONS

### PERMITTED MODIFICATIONS

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

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

### PROHIBITED MODIFICATIONS

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

### TRANSMISSION & DRIVE RATIOS

The only permitted gear ratios are:

1<sup>st</sup> gear - 3.136 :1

2<sup>nd</sup> gear - 1.888 :1

3<sup>rd</sup> gear - 1.333 :1

4<sup>th</sup> gear - 1.000 :1

5<sup>th</sup> gear - 0.814 :1

The only permitted final drive ratio is 4.300:1

## 5.10 ELECTRICS

### 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

#### 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.

#### 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.

#### 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**

#### 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

#### 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 the standard replacement units.

### **5.12 WHEELS & STEERING**

#### 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.

#### PROHIBITED OPTIONS

**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)

**DIMENSIONS**

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

**5.13 TYRES****SPECIFICATIONS**

The control tyre for the Championship will be Hankook K110 (Ventus V12 Evo) (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.

**NOMINATED MANUFACTURER**

Hankook

**5.14 WEIGHTS**

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.

**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 AND CHAMPIONSHIP DECALS****5.17.1 POSITIONS**

Competition numbers must comply with MSA Regulation J4 and due to a 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 BRSCC and Ma5da Racing decals on both sides of the car. All race overalls are to carry BRSCC and Ma5da Racing cloth badges. Failure to do so may incur loss of Championship points.

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

5.17.2 **Championship Decal Suppliers**

BRSCC and Championship Co-ordinator.

5.17.3 **ADVERTISING**

Sponsorship on cars is permitted. Front windscreen sun strips are permitted and supplied to be fitted on the transparent surface by Ma5da Racing. Championship 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.

## 6. APPENDICES

The Following Commercial Undertakings are not subject to the Judicial Procedures of either the Championship Stewards and/or the MSA/MSA.

### 6.1 RACE ORGANISING CLUB AND CONTACTS

Centre:

BRSCC H.Q.

Contact Details:

BRSCC HQ  
Homesdale Business Centre  
Platt Ind Est, Maidstone Road  
Borough Green. Kent. TN15 8JL  
Tel: 01732 780100  
Fax: 01732 885783  
Web: [www.brsc.co.uk](http://www.brsc.co.uk)

#### 6.1.2 Other Useful Contacts

##### Championship Co-ordinator

Ms Helen Blake  
Tel: 01889 560 200  
Fax : 01889 560 201  
Email : [hblake@ma5daracing.com](mailto:hblake@ma5daracing.com)

##### MSA Eligibility Scrutineer

Chris Baker  
Mobile: 07767 762000  
Email: [Bakermotorsport@hotmail.com](mailto:Bakermotorsport@hotmail.com)

### 6.2 COMMERCIAL UNDERTAKINGS

6.2.1 Acceptance of entry into the Championship is conditional upon each registered competitor and his or her agents, sponsors, team members and all other associated personnel accepting without reservation or recourse to abide by the Ma5da MX5 Championship Regulations and not to act in a manner that could be considered to bring the Championship, Ma5da Racing and/or its associate companies or sponsors into disrepute.

6.2.2 Both Car and Driver must meet the requirements of livery during all practice, qualifying and races. Should any vehicle or overalls carry any form of sponsorship or advertising which conflicts in any way with Ma5da Racing and/or its associate companies or sponsors, the vehicle may not be permitted to take part in the championship. The decision of the Championship Co-ordinator in such a situation is final.

6.2.3 The sponsors decals which each vehicle and driver must carry will be identified as "reserved" areas and will be notified and confirmed in an Official Bulletin. Decals must be displayed in the correct position as intimated by the organisers, failure to comply with this regulation will result in a loss of points for the meetings in which the infringement occurred.

6.2.4 Special care has been taken to leave large areas of the vehicle's surface clear to allow for competitors' sponsors. Products that are not permitted to be advertised on UK television are prohibited from being displayed on any vehicle or overalls. The Championship Co-ordinator reserves the right to censor any advertising which may be deemed unsuitable.

6.2.5 The organisers will supply those livery items referred to in 6.2.4 to ensure the correct location of livery on cars.

**Note:** No additional stickers or livery may appear on the front windscreen of the vehicle other than the screenstrip supplied by Ma5da Racing fitted without alteration to its appearance.

- 6.2.6 In signing the Championship Registration form each entrant agrees that BRSCC, Ma5da Racing and the sponsors of the 2011 Championship may make use of his/her activities, imagery and successes in motor sport for any advertising or promotion with which they are associated. The championship must be referred to as 'Ma5da MX5 Championship in all competitor's own literature and communications.

