

Sporting and Technical Regulations 2024



Miata Trophy Championship

PUBLISHED COPY

Signed _____

Date _____

1 SPORTING REGULATIONS – GENERAL

The 2024 MSV Trackdays Miata Trophy Championship is for solo drivers in accordance with Motorsport UK Regulations and the following Championship regulations.

1.1 TITLE & JURISDICTION:

- 1.1.1 The 2024 Miata Trophy Championship is organised and administered by MSVR (MotorSport Vision Racing) in accordance with the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

Championship Permit:
Race Status: **Interclub**
Championship Grade: **C**

- 1.1.2 The Miata Trophy Championship is a championship comprising of races for Competitors participating in Mazda MX5, mk3 and mk4 cars.
- 1.1.3 The Organisers reserve the right to issue additional Official Bulletins clarifying items in the Regulations from time to time and all such Bulletins will be issued in accordance with Motorsport UK Regulation [D11.2].
- 1.1.4 The Organisers reserve the right to carry out necessary or required changes to these regulations which are due to “force majeure”, or for safety reasons, or reliability reasons or if requested by the authorities, by means of Official Bulletins [D11.2].

1.2 OFFICIALS:

- 1.2.1 Championship Manager: Stuart Garland
- 1.2.2 Championship Co-ordinator: Mandy Andrew
- 1.2.3 Championship Scrutineer: Graham Bahr
- 1.2.4 Deputy Championship Scrutineer: Nigel Thorne
- 1.2.5 MSVT Technical Assistants: Stuart Garland, Daniel Bennell, Mandy Andrew and Steve Andrew
- 1.2.6 Championship Stewards: Greg Masters, Bill Shewan, TBC,
Any three of the above may reach a decision.
- 1.2.7 Clerk of the Course: Ian Denyer or his appointed deputy

1.3 COMPETITOR ELIGIBILITY:

- 1.3.1 Entrants must:
- (i) Be fully paid up valid membership card holding members of MSVR and
 - (ii) Be Registered for the Championship and
 - (iii) Be in possession of a valid Motorsport UK Entrants Licence.
- 1.3.2 Drivers and Entrants must:
- (i) Be current Members of MSVR and
 - (ii) Be Registered for the Championship and

- (iii) Be in possession of valid Competition Race Club status Licence, as a minimum or:
- (iv) Be in possession of the highest grade of national Race licence or valid FIA International Licence, together with their ASN's written consent ([H26.2]. and FIA ISC Article 2.3.7.b applies)
- (v) If participation in the Championship requires absence from education, a driver in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.
- (vi) The organisers reserve the right to refuse to issue a guest invitation and/or accept the registration of any applicant on reasonable grounds such as car being of the wrong type or level of modification.

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

1.3.4 Membership of MSVR is free on entry into an event.

1.4 REGISTRATION:

1.4.1 All Competitors must register to compete in the championship online at:
<https://entries.msv.com/miata-2024>

1.4.2 The Registration Fee is £200 - payable via the Miata Trophy Championship website.

1.4.3 Registrations for the championship will be accepted from 8th January 2024 until the closing date for entries to the penultimate round.

1.4.4 Acceptance or rejection of registrations is entirely at the discretion of the Championship officials.

1.5 ROUNDS:

1.5.1 The 2024 Miata Trophy Championship will be contested over eight events with two races at each event as follows:

Round	Date	Venue	Organising Club
1&2	<u>13 April</u>	<u>Silverstone National</u>	MSVR
3&4	<u>04 May</u>	<u>Brands Hatch GP</u>	MSVR
5&6	<u>29 June</u>	<u>Donington Park National</u>	MSVR
7&8	<u>13 July</u>	<u>Anglesey Coastal</u>	MSVR
9&10	<u>10 August</u>	<u>Snetterton 300</u>	MSVR
11&12	<u>07 September</u>	<u>Cadwell Park</u>	MSVR
13&14	<u>28 September</u>	<u>Oulton Park</u>	MSVR
15&16	<u>26 October</u>	<u>Brands Hatch Indy</u>	MSVR

Full details and a race calendar can be found at www.miatatrophy.com

1.5.2 The Organisers reserve the right to make changes to the calendar in the event of unforeseen circumstances. Any such change will be notified by official Bulletin to all registered competitors. [D11.2]

- 1.5.3 In the event that force majeure causes the cancellation of multiple rounds, the Championship shall be declared only on the condition that a minimum of six rounds have been completed.

