



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

Sprint Championship Rules

Effective from: 13 October 2022 until amended

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Change Record

| Date | Version | Details |
|------------|---------|--|
| 13/10/2022 | 2 | Page 26 - Correction: 8.4 Table (Tyres and Wheel Rims and Classes). "R Spec Tyres" permissible moved from "Club NC/ND" to "Mod NA/NB & NC/ND". |
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1.0: GENERAL

1.1 Introduction

Motorsport within the Mazda MX-5 Club of Victoria & Tasmania Inc. (the Club) should be, above all, safe and fun. As this is entry-level club motorsport, these rules have an emphasis on safety, parity and controlling costs while still having a lot of fun with liked minded fellow Club members. It is intended and expected that the spirit of the rules should be adhered to by all competitors no matter how serious the Championship may seem to some. A policy of meticulous fairness applies to all parties and everybody is expected to abide by that ethos.

1.2 Intent

The intent of these rules is to clearly define the sporting, non-technical and technical regulations relating to the Club's Sprint Championship. The Club's Sprint Championship rules (the Rules) are designed to ensure an as much as possible fair and equitable cost effective competition across all classes.

To avoid any doubt, the Rules should be read and interpreted in their entirety.

The purchase of goods and services relating to modifying any component on a vehicle may have an effect on that vehicle's classification. It is advised that prior to the purchase of any goods and services relating to modifying any component of the vehicle, please check the Rules and if still in doubt, ask.

The Rules are a living document and subject to change at any time as maybe required to deal with a specific issue(s). Should this be necessary, Clarification Notes will be added to this document if and when required and noted in Appendix D. This is opposed to the current bi-annual Rules review which may encompass more wholesale changes.

It is the intent that any changes should have sufficient lead-time for competitors to become compliant if necessary.

1.3 Sprint Championship Timetable

The Club's Sprint Championship season runs on a calendar year basis from January to December and typically consists of eight to ten Sprint events at various circuits. In the event of another situation such as the COVID-19 Pandemic with resultant wide scale cancellation of events, a minimum number of six events is to apply. If the Club cannot run a minimum of six Sprint events during the calendar year, the Sprint Championship is cancelled.

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

The Club Captain - Motorsport (The Captain) is responsible for the selection of events.

1.4 Sprint Championship Format

Track Sprints typically take the format of groups of 15-25 vehicles participating in multiple 10-15 minute sessions during the day where vehicles are individually timed and results are based on the fastest single lap of the day for each competitor within each class. Competitors are racing against the clock and themselves, not against each other on the track.

1.5 Eligibility

Only current full financial members of the Club 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 Club has a Code of Conduct and that host club's 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 Club or the host car club running the event. This may mean having their points for that event excluded from the Sprint Championship or not having their entry accepted for future event(s).

2.0: COMPLIANCE

2.1: Compliance Inspections

Vehicle compliance inspections may be conducted on competitors' vehicles entered into the Championship and all competitors should expect at least one audit during the season. At each event a team of nominated personnel may carry out random inspections and if that occurs, the 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 typically concentrate on vehicles of all class leaders, those in second place and on vehicles with any dramatic performance improvement within the field. Any minor transgressions that are identified are to be rectified, if possible, before completion of the next timed sprint 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 the competitor's expense) at a venue nominated by the Captain 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 the Captain'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 Sprint Championship.

3.0: 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

Due to the proliferation of MX-5 models over 30 plus years of manufacture, there are 13 classes available to compete in:

- Standard NA
- Standard NB
- Standard NC
- Standard ND
- NA Clubman
- NB Clubman
- NC Clubman
- ND Clubman
- NA and NB Modified
- NC and 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 Declaration 14 days prior to Round Three, then they will only score points from Round Three onwards and so on. They must also complete an additional Competitor's Declaration 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 the various rules for each event they enter. Ignorance is not an acceptable excuse. Queries concerning classification should be referred in writing to the Captain, captain@mx5vic.org.au.

Each vehicle may be carefully scrutineered 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 Open 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 Captain of these for correct classification. Also, if a vehicle is fitted with a modification and even if for whatever reason that modification was inoperative or not working properly, it will still be counted as a modification regardless.

By submitting a Competitor's Declaration and thereby entering the Club's Sprint Championship, a competitor agrees to abide by these rules and most importantly, the intent and spirit of same.

