



1: SPORTING REGULATIONS - GENERAL

1.1: TITLE & JURISDICTION:

- 1) The 5Club Racing MX5 Cup is organised and administered by the 750 Motor Club Ltd in accordance with the National Competition Regulations (NCR's) of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.
 - a) MOTORSPORT UK Championship Permit No: **CH2026/**
 - b) MOTORSPORT UK Championship Grade: **C**.
 - c) Race Status: Inter Club.

1.2: OFFICIALS:

- 1) **Coordinator:** Giles Groombridge, 750 Motor Club, Donington Park, Castle Donington, Derbyshire, DE74 2BN.
- 2) **Eligibility Scrutineer:** S. Dockray, Deputy: B. Blackmore
- 3) **Championship Stewards:**
T. Gregory, C. Emmerson, I. Sowman, T. Stevens

Any three Championship Stewards will constitute a quorum. In the event of any of the Championship 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 Championship Steward or, if deemed to be necessary, more than one alternative Championship Steward.

NCR Ch.4 App.1 Art.1.2. The Championship Stewards can only adjudicate upon any disputes irregularities or appeals arising from the published Championship Regulations. They are also empowered to consider any request from the Championship Coordinator to penalise any Competitor for any breach of Championship Regulations and after holding a formal hearing those Stewards may impose a penalty in accordance with NCR Chapter 2 C.2.1.1 subject to the rights of Appeal to the National Court.

1.3: COMPETITOR ELIGIBILITY:

- 1) Entrants must:
 - a) be fully paid-up valid members of the 750 Motor Club and 5Club
 - b) be Registered for the Championship and
 - c) be in possession of a valid MOTORSPORT UK Entrants Licenses.
- 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 Licence, (Race Club as a minimum)
 - d) Or be in possession of the highest grade of national Race licence or valid FIA International Licence, together with their ASN's written consent MOTORSPORT UK National Competition Rules (NCR) Ch.6 App.3 Art.1 and FIA ISC Article 2.3.7.b 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 £295 for 2026 payable to 5C Promotions Limited. 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 2026 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

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regard as paramount the presentation of the car. In taking into account its appearance, which is the standard of its presentation (including interior) they may disqualify any car which they consider may prejudice the reputation of the Championship or is otherwise unacceptable. Disqualification 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 disqualification 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
18/19 April	Brands Hatch	3
23/24 May	Pembrey	3
20/21 June	Snetterton 300	3
18/19 July	Cadwell Park	3
15/16 August	Silverstone International	3
19/20 September	Croft	3
3 October	Castle Combe	3

1.6: SCORING:

- 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 P1 = 50 points, P2 = 47 points, P3 = 45 points and then decreasing by 1 point down through the results to the final classified position.
One additional point will be awarded for the fastest lap.
- The totals from all qualifying rounds of the championship held, less the 3 lowest scores will determine the final Championship points and positions.
Drivers disqualified 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.
- Ties shall be resolved using the formula in the current NCR Ch.4 App.3 Art.4.
- Where the race distance has been reduced (2.6.) it shall still count as a full points scoring round.
- Competitors not registered for the Championship may be permitted on a single round per season and will:
 - be deemed "Guest Competitors."
 - not score points and for the purpose of points scoring will be ignored.
 - not qualify for Event awards
 - 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:

- All awards are to be provided by the Organising Club unless agreed otherwise.
- 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.)
Masters Trophy for the highest scoring driver at the event who is over 55 years of age or over.
- Championship: Trophies to: -
1st, 2nd, 3rd, 4th, & 5th overall.
Masters Trophy, which is awarded to the highest placed driver who is 55 years of age or over.
The Alyn Robson Trophy, which will be awarded to the highest scoring driver who at the start of the year had not recorded a podium finish in previous 5Club seasons.
- Presentations: Awards will be presented at the end of each event, and/or at the end of the Championship at the designated presentation ceremony.
- Entertainment Tax Liability {deleted}
- 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



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1) **ENTRIES:**

- a) 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.
- b) 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.
- c) Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Meeting Organisers in writing. NCR Ch.3 App.11 Art.1 applies.
- d) The Entry Fee for each event shall be specified in the SRs and on the entry form.
- e) Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin.