If less than six rounds are completed the Championship title(s) will not be awarded for that year.

- 1.5.4 In the event of Force Majeure, the Championship Organisers reserve the right to reduce the total number of Championship rounds or vary the format of championship rounds.

1.6 SCORING:

- 1.6.1 If a race is stopped and cannot be resumed, no points will be awarded if the leader has completed less than 2 laps, half points will be awarded if the leader has completed more than 2 laps but less than 75% of the original race distance, and full points will be awarded if the leader has completed more than 75% of the original race distance [Q12.15].

In accordance with Motorsport UK General Regulation [Q12.28.6] any race that has been run, in its entirety, under Safety Car conditions shall be declared null and void.

- 1.6.2 Points will be awarded to Competitors listed as classified finishers within each individual class in the final results as follows:

1st 50 points	7th 36 points	13th 24 points then decreasing by 2 points down the results until 24th where by all remaining classified finishers will be allocated 2 points
2nd 47 points	8th 34 points	
3rd 44 points	9th 32 points	
4th 42 points	10th 30 points	
5th 40 points	11th 28 points	
6th 38 points	12th 26 points	

Should there be ten or less cars in a class at the start of a race, the points for that class individually shall be reduced, and allocated as follows:

1st 40 points	6th 28 points
2nd 37 points	7th 26 points
3rd 34 points	8th 24 points
4th 32 points	9th 22 points
5th 30 points	10th 20 points

- 1.6.3 1 point will be awarded to the competitor setting the fastest lap in each class during qualifying subject to there being 3 or more starters in the class.

- 1.6.4 1 point will be awarded to the competitor setting the fastest lap in each class during each race subject to there being 3 or more starters in the class.

- 1.6.4.1.6.5 Registered drivers aged 50 years and over at point of registration will also have their final points figure (including any drop score) count towards a separate "Masters Trophy".

- 1.6.5.1.6.6 Competitors not registered for the championship may be permitted on an individual round basis and will:
- (i) Be deemed "Guest Competitors"
 - (ii) Not score points and for the purpose of points scoring will be ignored
 - (iii) Qualify for events

- (iv) Comply with the eligibility as prescribed in Article 1.3 above, with the exception of 1.3.1. (ii) and 1.3.2. (ii), as appropriate

1.6.7

~~1.6.6~~ Drivers shall count their results from the total number of races run less two races. Competitors who are excluded from any race must count that excluded race within their total score.

1.6.8 Ties shall be resolved as follows:

- (i) by considering the number of first places of the Drivers concerned. If this does not resolve the situation then:
- (ii) by considering the number of second places, and so on, of the Drivers concerned. Should a resolution still not be reached, the Championship result will be decided:
- (iii) by considering the result in the final round of the Championship of the Drivers concerned.

~~1.6.7~~1.6.9 Cars in any Invitation/Guest Class will not score points, nor be eligible for trophies, and will be "invisible" with respect to the points scored by other competitors.

~~1.6.8~~1.6.10 Should a driver change cars during the course of the season, points may be carried over to the new car provided that car runs in the same class. A new set of points may be built up for drivers changing into a different class. Only in exceptional circumstances and at the sole discretion of the Championship Organiser if a competitor changes into a car in a different class, may points be moved between classes.

~~1.6.9~~1.6.11 Where the race distance has been reduced (2.6) it shall still count as a full points scoring round.

1.7 AWARDS:

1.7.1 Awards will be provided by MSVT

1.7.2 Per round, trophies to: 1st 2nd and 3rd in class.

1.7.3 Bonuses:

The Championship Organising Club will endeavour to obtain sponsored awards or bonuses during the championship and reserves the right to introduce same at any time without any obligation to distribute such awards retrospectively.

1.7.4 Presentations:

Winners Caps and Trophies are to be provided for presentation at the end of each race or at an end of the meeting presentation ceremony. Prize money and bonuses, if any, shall be posted to the Entrants within 10 days of the results of each round being declared final.

1.7.5 Championship:

A trophy will be awarded to the top three overall in the Championship, and each class winner, including the top scoring eligible Masters Trophy competitor.

Entertainment Tax Liability:

In accordance with current government legislation, MSV Racing is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women.

That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Islands or Eire. This means that, as the organiser, MSV Racing is required to deduct tax at the current rate applicable from any such payments they may make to non-UK residents.