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 Captain will redress or disqualify at their discretion. Appeals may be lodged in accordance with Section 9.

3.4: Multiple Entries

Competitors may only compete in one class per round. They may enter as designated driver for more than one car, providing multiple driver entry fees are paid and they nominate in advance of the event as to which Class they are competing in the Sprint Championship on that day. Times for a competitor not in their designated car will not be counted towards the Championship results.

3.5: Changing Class

A competitor may change class at any stage during the Sprint Championship. The Captain or their nominated delegate must be notified at least 14 days 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 Club's Committee. Class points earned will not carry across classes. Overall points are still allocated across classes.

4.0: SCORING

4.1: General

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

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 Captain at their discretion, and prior to the first practice session commencing, may include the practice sessions in the determination of points for a specific event if it is deemed that for whatever reasons, 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 same points relevant to their placing (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 Championships

The Class Champion is the competitor who accrues the most Competition points in their Class for the season while meeting the requirement of competing in at least 50% of the events run during the Sprint Championship season i.e. if there are ten (10) Championship rounds during the season, the competitor must compete in at least five (5).

The Class Championship points score for a competitor is the sum of the points score from each round, dropping the competitor's worst result. For example, if there are 10 rounds in the season, a competitor's best nine (9) results will count.

In the unlikely 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 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 bar one are included in calculating a competitor's total for the season, i.e. The competitor may drop their worst round 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.

In the unlikely event of a tied result in the Club Sprint Championship, a count-back of the number of lap records achieved during the season will determine the winner. If this method does not separate the competitors, 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 Club lap record for that Class 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.

If a new Class lap record is established on that day, it only becomes the new Class Benchmark Time for the subsequent round at that circuit.

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

| | |
|---|------------|
| Equal or better than Benchmark Time | +10 points |
| 0.001s to 0.500s over Benchmark Time | +5 points |
| 0.501s to 1.000s over Benchmark Time | +0 points |
| 1.001s to 2.000s over Benchmark Time | -5 points |
| Greater than 2.000s 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 slowest to fastest classes in the following Class Grading Scale, 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 & Standard NB |
| NA Clubman & NB Clubman |
| Standard NC & Standard ND |
| NC Clubman & ND Clubman |
| 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 0.5sec of benchmark |
| D3 | OPN | 1:52.1 | 60 | 60 pts for 3 rd + no adjustment for being between 0.5sec and 1.0sec of benchmark |
| D4 | OPN | 1:53.8 | 35 | 45 pts for 4 th – 10 pts for being greater than 2secs 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.

5.0: TROPHIES

The Mazda MX-5 Club of Victoria & Tasmania Inc. Sprint Championship trophy is awarded to the Overall Champion of the Club's Sprint Championship.

Trophies will also be presented to the Winners only in each Sprint Competition Class as follows. To be eligible, competitors must have also 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
- NC Clubman
- ND Clubman
- NA and NB Modified
- NC and 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 Sprint Championship points total in their first season of competition, with an allowance of no more than two events in previous seasons.

All competitors eligible for the Rookie of the Year award are also eligible for Class and Overall Sprint Championships.

The Sportsmanship Award is presented at the sole discretion of the Captain, to the Motorsport participant who the Captain considers has made a valuable contribution and demonstrated the highest level of sportsmanship and assistance to fellow competitors and event officials in the Club's motorsport activities in the preceding year.

6.0: EVENT ENTRY DOCUMENTATION & SCRUTINEERING

The Sprint Championship usually involves (but not always) events run by other car clubs. It is the personal responsibility of each competitor to:

- Submit their fully and accurately completed entry paperwork and associated payment on time to the host club,
- Sign in on the day and present their current competition licence (e.g. Motorsport Australia competition licence) and current Club membership card,
- Have their vehicle pass scrutineering,
- Attending the Driver's briefing etc.

Note: Host clubs may have particular rules and/or requirements to comply with. Competitors need to read each event's Supplementary Regulations carefully so that they are aware of these. Be especially aware that noise level restrictions may differ from circuit to circuit and event to event.

7.0: 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 Captain or their delegate (Classifications Officer) before deciding on a change or modification to their vehicle.