2) **BRIEFINGS:** Organisers will 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:**

- a) 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.
- b) Each driver shall complete a minimum of 3 laps in the car to be raced, and in the correct session, in order to qualify (NCR Ch.12 App.6 Art.3.1).
- c) At double and triple header meetings the grid for the second and third races will be determined by the procedures laid out in 3.3. of these regulations

4) **RACES:** Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race NCR Ch.12 App.6 Art.9.

5) **STARTS:**

- a) All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet.
- b) The start will be via Standing start. The minimum Countdown procedures/audible warnings sequence shall be:
 - i) 1 minute to start of Green Flag 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.
- c) 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.
- d) Any driver unable to start the Green Flag Lap or start are required to indicate their situation as per NCR Ch.12 App.6 Art.6.11. 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.
- e) 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-LIGHT PANELS / FLAGS will be displayed at the Startline and at all Marshals Signaling 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) **7. PITS, PADDOCK & PITLANE SAFETY:**

- a) Pits & Paddock: Competitors must ensure that the MOTORSPORT UK, Circuit Management and Organising Club Safety Regulations are complied with at all times.
- b) 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.
- c) Refueling: May only be carried out in accordance with the NCRs, the Organising Club Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.
Speed Limit: Pit Lane Speed Limit will be 60 km/h unless amended by Supplementary Regulations or Final Instructions.

8) **RACE FINISHES:** After taking the Chequered Flag drivers are required to:



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- a) progressively and safely slow down.
 - b) remain behind any competitors ahead of them,
 - c) return to the Pit Lane Entrance/Paddock Entrance as instructed,
 - d) comply with any directions given by Marshals or Officials
 - e) 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. NCR Ch.3 App.6 Art.1.4.
- 10) **TIMING MODULES:** The 750 Motor Club utilises 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. Compatible transponders include the AMB TRANX 260 and MyLaps X2 & TR2 models.
- 11) **QUALIFICATION RACES:**
- a) 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 to 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 doubleheader event a total of 4 races will take place. Grid allocations will be as follows:
 - i) 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.
 - ii) 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.
 - iii) 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.
 - iv) 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.
 - v) 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:** The Safety Car will be brought into operation and run in accordance with NCR Ch.12 App.8 Art.2.
- 13) **ONBOARD CAMERAS:** All competitors are required to carry both a front and rear facing on board, in car camera that records to an SD (or micro-SD) card that must be capable of recording HD footage that can be played back on a standard laptop. Recordings from the cameras may be used where there is an incident which is subsequently brought before the Clerk of the Course for investigation.

It is the competitor's sole responsibility to ensure safe installation and effective operation of the camera equipment. At all times cameras must be fitted in accordance with NCR and be approved by the Chief Scrutineer in accordance with NCR Ch.7 App.9.

Front facing cameras must be mounted in a position such that the steering wheel and track in clear view. The unit must always be switched on and be recording when the car is on track during any official free practice, qualification session or race.

The onus is on the competitor to ensure that the camera unit battery is charged, the camera switched on to record and ensure the SD card has enough capacity to record the above-mentioned sessions. The SD card must ONLY contain the files from the event in question. Penalties as below apply.



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In the event that no recording is available when requested by the Organisers or Clerk of the Course for judicial purposes then the following penalties will be applied by the Clerk of the Course.

- a. First offence – ~~Championship Reprimand~~ Championship Points Deduction – Equivalent to a 10th place finish.
- b. Second Offence - Championship Points Deduction – Equivalent to a 5th ~~an 8th~~ place finish.
- c. Third Offence - Disqualification.

3: SPECIFIC CHAMPIONSHIP REGULATIONS

- 1) By registering for the Championship all competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code which is appended to these regulations (Appendix 1).

Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion and referral to Motorsport UK.