No images taken at a championship event or supplied by the championship / issued by the championship photographer can be altered in any way without the permission of the championship Co-ordinator.

- 6.2.7 By entering the Championship, competitors and their teams are obliged to assist BRSCC and Ma5da Racing in the promotion of the Championship and in particular, the television coverage. All competitors and their teams are obliged to assist the nominated TV Production company in the filming of the Championship by granting interviews when requested and any other reasonable request of the TV Production company or the Championship Co-ordinator.

- 6.2.8 Race suits must throughout each round meet the following requirements: Be clean, and tidy and clearly display any sponsorship identification as required in appendix C1, with the same conditions to sponsorship display as listed in 6.2.3 and 6.2.5.

Note that as shown in appendix C1, all drivers must have the supplied BRSCC and Ma5da Racing cloth badges sewn neatly in the positions indicated. The attachment of these badges should comply with MSA requirements or the homologation for the overalls could be void.

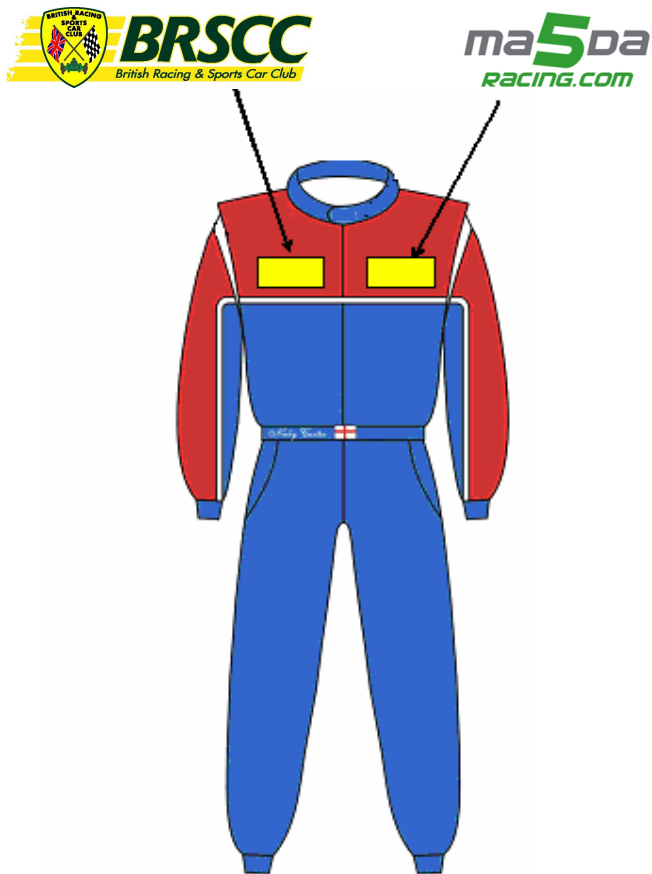
- 6.2.9 All teams taking part in the Championship will be required to demonstrate that they have made their best efforts at each event to present their paddock area, to include their support vehicles, awnings and overall team presentation to the very best of their capability.

This includes, but is not limited to, aspects such as tidy parking, clean paddock vehicles, awnings, flooring and any branding in place where applicable, and smart and clean team clothing.

Where in the opinion of the Championship Co-ordinator this effort has not been made future race entries may not be accepted. The Championship Co-ordinators opinion will be final in this matter.

## Appendix C1

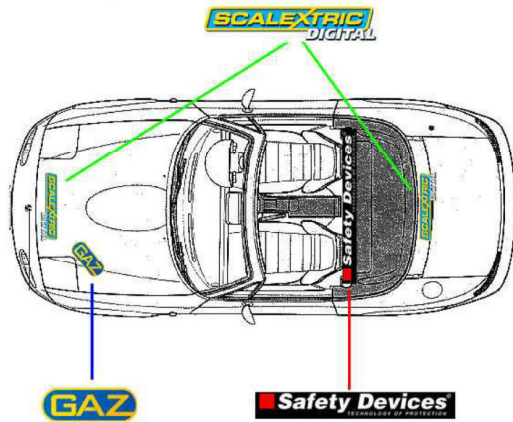
Race Suits – positioning of supplied sponsor cloth badges.



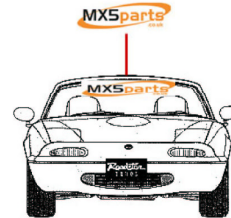
## Appendix C1

Car decal layout – positioning of supplied sponsor decals.