Under certain circumstances, it may be possible for competitors to enter into an agreement with the Inland Revenue to limit the tax withheld. Any application for such an arrangement

must be made in writing and not later than 30 days before the payment is due.
For further information contact:

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

1.7.4 Title to all Trophies:

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

2 CHAMPIONSHIP EVENT MEETINGS & RACE PROCEDURES:

2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fee prior to the closing date for entries before each event.

2.1.2 Incorrect or incomplete entries (Including Driver to be Nominated Entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Meeting Organiser receives the missing or corrected information or fee.

2.1.3 Any withdrawal or Entry or Driver/Car changes made after acceptance of any entry must be notified to the Meeting Organisers in writing [D25.1.12] applies. If Driver/Vehicle changes are made after publication of Entry Lists with Final Instructions the Competitor concerned must apply for approval of acceptance by the Stewards of the Meeting BEFORE Signing-On.

2.1.4 The Entry Fee for each event shall be specified on the entry form.

2.1.5 Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin. All Reserves will practice and replace withdrawn or retired entries in reserve number order, irrespective of class. If Reserves are given Grid Places prior to issue of the first Grid Sheets, the times set in Practice shall determine their grid positions. If Reserves are given places after publication of the grid sheet and prior to cars being collected in the Official "Assembly Areas" they will be placed at the rear of the Grid and be started without any time delay.

2.1.6 Acceptance of entries will be in accordance with [H30.1.1 – 1.2] and [W1.3.7]. The following prioritisation being applied:

- (i) Championship contenders first in consultation with the Championship Organisers.
- (ii) Registered competitors who have taken part in previous rounds.
- (iii) Registered competitors competing for the first time in the Championship. [W1.3.7]. In the event of over subscription, a reserve list of up to 20% of the grid will be accepted on the basis of the above.

2.1.7 CANCELLATIONS & REFUNDS:

If a race entry is withdrawn, no refunds will be offered. However, if a withdrawal is received by the Championship Organiser no less than 14 days prior to the race, a credit will be offered towards the next race. This credit is also available to be used towards other MSVT products.

In any case, a £50 administration charge will be incurred. Withdrawals made within 14 days of a particular race will not be subject to any credit being offered.

No refunds or credits can be offered for Miata Trophy Championship registration packs.

MSVR may cancel, postpone or alter any Date(s) or Track Time of the Event(s) in accordance with the requirements of any Governing Body and whether for reasons of Force Majeure or otherwise. In the case of cancellation or postponement, MSVR shall notify the competitor of any such cancellation or postponement as soon as reasonably practicable. MSVR reserve the right to reduce Track Time during the course of the event, whether for reasons of Force Majeure or otherwise, without any repayment to the competitor.

2.2 BRIEFINGS:

MSVR will notify Competitors of the times and locations for all briefings in the Final Instructions for the meetings. Competitors must attend all briefings.

2.3 QUALIFICATION PRACTICE:

- 2.3.1 Should any Practice session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session; the decision of the Clerk of the Course shall be final.
- 2.3.2 Each driver shall complete a minimum of 3 laps in the car to be raced, and in the correct session, in order to qualify (Motorsport UK Regulations Q4.5). The Clerk of the Course and/or Stewards of the Meeting shall have the right to disqualify any driver whose practice times or driving are considered to be unsatisfactory - as per Motorsport UK Regulation Q4.5.
- 2.3.3 Starting positions for the first race at an event will be determined by "SuperPole"
- 2.3.4 Starting positions for the second race (or subsequent races) will be determined by the finishing order of the preceding race [Q12.9.2(c)] with non-finishers placed behind finishers in reverse order of retirement and nonstarters placed behind non-finishers in order as determined by the Clerk of the Course.

2.3.5 SuperPole

All eligible cars will remain under Parc Ferme conditions between the Qualifying and SuperPole sessions, regardless of their location. The car taking part in the SuperPole session must be the same car that participated in the Qualifying session.

- (i) SuperPole will be scheduled in the timetable in advance to the commencement of the race meeting.
- (ii) Ten drivers from the qualifying classification (comprised of the top five qualifiers from the **NA-ND** class, and top five qualifiers from the NC class) will be eligible for the SuperPole shoot-out [Q12.9.2(d)] and will be notified in Parc Fermé.
- (iii) Drivers will be called to the pit lane and will be lined up at the pit lane exit line, ready for release.
- (iv) Cars will be released from the pit lane at intervals (suitable to allow sufficient space between them on track) by a race official (e.g. Chief Pit Lane Marshal or the Chief Start Line Marshal). Any cars that do not leave the pit lane when required will be eliminated and will be classified according to 2.3.5(xii).
- (v) Practice starts in the pit lane are not permitted.

