



The Mazda MX-5 Club of Victoria & Tasmania Inc.

Sprint Championship Rules

Current from January 2019

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Change Record

Date	Version	Details

1 GENERAL

1.1 Introduction

Motor sport within the Mazda MX-5 Club of Victoria & Tasmania Inc. should be, above all, safe and fun. As this is entry-level motor sport, these rules will have an emphasis on safety, equality and controlling costs. It is intended that the ‘spirit’ of the rules should be adhered to no matter how serious the Championship seems.

1.2 Intent

The intent of these rules is to clearly define the sporting, non-technical and technical regulations relating to the Club Sprint Championship. The Mazda MX-5 Club of Victoria & Tasmania Inc. Sprint Championship (“Club Sprint Championship”) rules are designed to ensure a fair and equitable competition across all classes.

To avoid any doubt, these rules should be read and interpreted in their entirety.

The purchase of goods and services relating to modifying any component of the vehicle may have an effect on classification. It is advised that prior to the purchase of goods and services relating to modifying any component of the vehicle, prior approval should be sought from the Club Captain - Motor Sport or his/her delegate (Classifications Officer).

These rules are ‘living’ and subject to change at any time. The stability of these rules allows for this provision as opposed to an annual rule update with wholesale changes. Should it become necessary, ‘clarification notes’ will be added to this document if and as required during the year and found in ‘Appendix D’.

Changes will have sufficient lead-time for competitors to become compliant.

1.3 Championship Format

The Mazda MX-5 Club of Victoria & Tasmania Inc. Motor Sport Championship season runs on a calendar year from January to December and consists of approximately 8-10 Circuit sprint events at various venues.

Points shall be awarded based on the participation in (and results of) these rounds and the Championship results will be based upon these points.

The Club Captain - Motor Sport is responsible for the selection of events, which should be chosen to give reasonable preparation time for all competitors.

1.4 Competition Format

Track Sprints

Groups of 15-25 vehicles participate in 10-15 minute sessions where vehicles are individually timed and results are based on the ‘fastest single lap of the day’ within each class. Competitors are ‘racing against the clock’ and not against each other on the track.

1.5 Eligibility

Only full financial members of the Mazda MX-5 Club of Victoria & Tasmania Inc. are eligible to participate in and win the Class Championships or become Overall Club Sprint Champion.

1.6 Behaviour

Competitors need to be aware that the Mazda MX-5 Club of Victoria & Tasmania Inc. has a 'Code of Conduct' and the host club will also have a similar document. Copies may be viewed at the club website (<https://mx5vic.org.au/about/code-of-conduct/>). Any competitor who is in breach of the code of conduct or has driven dangerously or overly aggressively may be subject to sanctions applied by the Committee of the Mazda MX-5 Club of Victoria & Tasmania Inc. or the host car club running the event. This may mean having their points for that event excluded from the Championship or not having their entry accepted for future event(s).

1.7 Disputes and Appeals

Clause deleted; refer section 2.

2 COMPLIANCE

2.1 Compliance Inspections

Vehicle compliance inspections may be conducted on competitors' vehicles entered into the Championship with all competitors audited at least once during the season. At each event a team of nominated personnel will carry out and document these inspections. Vehicle inspections are to be signed off by the Vehicle Inspectors and the competitor. The completed inspection forms will be submitted to, and kept on record by the Classifications Officer, for compliance referral if required.

The compliance inspections will concentrate on vehicles of all class leaders, those in second place and on vehicles with any dramatic performance increase within field. Any minor transgressions of category are to be rectified, if possible, before completion of the first timed sprint session (not practice session).

Where there is doubt on the power rating of a vehicle or via judgement of compliance inspection, a dynamometer reading or similar power check or technical inspection will be requested at a venue nominated by the Club Captain - Motor Sport to confirm the rating. A competitor can choose not to obtain a dynamometer reading but will automatically be allocated to either Restricted Open or Open class, based on Club Captain – Motor Sport's estimate of power output. If a vehicle fails a dynamometer or power check or technical inspection then the Review Panel will adjudicate on further actions, and penalties may include loss of points or disqualification from the Championship.

2.2 Complaints Process

Any competitor complaints must be lodged with the Complaint/Sportsmanship Review Panel (compliance@mx5vic.org.au) within 24 hours of the end of the relevant event or other incident . At the Club Captain – Motor Sport’s discretion this deadline may be extended to a period of 24 hours from the time when the complainant became aware, or could have reasonably become aware, of the circumstances that gave rise to the complaint. Disputes submitted after this period will not be accepted and no correspondence will be entered into. All complaints – vehicle or code of conduct – must be submitted via the Complaint Form which can be downloaded from the Club website. Direct emails or verbal complaints outside of the complaint form format will not be accepted.

The Review Panel is a three-person team established to hear complaints and is appointed by the Club Committee, chaired by the Club Secretary with two other nominated personnel from within the Club.

Vehicle compliance complaints will only be accepted from competitors within the same class, or higher class that could be affected by points and entered in the event where the non-compliance took place. In addition, the holder of a lap record that may be affected by the non-compliance may also lodge a complaint, whether entered into the event or not. Any competitor that wishes to lodge a complaint that does not meet the above criteria must make an application to the Club Captain – Motor Sport to request the right to lodge a complaint, and in doing so state the grounds for such a complaint. The Club Captain – Motor Sport’s decision on whether a complaint can proceed in these circumstances, is final. In all cases, any competitor lodging a complaint against another competitor’s vehicle will also automatically be subject to the same level of vehicle inspection of his or her own vehicle.

All costs associated with carrying out the inspections (e.g. Dyno Run costs) will be borne in the first instance by the person lodging the complaint. Should it be found that the car that is the subject of the complaint is substantially non-compliant, all costs will become the responsibility of competitor associated with that car. The determination of *substantially non-compliant* will be made by the review panel. The refusal of either party to meet their obligations in respect of these costs will be referred to the Club Committee and in extreme instances the relevant party may be classified as unsportsmanlike and against the Club Code of Conduct.

Vexatious Complaints – If the Review Panel declares a complaint to be vexatious, it will be reported to the Club Committee. In extreme instances the complaint may be classified as unsportsmanlike and against the Club Code of Conduct.

Upon receipt of a complaint, the Review Panel will review, adjudicate and then notify the Club Captain - Motor Sport of the ruling. The Review Panel has full access to penalties as documented in the Rules and within the penalty scales as outlined in point 2.3 (Enforcement). The result of complaint (decision) will be communicated at least three working days before next publicised MX-5 Sprint Championship event.

The Club Captain - Motor Sport will enforce the Review Panel’s decisions and notify the competitors involved in the complaint of any applicable penalties or actions arising. The Club Captain - Motor Sport will also subsequently notify the Points/Classification Officers and notification will be submitted to the Club Committee for record keeping.

An appeal against the resolution of the Review Panel may be taken to the Committee of the Mazda MX-5 Club of Victoria & Tasmania Inc. at the next Committee meeting following the incident. The appeal should be lodged with the club secretary. However, the Committee must be made aware in writing at least three days prior to that meeting to which the appeal will be heard. The decision of the Committee is final. (Committee meetings are normally held on the second Wednesday of every month.)

Where the Club Captain – Motor Sport is a party to the complaint, the Assistant Club Captain – Motor Sport will assume responsibility of the Club Captain – Motor Sport’s tasks in respect of this section of the rules.

2.3 Enforcement

The Club Captain - Motor Sport will enforce the Review Panel's decisions and notify the competitors involved in the complaint of any applicable penalties or actions arising. The Club Captain - Motor Sport will also subsequently notify the Points/Classification Officers and notification will be submitted to the Club Committee for record keeping.