It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Championship Coordinator and/or Safeguarding Officer who will also relay the report Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at www.motorsportuk.org/resource-centre by selecting Policies and Guidelines.

- 2) 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.
- 3) At each Round of the championship Race 1 grid positions will be determined by each competitor's fastest lap time in Qualifying. The grid positions for Races 2 & 3 will be determined by the competitors result in the previous race.

The starting grid for the First Race of each Meeting will be published as soon as possible after the completion of the Official Qualifying session. The grid will be formed in order of qualification.

The starting grid for the Second Race of a Triple Header Meeting will be published as soon as possible after the completion of the First Race. The grid will be formed from the finishing order of the First Race, as published by the official timekeepers as authorised by the Clerk of the Course. Competitors not classified as finishers in the First Race will be placed on the starting grid for the Second Race after the last classified competitor according to the number of laps covered.

The Starting Grid for the last race of any Meeting will be published as soon as possible after the completion of the previous Race. The grid will be formed by the finishing order in the Previous Race, as published by the official timekeepers as authorised by the Clerk of the Course. Any number between, and including, the first six and ten finishers from the Previous race shall have their grid positions for the last race reversed, with the number to be picked at random by someone nominated by the coordinator as soon as practical after the finish of that Race.

All other classified finishers will be allocated grid positions in accordance with their finishing order from the previous Race. Competitors not classified as finishers in the previous race will be placed on the starting grid for the last race after the last classified competitor according to the number of laps covered.

- 4) Drivers may be requested to take their vehicle (at their own expense) to one of the Championship designated rolling roads (including the 750 Motor Club mobile MAHA dyno) prior to participation where the car will be power tested in order to assess compliance with championship limits. Failure to comply will result in the rejection of entries.

4: SPECIFIC CHAMPIONSHIP PENALTIES:

In accordance with Chapter 2 of the current NCR

4.1: INFRINGEMENT OF TECHNICAL REGULATIONS:

- 1) Arising from post practice Scrutineering or Judicial Action: Minimum Penalty:
The provisions of NCR Ch.2 App.8.



- 2) Arising from post-race Scrutineering or Judicial Action: Minimum Penalty:
The provisions of NCR Ch.2 App.8.
- 3) For infringements deemed to be of a more serious nature the Clerk of the Course will invoke the provisions of NCR Ch.2 App.8 Art.2

4.2: ADDITIONAL SPECIFIC CHAMPIONSHIP PENALTIES:

- 1) In the case of a driver being disqualified from a race, the Clerk of Course will impose the penalties set out in NCR Ch.2 App.8 and may impose the penalty set out NCR Ch.2 App.8 Art.2.
- 2) In order to maintain standards of conduct, the Championship Organisers will monitor all Officials/Observers reports of adverse behaviour at race meetings. If any individual is included on two such reports during one racing season the 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 NCR Ch.12 App.10 Art.2.
- 4) Any Competitor who is penalised 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 NCR will receive a Championship points deduction equal to the number of penalty points which were allocated multiplied by 2. Should the same competitor receive penalty points at another round of the Championship then the number of Championship points deducted will be four times the number of penalty points applied. If penalty points are applied at a third round, then the Championship points deducted will be six times this number, and eight at the fourth occurrence of such a penalty etc. This may result in a driver receiving a negative score.
- 5) Championship Stewards are also empowered to consider any request from the Championship co-ordinator to penalise 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 NCR Ch.2 App.2 Art.4 (subject to the rights of appeal provided for in NCR Ch.2 App.5 Art.1)
- 6) One or more of the following may be imposed by the Championship Stewards as appropriate.
 - a) Reprimand
 - b) Fine. This may be also applied in the case of a driver receiving three reprimands from the Championship Stewards in one season.
 - c) Time or Grid Penalties
 - 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:

- 1) The following Technical Regulations are set out in accordance with the MOTORSPORT UK 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. Mazda MX5 Workshop Manual. 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 organisers 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.