- (vi) Each driver will complete one out-lap, one timed lap and one in-lap. The timed lap will establish their SuperPole time which will determine their grid position for race one, starting at pole position for the fastest SuperPole time and working backwards, regardless of whether the SuperPole time is slower than their qualification time or that of any driver not taking part in SuperPole.
- (vii) All cars will return to Parc Fermé after completion of their SuperPole run, whether in full or in part and will be under Parc Fermé conditions.
- (viii) No car may pass through or stop in the pit lane during its SuperPole session except to end the session and leave the circuit, at which time it must proceed directly to Parc Fermé and may not stop in the pit lane.
- (ix) Drivers must take care not to impede other drivers who are in the process of setting a SuperPole time. The penalty for impeding another driver, decided upon by the Clerk, is up to ten grid places.
- (x) In the event of a red flag all cars must return to the pit lane and will be under Parc Fermé conditions. Cars not involved in the cause of the red flag may be permitted to repeat their SuperPole run at the Clerk's discretion, if the red flag effected or stopped their timed lap.
- (xi) Drivers who take part in SuperPole but fail to set a time, will be placed in the final position(s) of Superpole for their class (ahead of drivers who are ineligible or elect not to take part). The drivers' original qualifying times will determine the order in which they are placed. [Q12.9. 2(a)].
- (xii) Drivers who qualify for SuperPole, but who do not take part, will be placed in the final position(s) of SuperPole for their class (behind drivers who take part but fail to set a time). The drivers' original qualifying times will determine the order in which they are placed. [Q12.9.2(a)].
- (xiii) Starting positions for drivers who did not qualify for SuperPole will be based on qualification times [Q12.9.2(a)], starting with the sixth fastest in class placed in sixth position in class.

2.4 RACES:

Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race [Q12.15.4] (1.6.1 above applies).

2.4.1 The minimum scheduled distance of each race shall be 20 minutes. Should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the Meeting it shall still count as a full points scoring round.

2.4.2 Where a race has been stopped and then restarted, the final finishing positions of the restarted race shall be used to determine championship points.

2.4.3 Cars which require any mechanical assistance (for the avoidance of doubt, this includes any form of tele-handler or recovery vehicle) will not be permitted to re-join the race. Cars pushed by hand by the marshals will be permitted to continue. This rule will take effect as soon as the vehicles have left the assembly area.

2.5 STARTS:

2.5.1 All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet. In normal circumstances the grid will be formed in order of qualifying/SuperPole times, with ND Class cars on a second grid separated by a row gap, in their order of qualifying/SuperPole times. All cars will start at the same time with no delay.

2.5.2 The start will be via standing start. The Organisers may vary the start procedures at any point prior to a race by issuing a championship bulletin

2.5.3 Start Procedure: In normal circumstances, there will be one green flag/formation lap.

2.5.4 The minimum Countdown procedures/audible warnings sequence shall be:-

- (i) 1 minute to start of Green Flag Lap - Start Engines/Clear Grid.
- (ii) 30 Seconds - Visible and audible warning for start of Green Flag.
- (iii) Green Flag Lap - Complete one lap of the circuit, forming into grid
- (iv) A five second board will be used to indicate that the grid is complete.
- (v) The red lights will be switched on five seconds after the board is withdrawn.

~~The organisers may vary the start procedures at any point prior to a race by issuing a championship bulletin.~~

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

2.5.6 Any driver unable to start the Green Flag or start are required to indicate their situation as per Motorsport UK Regulation [Q12.11.2]. In addition, any driver unable to maintain grid positions on the Green Flag Lap, to the extent that ALL other cars are ahead of them, may complete the Green Flag lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.

2.5.7 Any car late to the assembly area, to the extent that a car(s) positioned behind it on the grid have already made their way onto the circuit, will be required to start the race from the pit lane and not take their starting position. In the event that a late car does manage to take its starting position by passing cars on the actual or dummy grid, that car will be subject to a drive through penalty.

2.5.8 In the event of any starting lights failure the Starter will revert to use of the National Flag.

Any change in the above procedure will be detailed in the Final Instructions, by bulletin or by drivers briefing.