2.3.1 Penalty scales

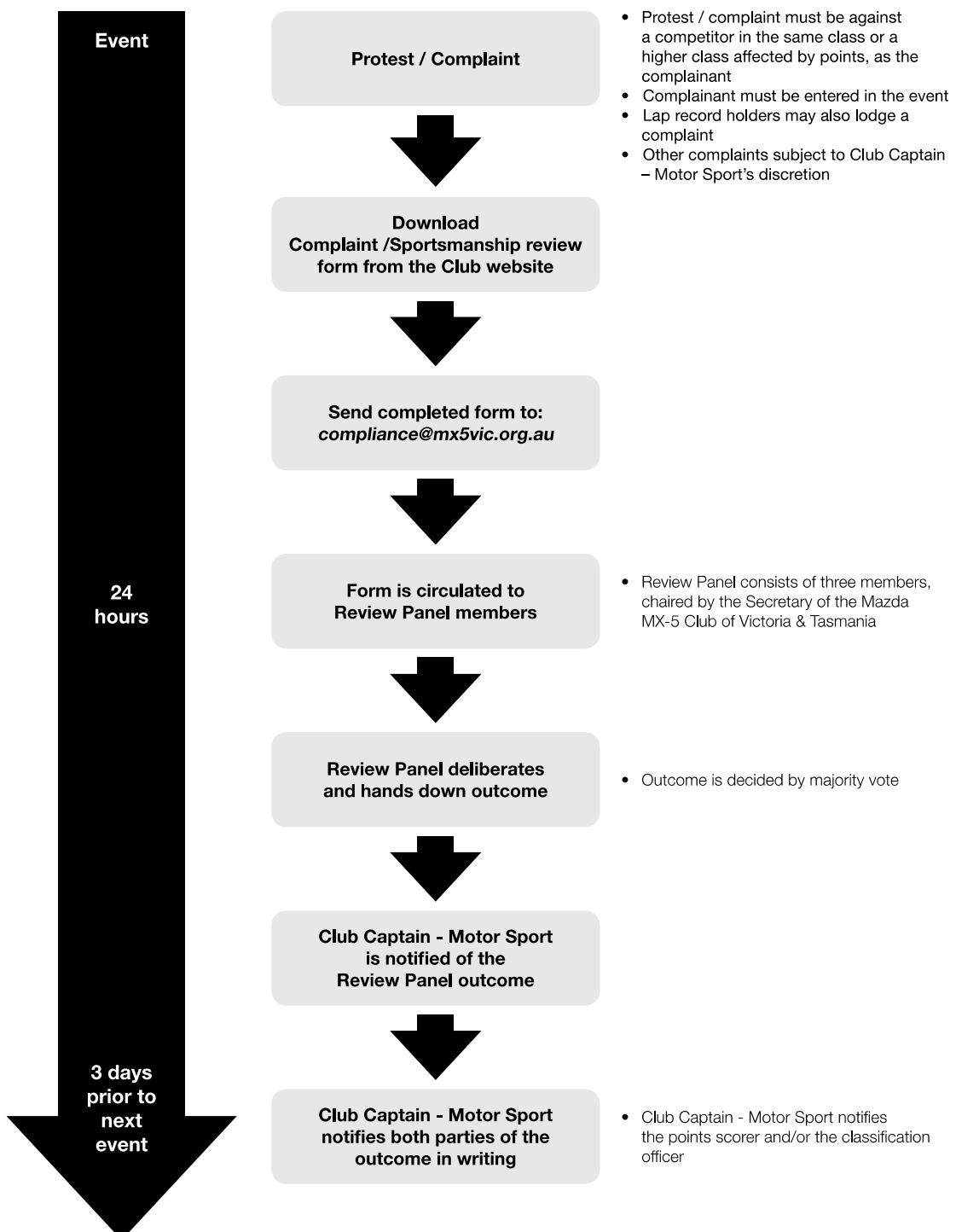
A scale of set penalties has been established for breaches of rules and vehicle non-compliance depending on severity.

Scale	Nature of rule breach	Penalty
Low level	Non-compliance modifications to a vehicle with no impact on vehicle performance and Championship results.	Warning.
Mid-level	Deliberate non-compliance modifications to a vehicle with no performance or position changes in Championship.	Loss of points for the round.
Mid-level	Non-deliberate non-compliance modifications to a vehicle with performance or position changes in Championship.	Loss of points for the round.
High level	Deliberate non-compliance modifications to a vehicle with performance and or position changes in Championship. Event organiser, Clerk of the Course or host club complaints raised with the Mazda MX-5 Club of Victoria and Tasmania Inc. Committee or Club Captain - Motor Sport against any competitor, relating to breaches of event supplementary regulations, Code of Conduct, safety or driving standards.	Loss of points for the year, change of class next meeting if required, multiple low or medium infractions may also attract this penalty. Multiple offences will carry Club Committee disciplinary action on sportsmanship and Code of Conduct grounds. Remedy can include cancellation of competitor's Club membership, banning from the Club Sprint Championship, recommendation to CAMS for cancellation of the infringing competitor's CAMS licence.

2.4 Compliance Flow Chart



Complaint/Sportsmanship Review Process



3 CLASSIFICATIONS

3.1 General

Competitors shall compete in classes based on their vehicle's specifications and modifications.

A competitor is eligible to win the Sprint Championship in one class only per season.

3.2 Classes

There are eleven classes available to compete in:

- Standard NA
- Standard NB
- Standard NC
- Standard ND
- NA Clubman
- NB Clubman
- NA & NB Modified
- NC & ND Modified
- Super Modified
- Restricted Open
- Open

3.3 Class Selection

Each competitor is required to complete a 'Competitor's Declaration' as per Appendix E prior to competing each season. This must be submitted by e-mail to competitorforms@mx5vic.org.au, or via post to the Club at PO Box 8173, Croydon 3136, a minimum of 14 days prior to the first event at which the vehicle will be competing.

Competitors will only receive points in the Sprint Championship once their 'Competitor's Declaration' has been submitted; i.e., if they compete in all rounds but only submit their form at round three then they will only score points from round three onwards. They must also complete one if they make changes to the vehicle that may affect their class. Each competitor is responsible for ensuring they are entered into the correct class.

Each competitor is personally and solely responsible for ensuring that their vehicle complies with their 'Competitor's Declaration' and with these rules for each event they enter. Queries concerning classification should be referred in writing to the Club Captain - Motor Sport, captain@mx5vic.org.au.

Each vehicle may be carefully scrutinised at each round to ensure it qualifies for the class specified by the competitor. Each vehicle must meet the eligibility of the class in which it competes. For example, a standard vehicle cannot compete in Open Class, regardless of the fact that the competitor may normally compete in this class in another vehicle.

The Club relies on each competitor to be forthright and honest about modifications to their vehicle. Similarly, the rules are not definitive. Some modifications may fall outside those mentioned here and it becomes the onus of the competitor to inform the Club Captain - Motor Sport of these for correct classification.

By submitting a 'Competitor's Declaration' and thereby entering the Mazda MX-5 Club of Victoria & Tasmania Inc's Sprint Championship, a competitor agrees to abide by these rules.

Competitors found to be in blatant contravention of the class rules at an event will be automatically disqualified from the event, and may be disqualified from the Sprint Championship. The Club Captain - Motor Sport will redress or disqualify at his/her discretion. Appeals may be lodged in accordance with Section 1.7.

3.4 Multiple Entries

Competitors may only compete in one class per round. He/she may enter as designated driver for more than one car, providing multiple driver entry fees are paid. Times for a competitor not in his/her designated car (to be nominated prior to the event starting) will not be counted towards the Championship results.

3.5 Changing Class

A competitor may change class at any stage during the Championship. The Club Captain - Motor Sport or his/her delegate must be notified two weeks prior to competing in a different class. Failure to comply will result in a warning and may result in a deduction of Championship points, which will be decided by the Mazda MX-5 Club of Victoria & Tasmania Inc. Committee. Class points earned will not carry across classes. Overall points are still allocated across classes.

4 SCORING

4.1 General

Placings at each event are based on the lap/course time, with the lowest elapsed time being the best result. The results are based on the fastest single lap.

The first session for each run group at any event will be deemed as a practice session and will not qualify for inclusion in the calculation of points for the event. However, the Club Captain – Motor Sport at his/her discretion, and prior to the first practice session commencing, may include the practice sessions in the determination of points for the event if it is deemed that sufficient sessions will not be run during the day.

Class Points for each class at an event will be allocated as shown in the following Points Table:

Place	Points
1	100
2	75
3	60

Place	Points
4	45
5	30
6+	15

In the event of a tie for a place at an event, the tied competitors will receive the points for the place they would have received had the other competitor been slower (i.e. both competitors receive the same score). The next-placed competitors will receive the points they would have received had the tied competitors not been tied.

4.2 Class Championship

The Class Champion is the competitor who accrues the most Competition points in their class for the season.

The Class Championship points score for a competitor is the sum of the points score from each round, omitting the competitor's two worst results. For example, if there are 10 rounds in the season, a competitor's best eight results will count.

In the event of a tied result within the class competitions, a count-back of the number of first place finishes shall decide a winner. If the number of first places is equal, then the number of second places shall be used, and so on.

If the above method does not separate the competitors, joint winners shall be declared.

If a competitor scores maximum points in more than one class, they shall only be eligible to win the class in which they last competed.

4.3 Club Sprint Championship

The Club Sprint Champion is the competitor who accrues the most overall Class Sprint Championship points for the season. The points score for a competitor is the sum of the points score from each round. Points from all rounds are included in calculating a competitor's total for the season, i.e. no rounds are 'dropped' in the overall Club Sprint Championship.

Club Sprint Championship points are the same as Class Points awarded in accordance with Section [4.1 General](#), with the following adjustments:

- Benchmark Time-base adjustment, and
- Cross Class Adjustment.

There will be no requirement for a minimum number of cars competing in each Class for a competitor in that Class to compete in the Club Sprint Championship.

In the event of a tied result in the Club Sprint Championship, the winner will be determined by taking the sum of the differences between their best lap at each event and the benchmark time for each event, with the lowest total being declared the winner.

Benchmark Time Adjustment

Each Class will have a 'benchmark' lap time for a particular circuit / configuration (Benchmark Time). The Benchmark Time will be the lap record for that Class as published in the results section of the official club website at the time of the event. The Benchmark Time will be used for an entire event regardless of the fact that it may be bettered during that event. If no Benchmark Time has been previously set, then no Bonus points are allocated for that round.

The best time for that class on that day then becomes the Benchmark Time only for subsequent rounds.