Very Important Note: Regardless of which Class a vehicle is entered in, if the vehicle is registered and used on-road, it is the sole responsibility of the competitor (not the Club) to ensure that any and all modifications to their vehicle meet all Legislative Safety and Roadworthiness etc. requirements for such registered on-road use. Approved modifications for the various Classes (when used on track) does not imply that the Club assumes any legal responsibility for same when the vehicle is used on-road. A competitor's entry in the Club Sprint Championship is deemed to confirm their understanding of this important point.

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 their club if the vehicle is, in their 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).
- Club 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 Motorsport Australia (MSA) Manual of Motor Sport.
- All tyres used must be legally safe at the start of every session.
- All vehicles must run on commercially available petrol or e85.
- 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 Sprint 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 (7.5.2: Engine Reconditioning) 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 O.E.M specifications are prohibited.
- All engines and their internal components must remain stock and within factory O.E.M standard 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 factory O.E.M standard compression ratios.
- Carbon may be removed from the combustion chambers, valves and pistons. Cylinder compression tests may be requested by the Captain to verify cylinder pressures are within factory O.E.M standard tolerances.
- All pistons, including aftermarket replacements must meet factory O.E.M standard replacement specifications and the maximum allowable overbore is limited to the largest available factory O.E.M replacement piston for that particular engine.
- Piston rings, main bearings and con rod bearings must be factory O.E.M. standard or factory O.E.M replacement parts. 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 factory O.E.M standard compression ratio is not exceeded and the minimum height of the cylinder head is maintained within factory OEM tolerances.
- All valve sizes, seat dimensions and angles shall conform to factory O.E.M 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 O.E.M standard 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 (subject to driver of course) in its relevant Standard class as supplied by the manufacturer.

The intention of **Clubman classes** 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 versions.

Note: All **Standard** and **Clubman** Class cars are limited to a maximum of 1.8 degrees negative camber on each of the four (4) wheels. Wheel spacers are specifically banned on all Standard and Clubman Class cars and they must use O.E.M or O.E.M replacement rubber suspensions bushes.

The intention of **Modified classes** (including Super Modified) are for competitors who wish to make more modifications to their vehicle. The type and extent of the modifications will determine the competitor's class. The major limitation for these classes is a **maximum rear wheel power rating as stipulated in each class**.

The intention of **Open classes** (i.e. Restricted Open and 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 be in a Roadworthy-compliant condition.

Special note: 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 the competitor's expense) at a venue nominated by the Captain 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 the Captain's estimate of power output. If the competitor disagrees with the Captain's decision, they will be required to obtain a dynamometer reading at their cost 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.

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.

7.6.1: Standard NA (continued)

- Vehicles must compete with the drive train (engine, gearbox, differential type and differential ratio) that matches the specific model and series as originally delivered in Australia by Mazda Australia.

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 (1) more nominated modification: specifically 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, differential type and differential ratio) that matches the specific model and series as originally delivered in Australia by Mazda Australia.

7.6.3: Standard NC

This class is essentially for all unmodified naturally-aspirated MX-5s from the NC series:

- Must use Road Tyres – refer to section 8.2.
- Maximum 215 width tyres.
- Vehicles must compete with the drive train (engine, gearbox, differential type and differential ratio) that matches the specific model and series as originally delivered in Australia by Mazda Australia.

7.6.4: Standard ND

This class is essentially for naturally-aspirated MX-5s from the ND series (2015 - on), excluding ND 2.0L Series 2, which will be classified in the ND Modified Class.

The 1.5L ND is permitted any or all of the following modification to achieve parity with the 2.0L ND Series 1:

- Headers
- Full exhaust
- Engine management system

Following applies to all Standard ND cars:

- Must use Road Tyres – refer to section 8.2.
- Maximum 215 width tyres.
- Vehicles must compete with the drive train (engine, gearbox, differential type and differential ratio) that matches the specific model and series as originally delivered in Australia by Mazda Australia.

7.6.5: NA Clubman

This class is essentially 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 Section 7.6.6.1.
- NA8 vehicles are allowed no more than three items from Section 7.6.6.1.
- Vehicles must compete with the drive train (engine, gearbox, differential and differential ratio) that matches the specific model and series as originally delivered in Australia by Mazda Australia.