- 2) **STANDARD:** The word 'standard' used within these technical regulations as a description of components is to be interpreted as per 'Standard Part' defined in NCR Ch.1 App.1 - Definitions and Nomenclature. Checking will be by comparison to spare parts supplied by the manufacturer's official agent or by any other means necessary to ensure compliance.



- 3) **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 NCR Ch.1 App.1 - Definitions and Nomenclature. 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 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.

Entrants, Competitors and Vehicles must comply with NCR Chapters 7, 8, 9 and 12.

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 Championship 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:

- Examine the car at the circuit for such period as they may reasonably require and take fuel samples.
- 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.
- 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.
- 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



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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:

NCR Ch.7, Ch.9 and Ch.12 will apply.

In addition, the following will apply:

Six-point bolt-in cage manufactured by "Caged Limited", "Safety Devices International", "T.R. Lane" (with twin door bars and roof diagonal) or "Custom Cages (no. MMX5/10C) must be fitted as per NCR Ch.7 App.13 Diagram 19 and 20 (h)

- Door trim panels, ~~door glass and mechanical hardware~~ may be removed.
- Door glass must be removed; window mechanisms and electric window motors may be removed.
- Quarter light glass may be retained or replaced in 4mm clear plastic material. As per NCR Ch.7 App.2 Art.22. Windscreens may be replaced with clear plastic items as per NCR Ch.7 App.2 Art.22.8
- 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 NCR Ch.7 and Ch.12. 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 are permitted with the exception of welding the required mounting brackets / plates for the fitment of the rollcage (see 5.3) and it is permitted to stitch weld the A-post lip and upper sill lip from the upper door hinge to the rear of the front seat cross brace (see picture 1 in Appendix 3 for guidance)

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.

It is permitted to remove all of the inner door skin excluding the upper door frame (please use the photographs in Appendix 3 for guidance.)

Carpets, centre consoles, cargo bins, driver's seat belt, floor mat, radio system, headliners, dome lights, grab handles, canopy hood mounting posts to rear of passenger and driver seating, rear edge trim and their insulating and attaching materials may be removed. Any removable covers used to cover spare tyres, tools, bins, etc. to be removed along with attaching hardware and brackets. Carpets, mats and their insulating or attaching materials to



be removed from the floor and recesses of the Boot/spare tyre area. Passenger seat may be removed. If retained must colour match the driver's seat.

3) **EXTERIOR**

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

4) **SILHOUETTE**

Mirrors may be replaced but only in matching pairs

2. Modifications Prohibited:

1. GENERAL

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

It is the competitor's responsibility to ensure that no prohibited modifications have been carried out if they are using an engine not assembled by them.

~~The maximum power allowed for the 5 Club Racing MX5 Cup of 130.00 bhp at the flywheel, tested on a Championship-nominated MAHA Dyno.~~

~~The designated rolling road centres for the Championship (including the 750 Motor Club mobile MAHA dyno) will all use MAHA LPS 3000 or FPS 2700 equipment. The maximum permitted power must be within the stated peak flywheel horsepower of 130.00bhp. Drivers are advised to check the power of their cars prior to participation using one of the designated MAHA rolling road centres listed in Appendix 2.~~

The maximum power allowed for the 5 Club Racing MX5 Cup is 130.0 bhp at the flywheel, tested on the Championship designated MAHA Dyno.

The designated rolling road for the Championship will be the 750 Motor Club mobile FPS 2700 MAHA dyno. The maximum permitted power must be within the stated peak flywheel horsepower of 130.0 bhp as measured on the day (please be aware, the manufacturer's stated tolerance is plus/minus 3%, therefore for the avoidance of doubt any car that produces a figure in excess of 133.9 bhp will be excluded.) When tested a car will be subjected to a total of 2 power runs and the average of these two runs will be used as the figure to determine eligibility. Drivers are advised to check the power of their cars prior to participation using one of the designated MAHA rolling road centres listed in Appendix 2.