The adjustment to awarded points for each round will be made as follows:

Equal or better than Benchmark Time	+10 points
0.001s to 1.000s over Benchmark Time	+5 points
1.001s to 2.000s over Benchmark Time	+0 points
2.001s to 3.000s over Benchmark Time	-5 points
Greater than 3.000s over Benchmark Time	-10 Points

Cross Class Adjustment

For the overall Club Sprint Championship, a ‘cross class’ adjustment reduces the number of points scored by the competitor in the faster class for each and every faster competitor in a slower class, regardless of which class they are competing in.

Where competitor’s times follow the order of classes in the Class Grading Scale below, they will all be assigned the Class Points detailed in section 4.1. Where a competitor’s time is slower than a competitor in a slower class, they will be assigned points from the Class Points table in section 4.1 adjusted downwards by the number of competitors in slower classes with faster times.

The Class Grading Scale showing the order of classes, slowest to fastest is:

Standard NA and Standard NB
NA Clubman & NB Clubman
Standard NC & Standard ND
NA & NB Modified and NC & ND Modified
Super Modified
Restricted Open
Open

Example 1 - Benchmark Time

The following example is provided as an explanation. This is based on a benchmark time for OPEN class of 1:51.5:

Driver	Class	Lap Time	Points	Notes
D1	OPN	1:51.2	110	100 pts for 1 st + 10 pts for being under benchmark
D2	OPN	1:51.7	80	75 pts for 2 nd + 5 pts for being within 1.0s of benchmark
D3	OPN	1:53.1	60	60 pts for 3 rd + no adjustment between 1 and 2s of benchmark
D4	OPN	1:55.8	35	45 pts for 4 th – 10 pts for being greater than 3s over benchmark

Example 2 - Cross Class Adjustment

The following gives an example of how the Cross Class Adjustment is applied to each driver coming first in their respective classes. For simplicity, this example considers only the first-place drivers and in practice, all faster drivers in slower classes would be considered.

Driver	Class	Lap Time	Points
D1	RES	1:51	100
D2	SMOD	1:52	100
D3	SNC	1:53	100
D4	SNB	1:54	100
D5*	CDMOD	1:55	60
D6**	OPN	1:56	15

* Driver D5 (CDMOD) posted a time that was beaten by two other drivers in a slower class (D3 – SNC and D4 - SNB), therefore the points allocation was adjusted two steps down the scale of points from 100 -> 75 -> 60.

** Driver D6 (OPN) posted a time that was beaten by five other drivers in slower classes (D1 - RES, D2 - SMOD, D3 - SNC, D4 – SNB D5 - CDMOD), therefore the points allocation was adjusted five steps down the scale of points, from 100 -> 75 -> 60 -> 45 -> 30 -> 15.

5 TROPHIES

The **Mazda MX-5 Club of Victoria & Tasmania Inc. Sprint Championship trophy** is awarded to the overall champion of the Sprint Championship.

Trophies will also be presented to the Winner and Runner Up in each Sprint Competition Class below. To be eligible for a trophy the competitor must have competed in at least 50% of the Sprint Championship rounds in that year.

- **Standard NA**
- **Standard NB**
- **Standard NC**
- **Standard ND**
- **NA Clubman**
- **NB Clubman**
- **NA & NB Modified**
- **NC & ND Modified**
- **Super Modified**
- **Restricted Open**
- **Open**

Trophies are also presented to:

- **Rookie of the Year**
- **'Sportsmanship Award'**

The ‘Rookie of the Year’ trophy is presented to the driver with the highest points total in his/her first season of competition, with an allowance of no more than two events in previous seasons.

All competitors eligible for this award are also eligible for Class and Overall Sprint Championships.

The ‘Sportsmanship’ award is presented by the Club Captain - Motor Sport, at his/her sole discretion, to the motor sport participant who has made a valuable contribution and demonstrated a high level of sportsmanship to fellow competitors and event officials in the Mazda MX-5 Club of Victoria & Tasmania Inc’s motor sport activities in the preceding year.

6 EVENT ENTRY DOCUMENTATION & SCRUTINEERING

The Sprint Championship involves events run by other car clubs. It is the personal responsibility of each competitor to:

- submit his/her entry paperwork and associated payment on time to the host club;
- sign in on the day and present his/her current competition licence (e.g., CAMS licence) and Mazda MX-5 Club of Victoria & Tasmania Inc. membership card;
- have his/her vehicle pass scrutineering.

Note: Host clubs may have particular rules and/or requirements to comply with. Please read each event’s Supplementary Regulations so that you are aware of these. Be aware that noise level restrictions may differ from circuit to circuit.

7 TECHNICAL REGULATIONS

7.1 Introduction

It should be clearly understood that ‘if the following regulations do not clearly specify that you can do it, you should work on the principle that you cannot!’

Furthermore, competitors should ensure they fully understand these technical regulations and if necessary, seek clarification from the Club Captain - Motor Sport or his/her delegate (Classifications Officer) before deciding on a change or modification to his/her vehicle.

7.2 Safety and Scrutineering Requirements (Also see Appendix A)

Each event host club will have its scrutineers formally inspect each vehicle against a set template of items. A host club Chief Scrutineer may reject an entry on behalf of his/her club, if the vehicle is, in his/her opinion, unsuitable for competition use. Refer to Appendix A for a list of typical requirements.

7.3 General

- All vehicles must be based on the Mazda MX-5 chassis (all series).
 - Mazda MX-5 Club of Victoria & Tasmania Inc. members are welcome to participate in motor sport events in cars other than MX-5s, but their results will not count toward the Club Sprint Championship.
- All vehicles must comply with Schedules A and B of the current edition of the CAMS Manual of Motor Sport.

- All tyres used must remain legal for the whole of the event; i.e., wear indicators have not been in contact with the road surface.
- All vehicles must run on ‘commercial fuel’ or ‘leaded or unleaded racing fuel’. LPG is not permitted.
- Vehicle registration through VicRoads or any other state registration bodies is not mandatory in all classes for the purpose of this Championship.

7.4 Free Allowances for All Classes

These items are detailed in Appendix B. They cover some safety issues and other items that do not improve performance.

7.5 Engine Reconditioning and/or Replacement

As engines wear with use, some competitors may wish to recondition or replace the vehicle’s engine. The following conditions apply to all Standard and Clubman classes only.

7.5.1 Engine Swapping

- The swapping or mixing of drive train components – e.g., engine, gearbox or differential from a different model – are not permitted in all Standard and Clubman class vehicles. Differentials can be changed in Clubman class but will be counted as a modification.
- Swapping or mixing of engine components between different engine types is not permitted in all Standard and Clubman class vehicle – e.g., mating the head of one model or series to another.

7.5.2 Engine Reconditioning

- Overhaul procedures, which in any way may increase performance beyond factory specifications are prohibited.
- All engines and their internal components must remain stock and within factory specified tolerances. No balancing, lightening, polishing or other modifications are permitted.
- The engine block may be decked and the cylinder head may be ‘face milled’ to return the engine to the maximum specified compression ratios shown below.

Model & Year	Compression Ratio
90-93	9.4 : 1
94-97	9.0 : 1
98-00	9.5 : 1
01-05	10.0 : 1

- Carbon may be removed from the combustion chambers, valves and pistons. Cylinder compression tests may be requested by the Club Captain - Motor Sport to verify cylinder pressures are within OEM tolerances.
- All pistons, including aftermarket replacements must meet factory replacement specifications and the maximum allowable overbore is limited to the largest available factory replacement piston for that particular engine.
- Piston rings, main bearings and con rod bearings must be OEM. Modification of the piston ring gap end is allowed.

- Cylinder head must not be ported, polished or machined except for the gasket face of the cylinder head being resurfaced, provided the maximum compression ratio is not exceeded and the minimum height of the cylinder head is maintained with OEM tolerances.
- All valve sizes, seat dimensions and angles shall conform to factory specifications. A valve job will consist of only three flat angles. Radius cuts are not allowed.
- Camshafts – all camshaft dimensions lift and duration shall conform to factory specifications.
- The use of vernier cam pulley wheels is prohibited. Cam timing must not be altered.
- Inlet manifold must be stock and unmodified.

7.6 Eligibility for Classes

The intention of all Standard classes is to accommodate those who do not wish to modify their vehicles whatsoever. An unmodified vehicle should be competitive in its relevant Standard class as supplied by the manufacturer.

The intention of Clubman class is for competitors who wish to personalise their predominately standard vehicle with a very limited number of modifications. This also allows for higher spec. factory vehicles like the 10th Anniversary Limited Edition ('10AE') and 'Clubman'.

The Modified classes are for competitors who wish to make more extensive modifications to their vehicle. The type and extent of the modifications will determine the competitor's class.

The Open classes are for competitors who wish to extensively modify their vehicle. The modifications to the vehicle will probably include upgrading the drivetrain, suspension, and aerodynamics and involve vehicle weight reduction changes. More than likely the extent of these changes will mean that the vehicle is a 'dedicated track vehicle', and may not economically be returned to a registered road car, or may not be in a roadworthy-compliant condition.

7.6.1 Standard NA

This class is essentially for unmodified, naturally-aspirated MX-5s from the NA series (1989-1997, NA6A and NA8A models), excluding 'Clubman' versions of the NA series.