Note: NA8 Clubman models are only permitted two additional modifications, already having the OEM Bilstein shocks and LSD.

7.6.6: NB Clubman

This class is essentially for NB models (NB8A / NB8B) with limited modifications. 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 specifically of a Cat-Back exhaust to maintain performance parity.
- Vehicles must compete with the drive train (engine, gearbox, differential and differential ratio) that matches the specific model and series as originally delivered in Australia by Mazda Australia.

A standard, unmodified 10AE or Heritage Series is allowed no further modifications, already having OEM Bilstein shocks and a LSD. However, in these cases, the vehicle is allowed shock absorbers supplied by a different manufacturer (e.g. Koni adjustable). These vehicles cannot be “standardised” to allow taking up other modifications in lieu of the shock absorbers.

7.6.6.1: Allowable modifications list for NA/NB Clubman classes:

- 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:** Such 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
- Fitment with a differential of a non-standard ratio for the vehicle provided it is from a NA or NB.

Refer Appendix C for details of the above modifications. No other modifications permitted.

7.6.7: NC Clubman

This class is essentially for naturally-aspirated MX-5s from the NC series (2005-2015) with limited modifications. All NC cars, including Australian delivered Limited Edition variants are allowed no more than two modifications from the list below:

- Intake (prior to throttle body)
- Aerodynamics/bodywork (must be factory aero kit, not after market wings etc.)
- Anti-sway bars
- Cat-Back exhaust
- Springs
- Shock absorbers (**Note:** Coilovers with matching springs count as two modifications).
- Vehicles must compete with the drive train (engine, gearbox, differential and differential ratio) that matches the specific model and series as originally delivered in Australia by Mazda Australia.
- Any NC series cars with factory O.E.M Automatic transmissions are allowed the additional modification of a LSD.

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

7.6.8: ND Clubman

This class is essentially for naturally-aspirated MX-5s from the ND Series 1 (both 1.5L and 2.0L variants) with limited modifications. All 2.0L ND Series 1 cars are allowed no more than two modifications from the list below. For the sake of performance parity, all 1.5L ND's are allowed an additional third modification from the following list (this is in addition to the modifications detailed in Section: 7.6.4).

- Intake (prior to throttle body) for 1.5L ND only
- Aerodynamics/bodywork (must be O.E. factory aero kit, not aftermarket wings etc.)
- Anti-sway bars
- Cat-back exhaust
- Springs
- Shock absorbers (**Note:** Coilovers with matching springs count as two modifications).
- Vehicles must compete with the drive train (engine, gearbox, differential and differential ratio) that matches the specific model and series as originally delivered in Australia by Mazda Australia.

Any ND series cars with factory O.E.M Automatic transmissions are allowed the additional modification of a LSD.

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

All Clubman Class vehicles:

- Must use Road Tyres – refer to Section 8.1.
- Maximum width tyres – refer to Section 8.4.

7.6.9: NA & NB Modified

Must meet the following criteria:

- Maximum rear wheel power rating not exceeding 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 Standard or Clubman class, 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 MX-5 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.

7.6.10: NC & ND Modified

Must meet the following criteria:

- Maximum rear wheel power rating not exceeding 110 kW.
- 2.0L ND Series 2 cars must have zero engine kW increasing modifications to compete in this class.
- 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 Standard or Clubman class, 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 MX-5 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.)

7.6.10: NC & ND Modified (continued)

NC and ND Modified Vehicles are permitted to have unlimited access to the full list of modifications as detailed in Appendix C, however most power increase 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.

7.6.11: 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 not exceeding 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 the competitor's expense) at a venue nominated by the Captain 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 the Captain's estimate of power output. If the competitor disagrees with the Captain's decision, they will be required to obtain a dynamometer reading (at the competitor's expense) 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:

- Must use Road or R-Spec tyres – refer to Section 8.1 and 8.2.
- 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 MX-5 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.

7.6.12: 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 not exceeding 125 kW in Restricted Open, with Open Class having a minimum rear wheel power rating of not less than 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 Captain 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 the Captain's estimate of power output. If the competitor disagrees with the Captain's estimate, they will be required to obtain a dynamometer reading at their expense 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 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.

7.6.12: Restricted Open & Open (continued)

- Weight reduction to the vehicle including the passenger compartment.
- 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 it is solely their responsibility (not the Club's) to ensure that their vehicle meets 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.