2.6 SESSION RED FLAG:

Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the Startline and RED FLAGS will be displayed at the Startline and at all Marshals Signalling Points around the Circuit.

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pit lane, during practice, and to the starting grid area, during a race which will automatically become a Parc Fermé area, unless otherwise directed by officials.

Cars may not enter the Pits unless directed to do so. Work on cars already in the Pits must cease when a race is stopped.

2.7 PITS, PADDOCK & PITLANS SAFETY:

2.7.1 Pits & Paddock: Entrants must ensure that the Motorsport UK, Circuit Management and Organising Club Safety Regulations are complied with at all times. The onus shall be on all drivers to ensure safe working practices are adhered to (in line with the event supplementary regulations) both in the pit lane and paddock during the course of the race weekend.

- 2.7.2 Pit lane: The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take all due care and drive at minimum speeds in pit lanes.
- 2.7.3 Refuelling: May only be carried out in accordance with the Motorsport UK General Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting. Refuelling is not permitted during qualifying or the race.
- 2.7.4 Speed Limit: Pit Lane Speed Limit will be 60 km/h

2.8 RACE FINISHES:

After taking the Chequered Flag drivers are required to:

- (i) progressively and safely slow down
- (ii) remain behind any competitors ahead of them,
- (iii) return to the Pit Lane Entrance/Paddock Entrance as instructed,
- (iv) comply with any directions given by Marshals or Officials
- (v) keep their helmets on and harnesses done up while on the circuit or in the pitlane.

- 2.8.1 Parc Fermé: After each qualifying session and race the vehicles must be presented directly for scrutineering. Any area deemed by the licensed Eligibility Scrutineer and/or his nominated representative will be subject to Parc Fermé conditions with no exceptions. This will include the track from the finish line to the scrutineering area, the waiting area in front as well as the track from the scrutineering area to the Parc Fermé, but all areas may be used as necessary.

- 2.8.2 Support personnel must not enter Parc Fermé unless invited by the Championship Eligibility/Safety Scrutineer.

2.9 RESULTS:

All Practice Timesheets, Grids, Race Results are to be deemed PROVISIONAL until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures. [D26.3]

2.10 TIMING MODULES:

- 2.10.1 All competitors will be required to fit Electronic Self Identification Modules to their cars for the purposes of accurate timing. It will be the responsibility of the competitor to fit these in the car in the position and manner specified. The Modules must be in place and functioning correctly for all qualifying practice sessions and races. The setting and servicing of these items must only be carried out by properly authorised Motorsport UK licensed Timekeepers. Timing Modules are available to hire from MSVT. Competitors will be charged for replacement of the Modules due to damage or loss.

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

2.11 QUALIFICATION RACES:

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

2.12 OPERATION OF SAFETY CAR:

The Safety Car will be brought into operation and run in accordance with Section Q, Appendix 3 of the Motorsport UK General Regulations.

2.13 ONBOARD CAMERAS:

On board cameras must be fitted in accordance with Motorsport UK Regulation [J5.21] and the following Championship regulations

Competitors must fit cameras that should capture an image that provides a “drivers eye” view that should include the steering wheel, dashboard and a view of the circuit ahead with a field of vision approximately 100 degrees.

The choice of system is free but playback must be possible at the event by regular means such as a laptop.

Where no judicial process has been instigated, the competitor may not review the footage until the protest time [C5.2.1] has elapsed without the express permission of the Clerk of the Course.

In the event that no images are available upon request (other than due to a proven defect with the equipment), sanctions may be applied in accordance with Motorsport UK Regulation [C2.1.1]. The burden of proof to establish the cause of such failure shall lie with the competitor. The Clerk of the Course may also refer the matter of lack of recorded images to the Championship Stewards for further sanctions, including but not limited to loss of Championship points.

It is the responsibility of the competitor to ensure that a clear memory card is fitted to the camera, and that it has suitable space available for filming the session the car is taking part in.

All rights including copyright in relation to footage captured by on board cameras, no matter that the camera is owned by the competitor, will belong to the Organiser and/or Venue Owner/Operator and may not be shared or otherwise used for broadcast or commercial purposes or on social networking sites, forums or any other internet media without permission of the Organiser and/or venue owner/operator.

Where it is necessary for the Clerk of the Course to review footage after an event that such footage should normally be reviewed within a period of 7 days of the event.