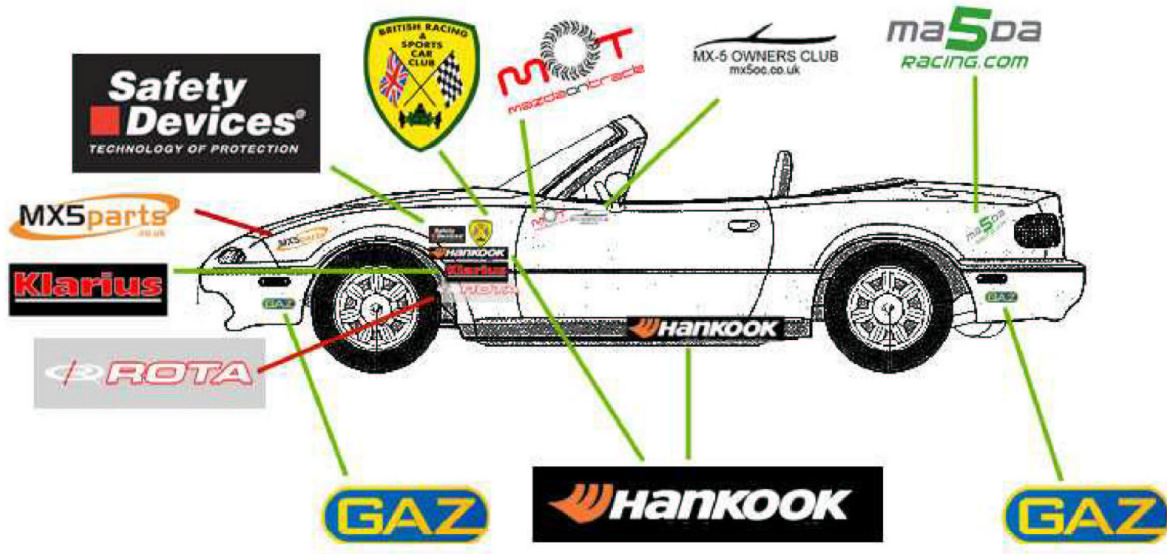
### Car Top



### Car Front



### Car Side



## 2011 Ma5da MX5 Championship Registration Form

Please complete all Sections

Membership Fee £225.00

### Contact Information

<b>Name:</b>	
<b>Address:</b>	
<b>Post Code:</b>	
<b>Mobile Tel:</b>	
<b>Home Tel:</b>	
<b>Email Address:</b>	

### Car Details

<b>Make / Model:</b>	<b>Mazda MX5 Mk1 1600cc</b>		
<b>Colour(s):</b>			
<b>Race Car Number:</b>		<i>Preferred No.</i>	<i>Alternative No.</i>
<b>Team Name/Sponsor:</b>			




### Primary Driver Profile

<b>Full Name:</b>					
<b>Age:</b>		<b>Date of Birth:</b>		<b>Home Town:</b>	
<b>Race Experience:</b>					
<b>Race Highlights:</b>					

## Additional Driver Information

<b>Name:</b>				
<b>Address:</b>				
<b>Post Code:</b>				
<b>Mobile Tel:</b>				
<b>Home Tel:</b>				
<b>Email Address:</b>				
<b>Age:</b>		<b>Date of Birth:</b>		<b>Home Town:</b>
<b>Race Experience:</b>				
<b>Race Highlights:</b>				

## Please read and complete the following:

<i>I confirm that I am aware of and agree to abide by the 2011 Championship Regulations and that the information provided is correct.</i>	
<i>Drivers and Entrant Drivers must be fully paid up valid Racing membership card holding members of the BRSCC, be Registered for the Championship in order to compete.</i>	
<i>I enclose the Membership Fee of £225.00 made payable by cheque to "Ma5da Racing" to cover the cost of Registration and Administration to enter the 2011 Ma5da MX5 Championship.</i>	
<i>I enclose the Membership Fee of £225.00 made payable by cheque to "Ma5da Racing" to cover the cost of Registration and Administration to enter the 2011 Ma5da MX5 Championship.</i>	
<i>By signing the 2011 Registration Form below, I hereby agree to rounds of the Championship being substituted in the event of a cancellation and agree to the refund policy on cancellation of entry for an event as detailed in the regulations.</i>	
<b>Signed:</b>	
<b>Print Name:</b>	
<b>Date:</b>	
<b>Payment Details:</b>	

**Return by POST with Cheque Payment enclosed to:**

**Ma5da Racing (Registrations Department)**  
**Keystone House, Spath, Uttoxeter, Staffordshire. ST14 5AE**

(Applications can be faxed in advance to Tel: 01889 560 201, then placed in the post)