Any car that is tested at a power figure sufficient to warrant disqualification that is unable to demonstrate compliance prior to competing again will be permitted to continue racing in an invitational non-points scoring capacity at the organizer's discretion.



The CAS clamp bolt and drivers side rearmost cam cover bolt must be cross drilled using a 1.5mm drill bit in order to allow the fitment of a wire seal if required by the Championship Eligibility Scrutineer (see Appendix 3 for reference picture)

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 after market replacement pistons provided that they meet standard form and dimensions.~~
The only permitted pistons are as follows:
Mazda:
Standard size: Part Number: B6Z2-11-SA0C
0.25 mm oversize: Part Number: B6Z2-11-SB0C
0.50 mm oversize: Part Number: B6Z2-11-SBXC
I.L. Motorsport:
0.25 mm oversize: Part Number: NA1-2015A
0.50 mm oversize: Part number: NA1-2016A
The maximum over bore permitted is +0.50mm.
5. It is permitted to use after-market 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. It is permitted to fit 'K-Line' valve guide liners to bring a worn valve guide back into specification.
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. Refacing of the flywheel is permitted, however lightening of the flywheel is prohibited. The minimum weight for the flywheel must be 7.05kg
2. Machining or polishing of bottom end components is not allowed with the exception of the ability to grind the crankshaft main and/or big end bearings to accept undersize bearings up to 0.5 mm undersize. It is not permitted to change the stroke length if the crankshaft is reground.
3. ~~It is only permitted to use a standard dimension camshaft~~ Standard Japanese specification Mazda B6 camshafts must be used. These camshafts have the following identification marks stamped into the casting Inlet (B660) and Exhaust B61P.) Any reprofiling of the camshafts is strictly prohibited.
It is not permitted to use a non-standard exhaust manifold.
4. The use of vernier cam pulley wheels is prohibited. Standard cam pulleys may not be modified for vernier adjustment, the location of the pins in the end of the camshafts to locate the pulleys must be in the original location, no offsetting of the pins is permitted. The locating slots in the cam pulleys must not be modified.
5. 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. Aftermarket electric cooling fans may be used but must be fitted in the standard location.

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.~~ This must be a Pipercross PP72 filter, these are available from 5C Promotions at a cost of £25.
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 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.
7. At the discretion of the Eligibility Scrutineer, it may be requested that the competitor remove their restrictor plate and replace it with one supplied by 5Club. Failure to comply may result in the loss of points

6. Exhaust systems:

The standard ~~front pipe~~ exhaust manifold 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 NCR Ch.7 App.8 noise regulations. It is permitted to fit an exhaust embellisher to the tailpipe; this may be no more than ~~450mm~~ 200mm 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. Timing may be recorded by the Championship Eligibility Scrutineer under parc ferme conditions.

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

A fully working standard starter motor from a Mk1 or Mk2 Mazda MX5 must be fitted.

8. Fuel delivery systems:

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

5.8: SUSPENSIONS:

1. Modifications Permitted:

The only permitted dampers are GAZ Gold Professional

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.

Suspension Bushings must be standard or polyurethane replacements; eccentric bushes are not permitted. ~~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 nonstandard 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 from suspension components in order to alter the vehicle track. from standard. The only means of altering the track width of the vehicle is by fitting the correct championship specification wheels (see 5.12.3)

5.9: TRANSMISSIONS:

1. Permitted modifications:

Clutch disc 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)

(other types may be permitted with written permission from the championship organisers)



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~~ The rear light cluster must remain in place and the ~~rear lamps side lights and brake lights~~ 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. NCR Ch.7 App.5 Art.6.

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 NCR Ch.7 App.5. 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. The use of lithium batteries is prohibited.

4) GENERATORS

A fully working standard alternator from a Mk1 Mazda MX5 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~~ may 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 NCR Ch.7 App.2 Art.11. The steering lock must be removed.

Wheel nuts are free providing they are manufactured from steel and of equal or better quality than OEM. NCR Ch.12 App.13 Art.6.