Any breach of camera regulations should be subject to penalties provided for in Motorsport UK regulation [C2.1.1] with an option to report any matters to the Championship Stewards.

In the event of judicial action, all relevant on board footage must be retained until the time period for all judicial matters has elapsed. The competitor is responsible for carrying and fitting an alternative memory card should one be needed whilst this activity is completed.

2.13.1 An onboard rear facing camera should be fitted at all times.

3 SPECIFIC CHAMPIONSHIP REGULATIONS:

3.1 One official qualifying session of 15 minutes duration will be scheduled at each meeting.

3.2 Motorsport UK Respect Code

By registering for the Championship all competitors and their associates commit to positively promote and demonstrate the Motorsport UK Race with Respect code (see Appendix 1).

- 3.2.1 Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion and referral to Motorsport UK.
- 3.2.2 It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Championship Coordinator and/or Safeguarding Officer who will also relay the report to Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at www.motorsportuk.org/resource-centre by selecting Policies and Guidelines.

4 SPECIFIC CHAMPIONSHIP PENALTIES:

In accordance with Section C of the current Motorsport UK Yearbook, and these Championship regulations.

4.1 INFRINGEMENTS OF TECHNICAL REGULATIONS:

- 4.1.1 Arising from post practice Scrutineering or Judicial Action:
Minimum Penalty: The provisions of Motorsport UK Regulations: [C3.3].
- 4.1.2 Arising from post race Scrutineering or Judicial Action:
Minimum Penalty: The provisions of Motorsport UK Regulations: [C3.5.1 – 3.5.2]

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

4.2 ADDITIONAL SPECIFIC CHAMPIONSHIP PENALTIES:

- 4.2.1 In the event of any breach of the regulations, the championship stewards shall be entitled to impose further penalties, including:
- (i) Removal of all or any championship points claimed by the competitor
 - (ii) Exclusion of a car and/or a competitor from the championship
- 4.2.2 In order to maintain standards of conduct, the Championship organisers will monitor all officials / observers reports of adverse behaviour at race meetings. If any Competitor is included on such reports during competition the Championship Coordinator will notify the Championship Organisers who will issue a warning letter via the Championship Clerk of the Course that the Competitor's driving behaviour is to be specifically observed at future race meetings. This will remain on record for all competitors registered in that car for 12 calendar months from the time of first issue.
- 4.2.3 Adverse second such report during this 12-month period of observation will result in the Disqualification from entry of all Competitors registered in that car, and the car itself from the next scheduled Event, in consultation with the Championship Stewards if necessary.
- 4.2.4 Further reports may be referred to the Championship Stewards for consideration of further sanctions including but not limited to possible refusal of further race entries or other sanctions in the Steward's discretion pursuant to the National Competition Rules.
- 4.2.5 In the event that adverse behaviour is not reported during the meeting, video footage may be sent to the Championship Organisers who can request that the appointed Standards Committee perform a review. Footage may only be submitted within three days of the meeting.

- 4.2.6** On review of the footage, the Driving Standards Committee may request that the Championship Coordinator refer the matter to the Championship Stewards with the request to issue either: a warning letter stating that driving behaviour is to be specifically observed at future race meeting; or a formal warning.
- 4.2.7** The Driving Standards Committee may also request that the Organisers issue a single or multiple race ban in cases of severe adverse behaviour on or off track. This process is supplementary to the standard Motorsport UK judicial process and does not replace, overrule or amend it in any way.
- 4.2.8** The Clerk of the Course may impose a Stop & Go or Drive Through penalty for infringements of the regulations in accordance with Motorsport UK Regulation [Q12.26].
- 4.2.9** The Clerk of the Course may impose a grid position penalty for the next race or races of the Championship for infringements of the regulations.
- 4.2.10** Any penalty imposed by the Clerk of the Course that results in penalty points being given, will result in a Championship points deduction for all Competitors registered in that car based on the following formula; Championship Points Deduction = Penalty Points x 3.
- 4.2.11** The Clerk of the Course may impose such penalties as appropriate according to the powers granted to them. [G5.3]
- 4.2.12** Methanol in/on the car or at the meetings is prohibited, due to the difficulty of identifying it's flame once ignited. Any **participant** found to have Methanol in/on the car, or at the meeting will be disqualified from the meeting immediately.