8.0: 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 & AO52 |
| Bridgestone | ADRENALIN RE 001, RE 003, RE71R |

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

8.2: R-Spec 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 |
| Michelin | Pilot Sport Cup 2 |

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.

Note: These lists of tyres will be subject to ongoing change as tyre manufacturers continually bring out new compounds and models. If in doubt on a new tyre not on these lists, please ask for clarification.

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 | Std NA | Std NB | Std NC/ND | Club NA/NB | Club NC/ND | Mod NA/NB & NC/ND | S'Mod | 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 | 205 | 215 | Unlimited | Unlimited | Unlimited |
| Maximum Wheel width | 175mm (7") | 188mm (7 ½") | 200mm (8") | 188mm (7 ½") | 200mm (8") | 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-Spec tyres and Race/Competition only 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 that un-treaded tyres i.e. Race/Competition only slick tyres are not to be used. If running Race/Competition only slick tyres, have a Plan B tyre wise on a rainy day.

9.0: COMPLAINTS

9.1 Complaints Process (Protests)

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 Captain'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's 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 Captain to request the right to lodge a complaint, and in doing so state the grounds for such a complaint. The Captain'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 compliance inspection of their 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 can be declined and 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 Captain 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 the next publicised Club Sprint Championship event.

An appeal against the resolution of the Review Panel may be taken to the Committee of the Club 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 Captain is a party to the complaint, the Assistant Club Captain – Motorsport will assume responsibility of the Captain's tasks in respect of this section of the rules.

9.2: Enforcement

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

9.3: Penalty Scales

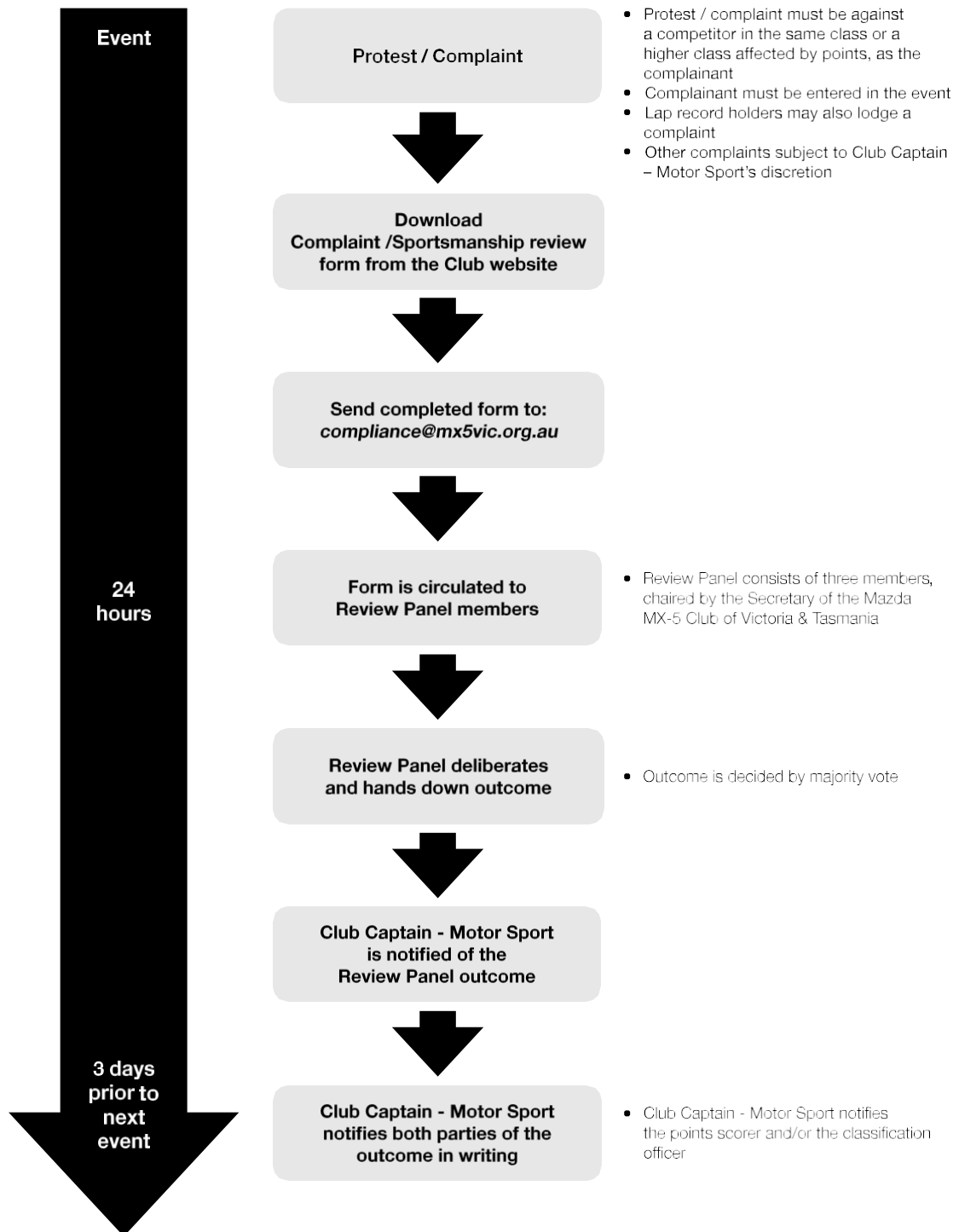
A scale of set penalties has been established for breaches of rules and vehicle non-compliance depending on severity.