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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 or Pro Race LT (25mm or 30mm offset)
- 4) **Dimensions:** 7" x 15" with a 25mm, 28mm or 30mm offset.

5.13: TYRES

The only permitted tyres for the championship are the Massimo Ottima Plus (size 195x50x15). All tyres must be bought from the official supplier and have the specific 5Club markings.

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: **5Club**

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 NCR Ch.7 App.2 Art.19.

~~Competitors with a known / tested power figure in excess of 130.00 bhp may be admitted at the discretion of the coordinator subject to a ballast penalty of 15Kg per horsepower over the stated 130.00 bhp limit, the calculation of weight penalties will be based on the corrected flywheel horsepower from the dyno test rounded up to the nearest whole number.~~

~~Any competitor carrying excess weight should have the total agreed weight displayed clearly visible on the driver's side A pillar. For the avoidance of doubt vehicles that are tested and shown to be in excess of 130.00bhp, that do not have the requisite ballast fitted will be subject to the provisions detailed in 4.1. Any competitor carrying such weight penalties will still be subject to all technical rules defined in these regulations.~~

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 permitted fuel as defined in NCR Ch.8 App.1 Art.1.7 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 NCR Ch.7 App.8.

5.17: NUMBERS & CHAMPIONSHIP DECALS



1) POSITIONS

Competition numbers must comply with NCR Ch.7 App.10 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. Championship 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 Championship Sponsor's decals must take preference to any other decals.

Any decals specified by the Championship 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.

APPENDIX 1 MOTORSPORT UK RACE WITH RESPECT

By registering for the Championship all competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code which can be found on the Motorsport UK website

Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion and referral to Motorsport UK.

It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Championship Coordinator and/or Safeguarding Officer who will also relay the report Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at www.motorsportuk.org/resource-centre by selecting Policies and Guidelines.

APPENDIX 2: APPROVED ROLLING ROADS

Marlin Motor Engineers
(Milton Keynes)
Unit 4-5 Wellington Place
Bletchley
Milton Keynes
Buckinghamshire
MK3 5NA
Tel: 01908 366256

Revivals
(Duxford)
Revivals Garage
Lodge Road
Thriplow, Royston
Herts
SG8 7RN
Tel: 01763 208043

750 Motor Club (Mobile Dyno)
Donington Park

Castle Donington
Derbyshire
DE74 2RP

TI Motorsport
(Stoke)
TI Motorsport LTD
Tegiwa House
Sutherland Road
ST3 1HZ
Tel: 01782 950315

Alive Tuning
(Louth)
Unit 1 & 2
Meridien Centre
Belvoir Way
Fairfield Industrial Est.
Louth
Lincolnshire



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LN11 0LQ
Tel: 01472 812900

Raceworx Performance Centre (Scotland)
Unit 2
Block 1 Hunting Park,
Livingston
EH54 5QS
Tel: 07483 161958