5 TECHNICAL REGULATIONS

5.1 INTRODUCTION:

The following technical regulations are set out in accordance with Motorsport UK specified format and it should be clearly understood that if the following texts do not clearly state that an action or modification is allowed, then it is prohibited. If unsure you should seek clarification from the championship organisers prior to making any changes. Modifications that improve performance are unlikely to be approved.

The organisers reserve the right to modify these championship regulations as appropriate to ensure close competitive racing at all times, following the requirements of Motorsport UK regulation W1.1.8.

By registering for the championship, competitors will be deemed to have full knowledge and acceptance of these regulations.

Entrants must at all times comply with the directives of the championship organiser in respect of scrutineering and eligibility checking.

If your vehicle does not conform to a specific regulation, please email regs@msv.com prior to the closing date for race entries with a detailed description of the part of your vehicle in question. Please include photos and any other information that might be relevant so that we can review your entry accordingly.

In any case, all Motorsport UK safety requirements must be adhered to as specified in the Motorsport UK Yearbook [2024](#).

5.2 DESCRIPTION:

The MSV Trackdays Miata Trophy Championship is designed for competitors participating in a Mazda MX5 mk3 (including 3.5 and 3.75 - Chassis code NC), **and mk4 (Chassis code ND)**. It

is a championship where driving skills, race craft, and car control are of paramount importance and where technical development is prohibited.

The responsibility to prove eligibility is that of the entrant at all times. The championship organisers in conjunction with the championship scrutineer shall determine matters as to the eligibility and the implementation which may involve photographing any part of the vehicle and performing electrical diagnostics at the scrutineers discretion.

All entries are at the discretion of the championship organisers.

5.3 CLASSES:

- 5.3.1 Cars will run in two classes based on the vehicle. The class structure will be as follows but may be subject to change depending on entries.

Class NC: Mazda MX5 mk3 (including mk3.5 & mk3.75) 2.0 (Chassis code NC)

Class ND: Mazda MX5 mk4 2.0 (Chassis code ND)

- 5.3.2 Guest/Invitation Class: Any other Mazda MX5 that the organisers have given permission to join the championship or single events.

5.4 Presentation

Cars must be presented to a high standard. Unpainted panels, unrepaired damage or cars not achieving a satisfactory level of preparation and presentation, as judged by the championship scrutineer, may receive a warning and may ultimately result in disqualification.

Presentation for a vehicle for scrutineering is a declaration by the entrant that the vehicle is eligible for that event and fully complies with the championship regulations.

5.5 SAFETY REQUIREMENTS:

The following Articles of Motorsport UK Blue Book 'Section K Competitors: Safety' regulations are highlighted as being applicable (but not to the exclusion of any other) Motorsport UK General Regulations that automatically apply):

- K 1.2.1 & K 1.2.2 – ROPS (Roll over protection systems) as defined in 8.1.3
- K 2.1.2 - K 2.1.4 – Seat belts, 4, 5 and 6 point harnesses
- K 8.1.1 – Circuit Brakers
- K 2.2 – K2.3 - Seats
- K 3.1 – Fire extinguisher
- K 5.1 & K 5.2 – Red warning light
- K 6 – Fuel tanks & fillers
- K 8 – External circuit breaker
- K 9 – Race Overalls (in particular, K 9.1.1)
- K 10 – Crash helmets
- K 13 – Head restraints

A link to the ~~2023-2024~~ Motorsport UK Competitors & Officials Yearbook can be found here: <https://www.motorsportuk.org/News-Publications/Publications/Yearbook>

- 5.5.1 Safety Harnesses:

In order to maintain the integrity of the harness system in the event of an accident, it is recommended that these should be a minimum of five-point attachment, in accordance with [Q13.10.2]

5.5.2 Seats:

It is strongly recommended that seats have side wings or side head restraints to take into account lateral forces.