- Must use 'road tyres' – refer to section 8.2.
- Maximum 195 width tyres.
- NA6A models only are allowed one nominated modification: a 'Cat-Back Exhaust' to maintain performance parity with NA8A models. Refer to Appendix C for details.
- Vehicles must compete with the drive train (engine, gearbox and differential) that matches the specific model and series – i.e.:
 - NA6A runs NA 1600cc engine, 5-speed gearbox and 4.3 diff.
 - NA8A runs NA Series 1800cc engine, 5-speed gearbox and 4.1 diff.

7.6.2 Standard NB

This class is essentially for unmodified, naturally-aspirated MX-5s from the NB series (1998-2004, NB8A, NB8B and NB8C models), excluding 10th Anniversary Limited Edition ('10AE') and the 'Heritage Series' versions of the NB series.

- Must use 'road tyres' – refer to section 8.2.
- Maximum 205 width tyres.
- NB8A models only are allowed one nominated modification: a 'Cat-Back Exhaust' to maintain performance parity with NB8B models. Refer to Appendix C for details.

- Vehicles must compete with the drive train (engine, gearbox and differential) that matches the specific model and series – i.e.:
 - NB8A runs 1800cc engine, 5-speed gearbox and 4.1 diff.
 - NB8B runs 1800cc VVT engine, 6-speed gearbox and 3.636 diff.
 - NB8C runs 1800cc VVT engine, 6-speed gearbox and 3.636 diff.

7.6.3 Standard NC

This class is essentially for naturally-aspirated MX-5s from the NC series (2005-2015). Standard NC cars, with the exception of the Limited Edition, which has factory performance enhancements, are allowed no more than two modifications from the list below:

- intake (prior to throttle body)
- engine management system
- aerodynamics/bodywork
- anti-sway bars
- cat-back exhaust
- extractors and catalytic converter (**note:** a full exhaust system counts as two modifications)
- springs
- shock absorbers (**note:** coilovers with matching springs count as two modifications)

Refer to Appendix C for full details of the above modifications.

Standard NC vehicles:

- Must use ‘road tyres’ – refer to section 8.2.
- Maximum 215 width tyres.

NCs that exceed two modifications will be ineligible for Standard NC class.

7.6.4 Standard ND

This class is essentially for naturally-aspirated MX-5s from the ND series (2015 - on), excluding ND 2.0I series 2 (S series), which would be classified in the Super Modified class.

The 1.5I ND is permitted any or all of the following modification to achieve parity with the 2.0I ND:

- headers
- full exhaust
- engine management system

Standard ND vehicles:

- Must use ‘road tyres’ – refer to section 8.2.
- Maximum 215 width tyres.

7.6.5 Clubman Classes

These Classes are essentially for naturally-aspirated NA and NB series MX-5s with very limited modifications. ‘Clubman’ versions, 10th Anniversary Limited Edition (‘10AE’) and ‘Heritage Series’ editions may be included in this class.

NA Clubman

This class is for NA models (NA6 / NA8) with limited modifications. To maintain parity between the NA6 and NA8 and including ‘Clubman’ models in this Class the following modification limitations apply:

- NA6 vehicles are allowed no more than four items from the list below.
- NA8 vehicles are allowed no more than three items from the list below.

Note: NA8 ‘Clubman’ models are only permitted one additional modification, already having the OEM Bilstein shocks and LSD.

NB Clubman

To maintain parity between the various series cars including ‘10AE’ and ‘Heritage Series’, the following modification limitations apply:

- All NB vehicles are allowed no more than two items from the list below.
- NB8A (Including 10AE & Heritage) models are allowed one additional nominated modification of a ‘Cat-Back’ exhaust to maintain performance parity.

A standard, unmodified ‘10AE’ or ‘Heritage Series’ is allowed no further modifications, already having OEM Bilstein shocks and a limited slip diff. However, in these cases, the vehicle is allowed shock absorbers supplied by a different manufacturer (e.g. Koni adjustable) and the freedom to change the diff ratio without this counting as another modification. Furthermore, these vehicles cannot be ‘standardised’ to allow taking up other modifications in lieu of the shock absorbers or differential.

Allowable modifications list for Clubman class:

- intake (prior to throttle body)
- engine management system (available to NA models only)
- aerodynamics/bodywork
- anti-sway bars
- cat-back exhaust
- extractors and cat-converter (**note:** a full exhaust system counts as two modifications)
- After market springs outside height / spring rate specs. of standard Mazda OEM replacement part
- shock absorbers (including Clubman and 10AE) (**note:** coilovers with matching springs count as two modifications)
- limited slip differential – selecting this modification entitles the vehicle to also be fitted with a differential of a non-standard ratio for the vehicle provided it is from a NA or NB.

Refer to Appendix C for full details of the above modifications. Strictly no other modifications are permitted.

‘Clubman Class’ vehicles:

- Must use ‘road tyres’ – refer to section 8.2.

- Maximum 205 width tyres.
- May use brakes (rotors, callipers, pads, ABS, etc.) interchanged between any NA or NB OEM specification.
- Cars must compete with the drive train (engine, gearbox and differential) that matches the specific model and series; i.e.
 - NA6A runs NA series 1600cc engine, 5-speed gearbox and 4.3 diff.
 - NA8A runs NA series 1800cc engine, 5-speed gearbox and 4.1 diff.
 - NB8A runs 1800cc engine, 5-speed gearbox and 4.1 diff.
 - NB8A '10AE' runs 1800cc engine, 6-speed gearbox and 3.909 diff.
 - NB8A 'Heritage Series' runs 1800cc engine, 6-speed gearbox and 3.909 diff.
 - NB8B runs 1800cc VVT engine, 6-speed gearbox and 3.636 diff.
 - NB8C runs 1800cc VVT engine, 6-speed gearbox and 3.636 diff.

7.6.6 Modified

This Class is for naturally-aspirated MX-5s (all series) with more performance modifications. The major limitation for this class is a **maximum rear wheel power rating as stipulated in each class.**

Where there is doubt on the power rating of a vehicle or via judgement of compliance inspection, a dynamometer reading or similar power check or technical inspection will be requested at a venue nominated by the Club Captain – Motor Sport to confirm the rating. A competitor can choose not to obtain a dynamometer reading but will automatically be allocated to either Restricted Open or Open class, based on Club Captain – Motor Sport's estimate of power output. If the competitor disagrees with the Club Captain – Motor Sport's decision, he/she will be required to obtain a dynamometer reading and the matter will be referred to the Review Panel for a final determination. If a vehicle fails a dynamometer or power check or technical inspection, then the Review Panel will adjudicate on further actions and penalties may include loss of points or disqualification from the Championship.

'NA & NB Modified Class' vehicles:

- Maximum rear wheel power rating of 90 kW
- Must use 'road' or 'R-Spec' tyres – refer to section 8.2 and 8.3.
- No restriction on section width of tyre and rims provided the top of the tyre is under the bodywork when viewed from above. Wheel spacers are allowed provided that this requirement is met.
- Engine may be sourced from any NA or NB series model (must be naturally aspirated) and unlike 'clubman'; the drive train can be matched to any NA or NB series gearbox (5 or 6 speed) and differential (4.3, 4.1, 3.909 and 3.636) including LSD.
- May use brakes (rotors, callipers, ABS, etc.) interchanged between any series OEM specification.
- Chassis bracing is free.
- Can use an original hard top roof or its aftermarket equivalent to the same specifications (weight) and if utilising a hard top, can remove the soft top.
- Cannot have lightweight suspension components.
- Must have a passenger seat and interior carpets fitted. (**Note:** soundproofing underlay may be removed.)

'NA & NB Modified Vehicles' are permitted to have unlimited access to the full list of modifications as detailed in Appendix C.

'NC & ND Modified Class' vehicles

- Maximum rear wheel power rating of 100 kW. Note this would exclude the 2.0L ND Series 2 as the factory power output of that model would exceed this limit
- Must use ‘road’ or ‘R-Spec’ tyres – refer to section 8.2 and 8.3.
- No restriction on section width of tyre and rims provided the top of the tyre is under the bodywork when viewed from above. Wheel spacers are allowed provided that this requirement is met.
- Engine may be sourced from any NC or ND series model (must be naturally aspirated) and unlike ‘clubman’; the drive train can be matched to any NC or ND series gearbox (5 or 6 speed) and differential (4.1 and 3.7) including LSD. Regardless of this allowance, the maximum power rating of this class must be complied with.
- May use brakes (rotors, callipers, ABS, etc.) interchanged between any series OEM specification.
- Chassis bracing is free.
- Can use an original hard top roof or its aftermarket equivalent to the same specifications (weight) and if utilising a hard top, can remove the soft top.
- Cannot have lightweight suspension components.
- Must have a passenger seat and interior carpets fitted. (**Note:** soundproofing underlay may be removed.)

‘NC & ND Modified Vehicles’ are permitted to have unlimited access to the full list of modifications as detailed in Appendix C, however most ‘power related’ modifications would take the factory 2.0L engine over the power limit for this class, so potentially could not be used. This is particularly relevant to ND Modified vehicles as the power output of an unmodified engine is close to the limit permitted in this class.