Garej Arwyn CYF (Gwynedd)
Unit AH, Penygroes,
Caernarfon,

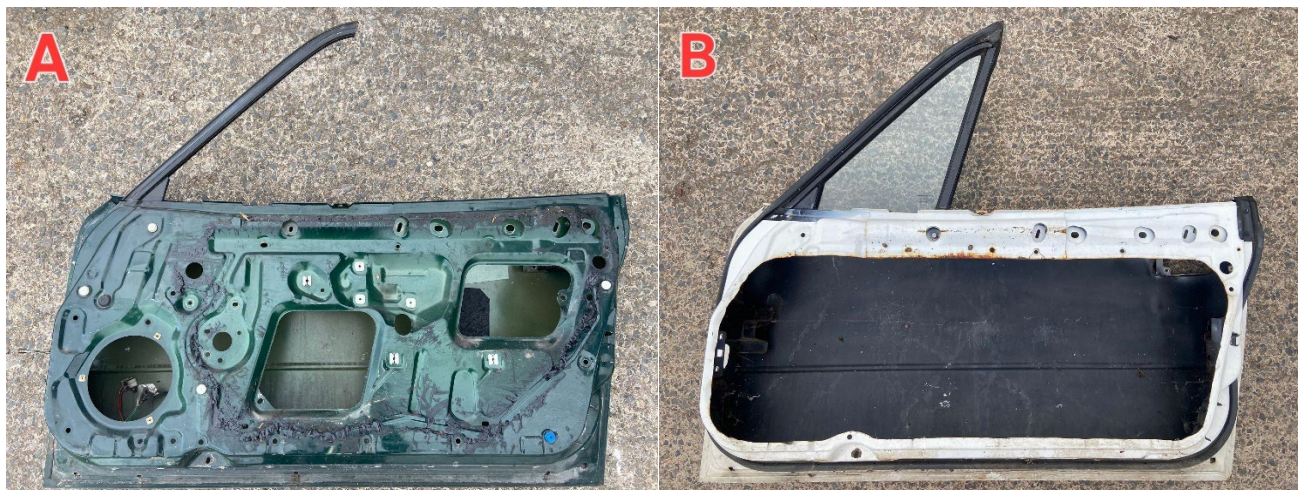
Gwynedd, Wales,
LL54 6DB
01286 882299

TSR Performance
(Bridgwater)
1 Stockmoor Park,
Taunton Road,
Bridgwater, Somerset,
TA6 6LD
United Kingdom
Tel: 01278 453036

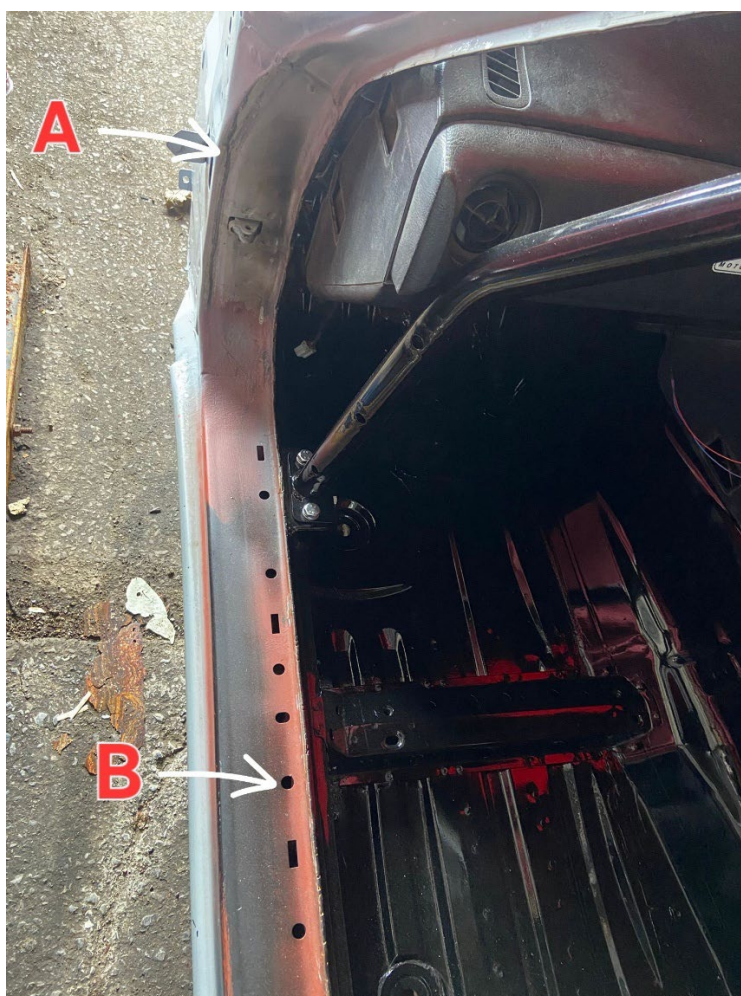
Rolling Road Power Testing Procedure:

1. The car owner/operator will be asked to confirm all coolant, oil and fuel levels are correct and before the car is placed on the Dyno and sign the relevant disclaimer.
2. The car must run with bonnet or engine covers down as per how it would be on track.
3. The car must be tested in the gear that is closest to 1:1 ratio, the Driver/Team will be responsible for the correct gear being notified to the Dyno operator.
4. The power run will be achieved as follows:
 - Car will be driven on to the dyno and secured properly.
 - The car will be taken up to operating temperature, and the tyres will then be set at 30psi.
 - The car will be held at 2000rpm for calibration on the dyno in the correct gear.
 - Power will be tested to the rev limiter, (if no rev limiter fitted this need to be made aware to the dyno operator)
 - The car will be tested twice to provide a heat-soaked conditions to simulate for real world on track measurements.
 - For the purpose of determining eligibility an average of the two runs will be used.
5. An application of a tolerance of 2% to reflect real world conditions in line with the dyno manufacturers recommendations will be applied at the discretion of the Eligibility Scrutineer.
6. The car will be allowed to cool down until owner/operator is satisfied that the engine can be shut off. Once the car has been tested the Competitor will sign "Appendix 1" of the disclaimer document, confirming that they agree the test has been conducted per these regulations, before the car is released from the testing area.
7. Failure to do this may result in further testing of the vehicle, of the vehicle being impounded by the Clerk of the Course or the Eligibility Scrutineer for further interrogation, including but not limited to sealing the vehicle and sending it for testing at an alternative championship / series approved dyno. Where the conclusion of further interrogation/power testing confirms non-compliance, the entrant shall be responsible for all costs and fees arising from the interrogation/power testing procedure

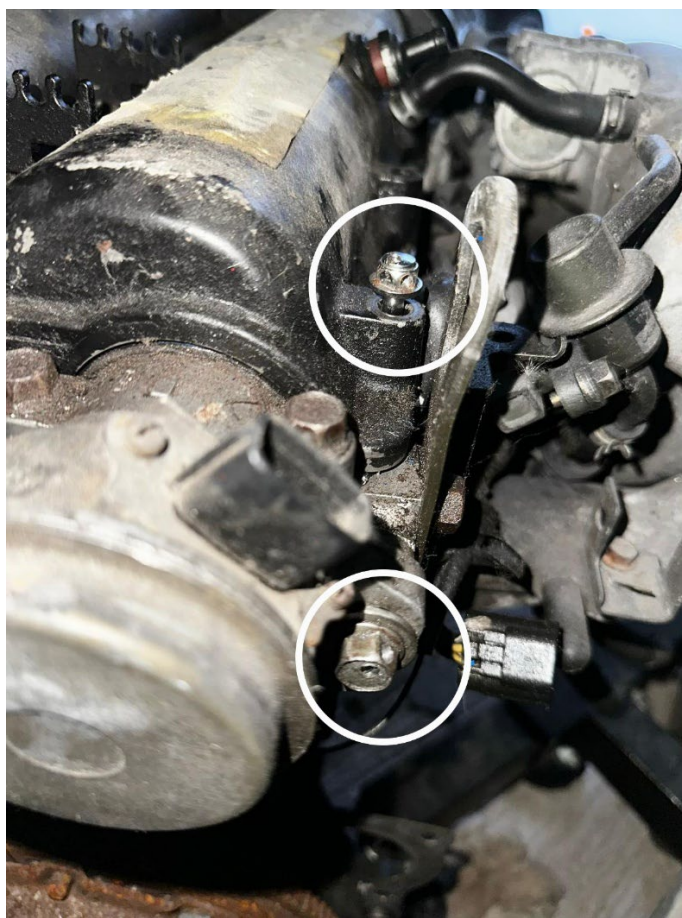
APPENDIX 3: PICTURES FOR REFERENCE



5.6.1.2: Picture A shows a standard door, and B a correctly modified door retaining the upper door frame.



5.5 Photograph showing the area where stitch welding is permitted between points A & B



5.7 drilled CAS clamp bolt and drivers side rearmost cam cover bolt.