| 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. |

9.4: Compliance Flow Chart



Complaint/Sportsmanship Review Process



Appendix A

Safety and Scrutineering Requirements

- Competitors must present their current Club membership card and their current competition licence e.g. Motorsport Australia (MSA) Licence at sign-in on the day.
- Competitor's helmet – must meet AS1698 and have the relevant compliance sticker still in place and be in good condition.
- Competitors clothing must be from ankle to neck to wrists. Clothing material preferably 100% cotton if not a purpose made race suit. 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 it's 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 fitment of a MSA approved Race Seat in combination with a MSA approved harness is highly recommended for all Classes. If a race seat is fitted then a harness must also be fitted and vice versa In all cases where a race seat and harness are fitted, it is also highly recommended that the driver t also use a MSA approved FHR (frontal head restraint) device.
- 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 (no cracks etc.) 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.

Safety and Scrutineering Requirements (continued)

- 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; e.g., roll bar/roll cage helmet clearance if running in open top configuration.
- Roll over protection system padding compliant with MSA "Schedule J" must be fitted to roll bars/cages as per the schedule.

Appendix B

Free Modifications for All Classes

For definition purposes, “Free” means that 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 MSA 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 MSA requirements.
- Seat harness (must meet MSA “Schedule I” specification, including mounting points and angles). **Special 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 MSA “Schedule J” specifications – e.g., a diagonally-braced main hoop with fore/aft bracing). Removal of minimal trim to allow the installation of rollover protection is permissible (e.g., 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 for all Standard and Clubman Class cars must have a maximum of 1.8 degrees negative camber on each of all four wheels.
- Chassis braces for earlier model cars, similar to those present on later models. E.g. all NA series vehicle sub frame braces may be updated to standard 1997 configuration.

Free Modifications for All Classes (continued)

- 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 specifically noted to the contrary).

Note re 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. E.g., air conditioning, power steering was optional on NA models and so later NA 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.

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 combustion air pick up location.
- Changes to the size, profile, configuration and layout of the air filter box, air 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.

Notes:

1. Recessed pick up points in the bonnet or front of the vehicle are permitted.
2. On forced induction cars in Super Modified Class, vents are allowed in the bonnets to help reduce under bonnet heat. The vent(s) can only be a hot air outlet and cannot be an air inlet. The vent(s) cannot function as a bonnet scoop 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 EMS/ECU 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

Appendix C (continued)

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.

Appendix C (continued)

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 mounted 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 a standard hardtop to OE specifications (i.e.: Profile / weight)

Note: If running a hardtop on a soft top configuration car, the soft top and associated hardware can be removed.

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.

Appendix C (continued)

Specifically prohibited are: (continued)

- 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 MSA 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 all Clubman classes. If you have non-adjustable shocks with adjustable perches, then this counts as one modification. If you have adjustable shocks with adjustable perches, then this counts as two modifications.