7.6.7 Super Modified

This class is open to all NA, NB, NC and ND series vehicles (naturally-aspirated, OEM turbocharged NB ‘SE’ and ‘SP’ models, aftermarket turbo charged or super charged) with the major limitation being a maximum rear wheel power rating of no more than 125 kW.

Where there is doubt on the power rating of a vehicle or via judgement of compliance inspection, a dynamometer reading or similar power check or technical inspection will be requested at a venue nominated by the Club Captain – Motor Sport to confirm the rating. A competitor can choose not to obtain a dynamometer reading but will automatically be allocated to either Restricted Open or Open class, based on Club Captain – Motor Sport’s estimate of power output. If the competitor disagrees with the Club Captain – Motor Sport’s decision, he/she will be required to obtain a dynamometer reading and the matter will be referred to the Review Panel for a final determination. If a vehicle fails a dynamometer or power check or technical inspection, then the Review Panel will adjudicate on further actions and penalties may include loss of points or disqualification from the Championship.

‘Super Modified Class’ vehicles:

- Must use ‘road’ or ‘R-Spec’ tyres – refer to section 8.2 and 8.3.
 - No restriction on section width of tyre and rims provided the top of the tyre is under the bodywork when viewed from above. Wheel spacers are allowed provided that this requirement is met.
- Engine may be sourced from any NA, NB, NC or ND series model and the drive train can be mixed and matched to any NA, NB, NC or ND series gearbox (5- or 6-speed) and/or differential (4.3, 4.1, 3.909, 3.636 and 3.7) including LSD.
- May use brakes (rotors, callipers, pads, ABS, etc.) interchanged between any series OEM specification.
- Chassis bracing is free.

- Can use an original hard top roof or its aftermarket equivalent to the same specifications (weight) and if utilising a hard top, can remove the soft top.
- Cannot have lightweight suspension components.
- May have a high wing type rear boot spoiler fitted to the vehicle.
- Must have a passenger seat and interior carpets fitted. (**Note:** soundproofing underlay may be removed.)

'Super Modified Vehicles' are permitted to have unlimited access to the full list of modifications as detailed in Appendix C.

7.6.8 Restricted Open & Open

These classes are open to all NA, NB, NC and ND series vehicles (naturally-aspirated, OEM turbocharged models, aftermarket turbocharged or supercharged) with the major limitation being a maximum rear wheel power rating of no more than 125 kW in Restricted Open, with Open Class having over 125 kW.

A vehicle with a rear wheel power rating of less than 125 kW cannot elect to run in Open class.

Where there is doubt on the power rating of a vehicle or via judgement of compliance inspection, a dynamometer reading or similar power check or technical inspection will be requested at a venue nominated by the Club Captain - Motor Sport to confirm the rating. A competitor can choose not to obtain a dynamometer reading but will automatically be allocated to either Restricted Open or Open class, based on Club Captain – Motor Sport's estimate of power output. If the competitor disagrees with the Club Captain – Motor Sport's decision, he/she will be required to obtain a dynamometer reading and the matter will be referred to the Review Panel for a final determination. If a vehicle fails a dynamometer or power check or technical inspection, then the Review Panel will adjudicate on further actions and penalties may include loss of points or disqualification from the Championship.

These classes are identical except for the power rating and are for:

- Any MX-5 with 'competition only' tyres (e.g., slicks or racing wets).
- MX-5s with engine transplants from other makes or models (e.g., rotary, V8, turbocharged 4-cylinder Nissan engines).
- Very highly-modified naturally-aspirated MX-5s (at the Club Captain's discretion).
- Any MX-5 principally prepared for racing.

The following items are free in addition to the modifications detailed in Appendix C:

- drive train (engine, clutch, gearbox, tail shaft, differential, axles)
- suspension
- brake systems
- rims and tyres (see section [8 TYRES](#))
- specific aero dynamic and body work modifications as follows:
 - modifications to the underside of the vehicle for the purpose of improving aerodynamics
 - large boot spoilers and wings
 - bonnet scoops
 - chassis bracing is free
 - front and rear wheel arch changes, provided the top of the tyre/rim is covered by the bodywork when viewed from above. wheel spacers are allowed provided that this requirement is met

- changes to the doors, bonnet, boot lid and front mudguards to reduce weight or change shape
- seam welding of body elements.
- change to the vehicle including the passenger compartment to reduce weight. The metal bulkhead behind the seats must remain standard
- it is not necessary to have a passenger seat or interior carpets fitted

Competitors are reminded that their vehicle must meet the scrutineering requirements and approval of the 'Host Club' or 'Event Organiser' in terms of 'workmanlike' and 'technically competent' mechanical and bodywork aspects of the vehicle, including the noise limit requirements at some venues.

8 TYRES

8.1 'Road' Tyres

These are tyres marketed for use on public highways in the normal course of motoring. This excludes tyres that are primarily marketed as partially or wholly suitable for motor sport use.

The following are some of the tyres currently permitted in this Category.

Hankook	RS-2, RS-3, RS-4
Kumho	KU 36
Dunlop	Direzza Z1 & DZ2
Toyo	Proxes R1R
Yokohama	AD08 & AD08R
Bridgestone	ADRENALIN RE 001, RE 003

Refer to Clause 7.4 for the allowable maximum section width of tyres for your Class.

8.2 'R' Compound Tyres

These tyres are marketed specifically for motor sport use, but are road legal due to the presence of tread-wear indicator bars (or dimples). The tyre must have a tread. **Any tyre with a UTQG tread wear rating lower than 140 is automatically classified as an 'R' compound tyre.** The following are some of the tyres currently being used in this Category.

Bridgestone	RE55S, RE-01R
Dunlop	DZ03G, DZ02G, D01J, D93J
Falken	RT615
Federal	595RS-R
Kumho	V700, V70A
Toyo	Proxes R888R
Yokohama	A050, A048
Nitto	NT01

8.3 'Race / Competition' or Slick Tyres

These tyres have no visible tread and the wear indicators consist of slots or dimples in the rubber surface. These tyres are marked 'Not for Highway Use / For Racing Use Only'. It is not legal to use these tyres on a public road.

8.4 Tyres and Wheel Rims and Classes

This table shows the permissible category of tyre together with tyre section width and wheel width limits in millimetres for each class.

Tyre Category	Standard NA	Standard NB	Standard NC	Standard ND	Clubman NA/NB	Modified NA/NB & NC/ND	Super Modified	Res Open & Open
Road Tyres	X	X	X	X	X	X	X	X
R Spec Tyres						X	X	X
Race Tyres								X
Maximum Tyre section width	195	205	215	215	205	Unlimited	Unlimited	Unlimited
Maximum Wheel width	175mm (7")	188mm (7 ½")	200mm (8")	200mm (8")	188mm (7 ½")	Unlimited	Unlimited	Unlimited

Maximum wheel rim widths for Standard and Clubman classes are based on being 25mm wider than the maximum rim width supplied by Mazda for that model series. Wheel rim offset is free with particular note that the bodywork covers the top of the tyre/rim and when viewed from above, the wheels and tyres must fit under the mudguards.

All tyres to be fitted with 'metal valve caps'.

'R' Compound and 'Race/Competition' tyres are NOT to be fitted to steel rims.

Open class participants should be aware that in wet conditions, the Clerk of the Course might declare at the commencement of the competition that 'un-treaded tyres are not to be used'.

Appendix A

Safety and Scrutineering Requirements

- Competitors must present their current Mazda MX-5 Club of Victoria & Tasmania Inc. membership card and their current competition licence (e.g., CAMS) at sign-in on the day.
- Competitor's helmet – must meet AS1698 and have the relevant 'sticker' still in place and be in good condition.
- Competitors clothing – clothing from ankle to neck to wrists. Clothing preferably 100% cotton. Clothing of flammable synthetic material or part thereof such as nylon is not acceptable. Only closed footwear with leather uppers must be worn.
- Fire extinguisher – one hand held fire extinguisher complying with AS1841 (except AS1841.2) with a minimum total weight of 900 grams. The extinguisher must be capable of removal by the competitor without the aid of tools and be positively restrained within the vehicle. The extinguisher must have a metal mounting bracket (not plastic) and the bracket must be bolted to a metal bracket holder. The fire extinguisher must be inspected by scrutineers at least once every six months or prior to competition. This involves visually checking the unit and its mountings for damage, checking pressure of the contents, and shaking the container to check for settling of the extinguishing fire retardant solution.
- Although not mandatory, the fitting of a CAMS approved Race Seat and harness is highly recommended for all modified classes (i.e.: NA & NB Modified, NC & ND Modified, Super Modified, Restricted Open and Open). For regular competitors in all other classes the fitting of a CAMS approved Race Seat and harness is also recommended. In all cases, where a race seat and harness are fitted the driver is encouraged to use a FHR (frontal head restraint) device to reduce the likelihood of neck injuries in a frontal collision.
- Competitor's seat and seat anchorage points.
- Competitor's restraint system (seat belt and/or harness).
- Door opening mechanism (internal and external).
- All loose items are removed from passenger compartment, including glove box and console. This includes floor mats.
- All loose items are removed from the boot, including spare tyre/rim, tools, jack and carpet.
- Brake pedal 'feel'.
- Tow hooks (eyes) – a visible towing point (capable of accepting a 40mm OD cylindrical test object) must be fitted forward of the front axle and rearwards of the rear axle and capable of towing the vehicle on a sealed surface with the rear wheels locked.
- All lights work.
- Windscreen condition and cleanliness.
- Tyre condition.
- Valve caps – each tyre valve shall be fitted with a metal cap, which effectively prevents leakage.
- Slackness in suspension and steering system.
- Battery location – a blue triangle of sides of 150mm indicating the location of the battery to be placed on the external bodywork.
- Battery mounting security.
- Brake fluid level.
- Any oil or other fluid leaks.
- A secondary bonnet restraint device if requested by the host club.
- Other items that may compromise the safety of the driver and/or other competitors; eg, roll bar/roll cage helmet clearance if running in open top configuration.
- Roll over protection system padding compliant with CAMS Schedule J must be fitted to roll bars/cages as per the schedule.

Appendix B

Free Modifications for All Classes

Free Definition: ‘Free’ means the part may be replaced, interchanged, or adjusted within the limitations described, or otherwise without limitation. It DOES NOT mean that these parts can be removed or disabled, unless the car was available from the factory without those parts.

- Driver seats may be replaced with a CAMS approved race seat suitable for competition. In all classes other than all ‘Standard’ and ‘Clubman’ classes the fitment of a competition passenger seat is also allowed. Factory seat tracks may be modified, reinforced or removed to facilitate replacement mountings providing they perform no other function. Seat and mounting must meet CAMS requirements.
- Seat harness (must meet CAMS ‘schedule I’ specification, including mounting points and angles).
 - **Note:** Competitors should be aware that if the original standard seat belt arrangement is removed from the vehicle and the vehicle is driven on a public road, the driver can be fined for not wearing a compliant seat belt and the vehicle may be deemed un-roadworthy, both incurring substantial fines.
- Roll bars/safety cages (must meet CAMS ‘Schedule J’ specifications – eg, a diagonally-braced main hoop with fore/aft bracing). Removal of minimal trim to allow the installation of rollover protection is permissible (eg, NB wind blockers). Roll bars/safety cages are strongly encouraged for regular competitors.
- Coil over Plug (COP) conversion are allowable for all classes other than standard and Clubman classes
- Batteries
- Addition of an engine oil cooler
- Additional gauges that do not perform a secondary function.
- Gearshift knob
- Foot pedal covers.
- Data acquisition devices but must not perform a secondary function.
- Camera/Video Camera (location and mounting is subject to host club requirements).
- Brake rotors may be slotted and/or cross-drilled, but must (where applicable) be the same size as OEM for that model.
- Brake backing plates/dust shields may be removed.
- Braided brake lines may be used (must be fitted to all four discs and must be ADR compliant).
- Brake pad compound, brake fluid.
- Number plates and mounting brackets may be removed or concealed.
- Wheel alignment must be within the limits of OEM adjusters for all standard and clubman classes.
- Chassis braces for earlier model cars, similar to those present on later models. Eg, all NA series vehicle sub frame braces may be updated to standard 1997 configuration.
- Vehicles may compete with the Mazda Factory detachable hardtop, provided the ‘Soft Top’ remains in the vehicle. This only applies to all Standard and Clubman classes.
- When the vehicle competes in ‘open top’ configuration, competitors may have more stringent requirements for helmets, eye protection, gloves and a roll bar or roll cage that clearly meets the helmet clearance requirements.
- Fitment of an aftermarket exhaust tip provided it is no longer than 150mm.
- Window tinting is approved to OEM specifications. Aftermarket window tinting is discouraged.

- Any radiator may be used provided it is mounted in the original location and maintains the same plane as the original core. Any additional open areas or holes created by use of a non-OEM must be blocked off, but under no circumstances shall the open areas or holes be used for supplying the air filter with additional air. At least one functional cooling fan must be mounted in one of the OEM positions.
- A mesh radiator screen may be added in front of the radiator but must be contained within the body work and must not impede access to tow hooks.
- Thermostats may be modified, removed or replaced.
- Engine cooling system coolant.
- ‘A coolant re-route system’ may be installed whereby coolant is directed from the rear of the engine back through the radiator. This is to address possible excessively high cylinder head temperatures at the rear of the engine.
- Lubricants for engine, gearbox, differential and power steering.
- Engine oil filter and fuel filter.
- A remote engine oil filter housing and associated plumbing.
- Spark plugs and spark plug leads.
- Ignition timing, within the limits of the OEM adjustment (NA models only).
- Air filter element ‘flatbed’ provided it fits the standard air filter housing.
- Braided hydraulic clutch line.
- Fitting of power steering, air conditioning, cruise control and/or in-car entertainment systems.
- Non-genuine replacement parts, which are functionally identical to OEM.
- Windscreen wiper arms and blades must be fitted and when not operating must be in the original resting position (horizontal).
- Respraying and or touch up painting of body panels and vehicle components are allowed.
- Use of stickers or decals are permissible provided they do not cover bodywork joints.
- An oil ‘catch can’ associated with a crank case breather system.

Appendix C

Modifications listed in Appendix C are only available to vehicles in NA & NB Modified, NC & ND Modified, Super Modified, Restricted Open and Open classes, (except where noted).

Details of Modifications

Model Parity

Where a specific part or feature is optional or omitted on one series of vehicles, a competitor with a vehicle from a different series may also choose to fit or remove that part accordingly. Eg, air conditioning, power steering was optional on NA models and so later models may fit or remove these items as necessary to align features across models. ABS was fitted to later models, so earlier models may be retro-fitted with this feature.

Note: the removal of some features may impact the roadworthiness of that vehicle.

Intake (prior to throttle body)

This modification refers to any changes to the air passage up to the throttle body whatsoever and includes but is not limited to:

- Changes to the 'air pick up' location.
- Changes to the size, profile, configuration and layout of the 'air filter box', 'inlet pipe' and 'air filter'.
- Changes to the airflow meter including orientation, location or internal adjustments or modifications.
- Any thermal coatings, insulation wrapping or heat shielding associated with the intake system.

Note: Recessed pick up points in the bonnet or front of the vehicle are permitted but external bonnet scoops outside the original bodywork line are prohibited except for Restricted Open and Open class vehicles.

Engine Management System (EMS) or Engine Control Unit (ECU)

ECU modification includes changes in any manner whatsoever and includes but is not limited to:

- Modifications (including reprogramming) of the software program incorporated in and forming part of the ECU and/or
- The replacement of the ECU or any part of it, and /or
- The fitting of any additional component to the ECU, and/or
- The 'flashing', 'chipping' and/or 'remapping' of the ECU and/or
- Associated sensors.

Note: This modification is only available to:

- NA models running in Clubman Class
- NC models in Standard NC
- All vehicles in NA & NB Modified, NC & ND Modified, Super Modified Restricted Open and Open, and
- ND model 1.5l capacity

Cat-Back Exhaust

This modification refers to any changes whatsoever to the balance of the standard exhaust system past the rear flange of the catalytic converter. It includes but is not limited to:

- Changes to the pipe diameter, profile, configuration and layout.
- Changes to the muffler in terms of size, type and location.
- Changes to the resonator in terms of size, type and location.
- Any thermal coatings or insulation wrapping on the system.

All Standard and Clubman class vehicles need to take into account clearance, discharge point and noise levels.

Furthermore, all vehicles are subject to 'noise limits' imposed at each track, which if violated twice on the one day, will render the vehicle non-compliant for participation in further activity for the remainder of that event or until rectified.

Note: A full exhaust system counts as two modifications.

Extractors and Catalytic Converters

This modification refers to any changes whatsoever to the standard exhaust system, from where the exhaust manifold (the part collecting the gases from the cylinder head and extending it to the first joint separating it from the rest of the exhaust system) attaches to the engine cylinder head down to the rear flange of the catalytic converter. It includes but is not limited to:

- Replacement of the OEM exhaust manifold with something other than an OEM exhaust manifold for that same model series engine
- Any changes to the size, configuration or component materials of the exhaust manifold
- Any thermal coatings or insulation wrapping on the system
- Any changes to the size, capacity or configuration of the Cat-Converter
- The application of any painting, coating or plating to form a thermal barrier

Note: A full Exhaust System counts as two modifications.

Anti-Sway Bars or Anti-Roll Bars (ARB)

This modification refers to any changes whatsoever to the standard front and/or rear anti-roll bars. They may be:

- Changed or modified in terms of thickness and mounting points (mounting bush material is free).
- Adjustable and/or removed/disconnected.
- Joint details are free.

Suspension Bushing

This modification includes modifications to and replacement of standard front and/or rear suspension bushings with those of a different material (e.g., polyurethane) including eccentric/offset bushes.

Cooling System

This modification allows the radiator size, source and location to be free. Electric cooling fans may be added or deleted. The water pump may be replaced with an electrically-driven unit complete with thermostatic and/or timer and/or manual control.

Brakes

Disc brake callipers can be sourced from any NA, NB or NC, ND series vehicle.

- Factory ABS may be added or deleted.
- Rotors must be functionally identical to OEM

Furthermore, an aftermarket adjustable brake-proportioning valve may be fitted and brake-cooling vents may be added.