Appendix C (continued)

Shock Absorbers (continued)

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 that is a 'Limited Slip Diff' type. It can include changing other related components to enable changeover. If the diff ratio is changed as well, this also counts as an additional modification.

Appendix D

Clarifications

| Date | Issue | Outcome |
|------------|---|--|
| 30/11/2020 | Ongoing effects of the COVID-19 pandemic and possible issues re. event availability | Competitors will be allowed to drop two events from both the Class and Overall Sprint Championship in 2021 |
| | | |
| | | |
| | | |

Sprint Championship

Competitor's Declaration, Classification and Compliance Inspection Form

Competition Year: 2021

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 within that 14 day time frame.

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 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 Motorsport Australia as detailed in their disclaimer published at: <https://motorsport.org.au/regulations/events/disclaimers> This disclaimer applies regardless of the authorising 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
 - ND1 1.5L vehicles allowed header, exhaust and ECU modifications to maintain parity with ND1 2.0L vehicles
 - 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 | Not allowed |
| 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 | | | | | |

Compliance Officer's Checklist/Info.

- ☐ Check vehicle is running correct drivetrain and is complete.
- ☐ 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

Signed _____ Date _____



Competitor's Declaration

NA & 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 | | | | |
|-------------------------|--------|--------|--------|--------|
| 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 |

Compliance Officer's Checklist/Info.

- ☐ Check for all modifications to confirm declaration.
- ☐ Check that vehicle is complete and running the correct drivetrain and an approved wheel/tyre package.

Signed _____ Date _____

Competitor's Declaration

NC & ND 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"/> NC1 | <input type="checkbox"/> NC2 | <input type="checkbox"/> NC3 | <input type="checkbox"/> ND1 – 1.5L | <input type="checkbox"/> ND1 – 2.0L |
| | VIN No.: | | | | Engine No.: | |
| | Manufactured date: | | Colour: | | Reg'n (if applicable): | |

| 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 ND1 - 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 | |
| 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: | | | | | |
| | | | | | |

Compliance Officer's Checklist/Info.

- ☐ Check for all modifications to confirm declaration.
- ☐ Check that vehicle is complete and running the correct drivetrain and an approved wheel/tyre package.

Signed _____ Date _____



Competitor's Declaration

NA/NB & 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"/> NC1 | <input type="checkbox"/> NC2 |
| | | <input type="checkbox"/> NC3 | <input type="checkbox"/> ND1 - 1.5L | <input type="checkbox"/> ND1 - 2.0L | <input type="checkbox"/> ND2 - 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 (110rkwW 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"/> 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"/> NC1 | <input type="checkbox"/> NC2 | <input type="checkbox"/> NC3 | <input type="checkbox"/> ND1 - 1.5L | <input type="checkbox"/> ND1 - 2.0L |
| | VIN No.: | | | | Engine No.: | |
| | Colour: | | | | Registration (if applicable): | |
| | Nominated Class: | <input type="checkbox"/> Restricted Open (125rkwW maximum) | | | <input type="checkbox"/> Open (no rkwW limitations) | |

| Modifications | | | | | |
|----------------------|---------------|--|--------|---|--|
| Engine | Manufacturer: | | | Capacity: | |
| | Model: | | | <input type="checkbox"/> Turbo/Supercharged | <input type="checkbox"/> Naturally-aspirated |
| 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.

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 spoilers 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

| Complainant Details | | | | | |
|----------------------|-------|-------------------|--|--------------|--|
| Name: | | | | | |
| Address: | | | | | |
| E-mail: | | | | | |
| Phone: | Home: | Mobile: | | | |
| Club Membership No.: | | CAMS Licence No.: | | Expiry date: | |

| Details of Complaint | |
|--|---|
| Nature of Complaint | <input type="checkbox"/> Technical / Class eligibility <input type="checkbox"/> Sportsmanship |
| Event details: | Event name: _____ Event date: ____ / ____ / ____ Note: Complaint must be lodged within 24 hours of event/incident |
| Details of person at whom complaint is directed: | Name: _____ Class: _____ |
| Details of complaint: Please use this section to outline specific details of the complaint. If the complaint is of a technical, class compliance nature, please reference the actual rule number(s) that relate to the complaint. | _____ _____ _____ _____ _____ _____ _____ _____ _____ _____ |

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