Aerodynamics/Bodyworks

This modification refers to changes and additions to the standard body work and appearance of the vehicle. It is strictly limited to:

- Front spoilers, air dams and splitters.
- Engine under tray panels may be removed or modified.
- Side and rear skirts are permitted.
- Small boot lid ‘lip spoiler’ is permitted.
- Cars running in Restricted Open and Open classes may use a lightweight ‘aftermarket’ hardtop (i.e.: Carbon Fibre and / or Fastback)
- Cars running in Super Modified and Modified classes may only use standard OEM hardtop to the same specifications (i.e.: Profile / weight)
- **Note:** If running a hardtop or in ‘soft top’ configuration, can remove the soft top and associated hardware.

Specifically prohibited are:

- Large boot spoilers or rear wings with the exception of Super Modified, Restricted Open and Open class vehicles.
- Bonnet scoops with the exception of Restricted Open and Open class vehicles
- Front and rear wheel arch changes other than ‘rolling the inner edge’ to improve tyre clearance with the exception of Restricted Open and Open class vehicles.
- Changes to doors, bonnet, boot lid and front mudguards with the exception of Restricted Open and Open class vehicles.
- Changes to the cockpit and boot. In particular, the metal bulkhead behind the seats between the passenger cabin and the boot and the fuel tank must not be modified or removed. However, it may be drilled, cut, altered or modified to facilitate the provision of safety cage structure of either a bolt on or weld through type. Attention must be paid to the resealing of the compartment as per the regulations in the CAMS manual with respect to the provision of a solid flameproof bulkhead between the fuel tank and the cockpit.
- Taping over body panel joints and gaps to improve aerodynamics.
- Seam welding of body elements.

Engine and Engine Internals (applies only to Modified, Super Modified Restricted Open and Open classes)

In addition to permitted modifications to the intake system, exhaust system and ECU, the following engine modifications are permitted. Entrants are reminded of the ‘rear wheel power limitations’ placed on Modified, Super Modified and Restricted Open classes.

- Machining of engine block, flywheel and cylinder head including head porting and polishing.

- Pistons, connecting rods, main and rod bearings, camshafts, gaskets, valves, valve springs, intake manifold, injectors, fuel pressure regulators and flywheel are all free.
- Balancing, lightening, polishing or other modifications of moving parts of the engine are permitted.
- Pulley sizes and materials.

Vehicles running in Modified and Super Modified may use an NA, NB, NC or ND engine.
Vehicles running in Restricted Open and Open classes may use any engine including those of other engine manufacturers or other Mazda models.

Springs

This modification relates to the replacement of the OEM supplied suspension springs with aftermarket units with no limits on the brand, size, strength and ride height together with freedom in mounting the units. Nevertheless, coil springs must not be shortened by simply cutting down a longer spring.

Shock Absorbers

This modification relates to the replacement of the OEM supplied suspension shock absorbers with aftermarket units with no limits on the brand, size, construction type (single or twin tube), adjustability and valving in both compression and rebound together with freedom in mounting the units.

Note that shock absorbers with adjustable perches are counted as a mod in NA Clubman, NB Clubman, and Standard NC classes. If you have nonadjustable shocks with adjustable perches, then this counts as one mod. If you have adjustable shocks with adjustable perches, then this counts as two mods. If a shock absorber does not come from the manufacturer with adjustable perches, then it is not permitted to modify the shock to add them.

Shock absorbers and springs must mount to the factory locations for vehicles in all Standard, Clubman, Modified and Super Modified classes.

Limited Slip Diff (LSD)

This modification relates to replacement of the OEM supplied differential with another of a different ratio and/or one that is a 'limited slip diff' type. It can include changing other related components to enable changeover. In some of the 'limited edition' MX-5s fitted standard with an LSD, changing the ratio alone will not be considered a further modification.

Appendix D

Clarifications

Date	Issue	Outcome

Appendix E



Declaration Forms

Sprint Championship

Competitor's Declaration, Classification and Compliance Inspection Form

Competition Year: 2019

By submitting a 'Competitor Declaration' and thereby entering the "Mazda MX-5 Club of Victoria & Tasmania Inc. Sprint Championship" ("Club Sprint Championship") the competitor acknowledges that they have thoroughly read and understand the Rules and the Club's "Code of Conduct" (copies available on the Club website) and agree to abide by the requirements of both documents. The Club relies on each competitor being forthright and honest about the modifications and other details of their vehicle.

Competitors will only receive points in the Championship once their 'Competitor's Declaration' has been submitted and accepted by the Club. They must also complete one if they make changes to the vehicle that may affect their class.

The competitor declaration covers only the single nominated driver and vehicle in its current state, aligned to its selected class. A competitor can only have one Competitor Declaration registered at any one time. Should the vehicle be modified such that it no longer complies with the nominated class, it is the competitor's responsibility to submit a completely new declaration. The driver/vehicle declaration must be submitted at least 14 days prior to the Competition date, and if not, will be ineligible to score Championship points in any class.

By submitting a 'Competitor's Declaration' and thereby entering the Mazda MX-5 Club of Victoria & Tasmania Inc's Sprint Championship, a competitor agrees to abide by these rules.

In addition to the above provisions and in addition to any disclaimer signed as part of entering an individual event, the competitor also accepts the conditions as published and amended from time to time by CAMS as detailed in the disclaimer published here: <https://www.cams.com.au/get-involved/events/disclaimers>. This applies regardless of the body issuing the permit for a particular event.

Signed

Date

Appendix F

Competitor Declaration / Classification Forms (sample only – download form from mx5vic.org.au)



Competitor's Declaration Standard NA, NB, NC, ND classes

Personal Details	Name:										
	Address:										
	E-mail:										
	Phone:	Home:			Mobile:						
	Club Membership No.:		CAMS Licence No.:		Expiry date:						
Emergency Contact Details	Name:			Relation:							
	Contact No/s:										
	Name:			Relation:							
	Contact No/s:										
Vehicle Details	Model:	<input type="checkbox"/> NA6	<input type="checkbox"/> NA8	<input type="checkbox"/> NB8A	<input type="checkbox"/> NB8B	<input type="checkbox"/> NB8C	<input type="checkbox"/> NC 1	<input type="checkbox"/> NC 2	<input type="checkbox"/> NC 3	<input type="checkbox"/> ND 1 - 1.5L	<input type="checkbox"/> ND 1 - 2.0L
	VIN No.:					Engine No.:					
	Manufactured date:					Rego (if applicable):					
	Colour:					Nominated Class:					

Notes:

- All vehicles must run with the drivetrain that matches the specific model
- NA6 vehicles allowed a modified catback exhaust to maintain parity with NA8 vehicles
- NB8A vehicles allowed a modified catback exhaust to maintain parity with NB8B vehicles
- Non-Limited Edition NC vehicles are allowed two modifications from those detailed in Appendix C*
- ND 1.5L vehicles allowed header, exhaust and ECU modifications
- All others: no modifications, other than those free allowances in Appendix B

Modifications – Details required if not standard						
Springs	<input type="checkbox"/> Std <input type="checkbox"/> Non-Std			Engine Internals	<input type="checkbox"/> Std <input type="checkbox"/> Non-Std	Not allowed
Shocks	<input type="checkbox"/> Std <input type="checkbox"/> Non-Std			Forced Induction	<input type="checkbox"/> Turbo <input type="checkbox"/> SC'd	Not allowed
Sway Bars	<input type="checkbox"/> Std <input type="checkbox"/> Non-Std			Intake	<input type="checkbox"/> Std <input type="checkbox"/> Non-Std	
Brakes	<input type="checkbox"/> Std <input type="checkbox"/> Non-Std			ECU	<input type="checkbox"/> Std <input type="checkbox"/> Non-Std	Allowed for ND 1.5L
Roof	<input type="checkbox"/> Soft top <input type="checkbox"/> Hard top			Headers, Catalytic Converter	<input type="checkbox"/> Std <input type="checkbox"/> Non-Std	
Aero/Body	<input type="checkbox"/> Std <input type="checkbox"/> Non-Std			Exhaust (catback)	<input type="checkbox"/> Std <input type="checkbox"/> Non-Std	Allowed for NA6 and ND 1.5L
Wheels	<input type="checkbox"/> Std <input type="checkbox"/> Non-Std	Size (eg. 15x7):			Gearbox	<input type="checkbox"/> Std <input type="checkbox"/> Non-Std
Tyres	Make & model			Diff	<input type="checkbox"/> Std <input type="checkbox"/> Non-Std	Not allowed
	Size				Ratio	<input type="checkbox"/> LSD <input type="checkbox"/> Non-LSD
Anything else you wish to declare						

* For Standard NC competitors with non-Limited Edition models only, two nominated modifications are:

1. _____

2. _____

Signed _____ Date _____

Compliance Officer's Checklist/Info.

- | |
|--|
| <input type="checkbox"/> Check vehicle is running correct drivetrain and is complete.
<input type="checkbox"/> Check wheel/tyre combination is approved for that model. |
| • NA – Max 195 'road' tyres + max 7 inch rims
• NB – Max 205 'road' tyres + max 7.5 inch rims
• NC – Max 215 'road' tyres + max 8 inch rims
• ND – Max 215 'road' tyres + max 8 inch rims |



Competitor's Declaration

NA and NB Clubman classes

Personal Details	Name:					
	Address:					
	E-mail:					
	Phone:	Home:	Mobile:			
	Club Membership No.:		CAMS Licence No.:		Expiry date:	
Emergency Contact Details	Name:				Relation:	
	Contact No/s:					
	Name:				Relation:	
	Contact No/s:					
Vehicle Details	Model:	<input type="checkbox"/> NA6	<input type="checkbox"/> NA8	<input type="checkbox"/> NA Clubman		
		<input type="checkbox"/> NB8A	<input type="checkbox"/> NB8B	<input type="checkbox"/> NB8C	<input type="checkbox"/> NB 10AE	<input type="checkbox"/> NB Heritage
	VIN No.:				Engine No.:	
Manufactured date:		Colour:	Reg'n (if applicable):			

Note: • NB8A vehicles allowed a modified catback exhaust to maintain parity with NB8B vehicles

Modifications – Details required if not standard						
Springs	<input type="checkbox"/> Std <input type="checkbox"/> Non-Std		Engine Internals	<input type="checkbox"/> Std <input type="checkbox"/> Non-Std	Not allowed	
Shocks	<input type="checkbox"/> Std <input type="checkbox"/> Non-Std		Forced Induction	<input type="checkbox"/> Turbo <input type="checkbox"/> SC'd	Not allowed	
Sway Bars	<input type="checkbox"/> Std <input type="checkbox"/> Non-Std		Intake	<input type="checkbox"/> Std <input type="checkbox"/> Non-Std		
Brakes	<input type="checkbox"/> Std <input type="checkbox"/> Non-Std		ECU	<input type="checkbox"/> Std <input type="checkbox"/> Non-Std	Only allowed for NA6	
Roof	<input type="checkbox"/> Soft top <input type="checkbox"/> Hard top		Headers, Catalytic Converter	<input type="checkbox"/> Std <input type="checkbox"/> Non-Std		
Aero/Body	<input type="checkbox"/> Std <input type="checkbox"/> Non-Std		Exhaust (catback)	<input type="checkbox"/> Std <input type="checkbox"/> Non-Std		
Wheels	<input type="checkbox"/> Std <input type="checkbox"/> Non-Std	Size (eg. 15x7):	Gearbox	<input type="checkbox"/> Std <input type="checkbox"/> Non-Std		
Tyres	Make & model		Diff	<input type="checkbox"/> Std <input type="checkbox"/> Non-Std	<input type="checkbox"/> LSD <input type="checkbox"/> Non-LSD	
	Size				Ratio	
Anything else you wish to declare:						

Modification Nomination					Compliance Officer's Checklist/Info.
Model	Mod #1	Mod #2	Mod #3	Mod #4	
NA6					
NA8				n/a	
NA Clubman			n/a	n/a	
NB8A			n/a	n/a	
NB8B			n/a	n/a	
NB (10AE)	n/a	n/a	n/a	n/a	
NB Heritage	n/a	n/a	n/a	n/a	

Signed _____ Date _____



Competitor's Declaration

NA/NB and NC/ND Modified & Super Modified classes

Personal Details	Name:						
	Address:						
	E-mail:						
	Phone:	Home:	Mobile:				
Club Membership No.:		CAMS Lic. No.:		Expiry date:			
Emergency Contact Details	Name:				Relation:		
	Contact No/s:						
	Name:				Relation:		
	Contact No/s:						
Vehicle Details	Model:	<input type="checkbox"/> NA6	<input type="checkbox"/> NA8	<input type="checkbox"/> NA Clubman	<input type="checkbox"/> NB8A	<input type="checkbox"/> NB8B	<input type="checkbox"/> NB8C
		<input type="checkbox"/> NB 10AE	<input type="checkbox"/> NB Heritage	<input type="checkbox"/> NB SE	<input type="checkbox"/> NB SP	<input type="checkbox"/> NC Ser. 1	<input type="checkbox"/> NC Ser. 2
		<input type="checkbox"/> NC Ser. 3	<input type="checkbox"/> ND Ser.1 - 1.5L	<input type="checkbox"/> ND Ser.1 - 2.0L	<input type="checkbox"/> ND Ser.2 - 2.0L		
	VIN No.:				Engine No.:		
	Manufactured date:		Colour:		Reg'n (if applicable):		
Nominated Class:	<input type="checkbox"/> NA/NB Modified (90rkwW max.)		<input type="checkbox"/> NC/ND Modified (100rkwW max.)		<input type="checkbox"/> Super Modified (125rkwW max.)		

Modifications – Details required if not standard						
Springs	<input type="checkbox"/> Std <input type="checkbox"/> Non-Std		Engine Internals	<input type="checkbox"/> Std <input type="checkbox"/> Non-Std		
Shocks	<input type="checkbox"/> Std <input type="checkbox"/> Non-Std		Forced Induction	<input type="checkbox"/> Turbo <input type="checkbox"/> SC'd		
Sway Bars	<input type="checkbox"/> Std <input type="checkbox"/> Non-Std		Intake	<input type="checkbox"/> Std <input type="checkbox"/> Non-Std		
Brakes	<input type="checkbox"/> Std <input type="checkbox"/> Non-Std		ECU	<input type="checkbox"/> Std <input type="checkbox"/> Non-Std		
Roof	<input type="checkbox"/> Soft top <input type="checkbox"/> Hard top		Headers, Catalytic Converter	<input type="checkbox"/> Std <input type="checkbox"/> Non-Std		
Aero/Body	<input type="checkbox"/> Std <input type="checkbox"/> Non-Std		Exhaust (catback)	<input type="checkbox"/> Std <input type="checkbox"/> Non-Std		
Wheels	<input type="checkbox"/> Std <input type="checkbox"/> Non-Std	Size (eg, 15x7):	Gearbox	<input type="checkbox"/> Std <input type="checkbox"/> Non-Std		
Tyres	Make & model		Diff	<input type="checkbox"/> Std <input type="checkbox"/> Non-Std	<input type="checkbox"/> LSD <input type="checkbox"/> Non-LSD	
	Size			Ratio		
'Parity' changes:						
Anything else you wish to declare:						
Dyno Reading:	When:	Where:	rkwW:			

For competitors in these classes, it is strongly recommended that a 'chassis dyno' run sheet is attached to this declaration. The dyno sheet should clearly indicate the maximum rear wheel kilowatt output of the vehicle.

Signed _____ Date _____

Compliance Officer's Checklist/Info.

- factory hardtop MX-5 brakes
- complete interior and passenger seat
- weight reduction outside of authorised parity changes
- aero package compliance (note: rear wing is permitted in Super Modified only.)
- Check that car is complete.



Competitor's Declaration

Restricted Open & Open classes

Personal Details	Name:					
	Address:					
	E-mail:					
	Phone:	Home:	Mobile:			
Club Membership No.:		CAMS Lic. No.:		Expiry date:		
Emergency Contact Details	Name:	Relation:				
	Contact No/s:					
	Name:	Relation:				
	Contact No/s:					
Vehicle Details	Model:	<input type="checkbox"/> NA6	<input type="checkbox"/> NA8	<input type="checkbox"/> NA Clubman	<input type="checkbox"/> NB&A	<input type="checkbox"/> NB&B
		<input type="checkbox"/> NB8C	<input type="checkbox"/> NB 10AE	<input type="checkbox"/> NB Heritage	<input type="checkbox"/> NB SE	<input type="checkbox"/> NB SP
		<input type="checkbox"/> NC Series 1	<input type="checkbox"/> NC Series 2	<input type="checkbox"/> NC Series 3	<input type="checkbox"/> ND Ser.1 - 1.5L	<input type="checkbox"/> ND Ser.1 - 2.0L
	VIN No.:			Engine No.:		
	Colour:			Registration (if applicable):		
Nominated Class:	<input type="checkbox"/> Restricted Open (125rW maximum)			<input type="checkbox"/> Open (no rW limitations)		

Modifications

Engine	Manufacturer:	Capacity:	
	Model:	<input type="checkbox"/> Turbo/Supercharged <input type="checkbox"/> Naturally-aspirated	
Dyno Reading:	When:	Where:	rW:

For competitors in these classes, it is strongly recommended that a 'chassis dyno' run sheet is attached to this declaration. The dyno sheet should clearly indicate the maximum rear wheel kilowatt output of the vehicle.

Signed _____ Date _____

Compliance Officer's Checklist/Info.

Most items are "free" including drivetrain (engine, clutch, gearbox, tailshaft, differential), suspension (springs, shocks, sway bars), brakes (rotors, calipers) exhaust including all elements, wheels and tyres, hardtop, aero package (bonnet scoops, side skirts, front spoilers, boot spoliers and wings), changes to reduce weight and passenger seat removal.

- Check that wheel arch covers top of tyre.
- Check that original metal bulkhead behind the seats must remain standard.

Appendix G

Complaint Form (sample only – download form from mx5vic.org.au)



Complaint/Sportsmanship Review Form

Please e-mail this form to compliance@mx5vic.org.au within 24 hours of the event or incident you wish to report.