Subject to MSUK Approval

5.6 GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS (NC Class for the Mk3 Mazda MX5)::

All vehicles must comply with the relevant sections of the 2024 Motorsport UK Yearbook Section J and Section Q ([Technical Regulations](#)) up to and including [Q13.11.5]

- 5.6.1 Competitors registering in this championship do so in the full knowledge that the organisers reserve the right to require the championship scrutineer to carry out, record and enforce eligibility checks which may include the sealing of component(s) for subsequent checking. The costs of such checking shall be borne by the championship organisers but the organisers shall not be liable for the costs of stripping or reassembly or rebuilding of vehicles after the checks have been carried out.
- 5.6.2 Advertising on vehicles is subject to requirements set out in Motorsport UK Yearbook [Q13.2.2] and H28 & H29 in particular. For the avoidance of doubt, use of the side windows of the vehicle for advertising is strictly prohibited.
- 5.6.3 All vehicles must comply with Motorsport UK General Technical Regulations and the relevant parts of the Motorsport UK Yearbook except where specified below.
- 5.6.4 Engines may be sealed at any time by a Licensed Eligibility Scrutineer. These seals may only be broken with championship scrutineers permission.
- 5.6.5 The Car Specification elements of the championship registration documents must be fully completed and will form part of a declaration of the cars suitability to align with this championship. This document should be with the car when presented for scrutineering.

6 DEFINITION OF TERMS:

6.1 STANDARD:

The word 'standard' used within these technical regulations as a description of components is to be interpreted as per 'Standard Part' defined in Section B – Nomenclature & definitions in the Motorsport UK Yearbook. Checking will be by comparison to spare parts supplied by the manufacturer's official agent, comparison to standard parts or by any other means necessary to ensure compliance. This includes all surface finish of components

Standard Part:

Is a part, the specification, features, location and method of operation of a part are as provided when new by the motor manufacturer for the model and date of car as shown on the entry form.

6.2 STANDARD PATTERN:

The phrase 'standard pattern' used within these technical regulations as a description of components is to be interpreted as per 'Standard Pattern Part' defined in Section B – Nomenclature & definitions in the Motorsport UK Yearbook. Checking will be by comparison to standard pattern part or any other means necessary to ensure compliance.

Standard Pattern Part:

A replacement part that has a similar form shape and features as the standard part and is made using similar materials and manufacturing processes e.g. a standard part manufactured by a non-original equipment supplier that is fully interchangeable with the standard part.

6.3 COMPONENTS:

The phrase 'component' used within these technical regulations shall be considered to be ANY individual part or assembly of parts used in the construction of the vehicle.

- 6.4 The car must be of sound construction, in good mechanical condition and well maintained in accordance with Motorsport UK General Technical Regulations (Sections J & Q) as appropriate. It must be presented in good order. All inspection areas e.g. engine, gearbox, suspension components, etc. must be in a clean condition.
- 6.5 All cars must have a championship log book and this must be presented at Scrutineering at every race meeting. These will be filled in and updated throughout the year. Defects need to be rectified on a timescale to be agreed with the Scrutineer and/or the championship organisers.
- 6.6 The championship organisers reserve the right to require the exchange of any part or assembly of parts on the car for standard ones at any time during a race meeting on any competing car.

7 CHASSIS:

- 7.1 A standard MK3 MX5 Chassis Code NC, NC2 or NC3 must be used.
- 7.2 Repairs to corrosion are allowed on the strict condition that no welding or repair adds no additional stiffening to the car.
- 7.3 The rear firewall must be completely enclosed and hermetically sealed.

8 BODYWORK:

8.1 GENERAL:

- 8.1.1 It shall be the intention, at all times, to preserve a standard external appearance to the cars. The cutting of front or rear bumpers is not permitted.
- 8.1.2 It is permitted to apply paint, decals, stickers or wraps to the car with the exception that the areas reserved for sponsorship are not covered.
- 8.1.3 All doors must be fitted with original lock fittings and operating mechanisms, and must be kept unlocked during any practice or competition. If the vehicle is fitted with central locking, the central locking fuse must be removed.
- 8.1.4 Cars may be required to come into the pit lane to replace missing bumpers and bodywork and may be called in to do such at the scrutineers sole discretion.
- 8.1.5 Cars are not permitted to compete with roofs attached.
- 8.1.6 No non-standard underbody bracing is allowed

8.2 INTERIOR:

- 8.2.1 No part of the interior which is an integral part of the monocoque shell may be removed.
- 8.2.2 The front bulkhead must comply with the requirements of the Motorsport UK Yearbook, using grommets as appropriate. 11.2.3 Interior trim, fittings, courtesy light and passenger seats may be removed except as specified below. A dashboard must be fitted. A close fitting slot cut-out in the dashboard is permitted to facilitate the fitting of the roll cage.

- 8.2.3 The central audio system and heater controls may be removed and substituted for a flat panel.
- 8.2.4 Front door interior panels are free, but the inside face of the doors must be covered with a suitable cover, so to avoid sharp edges. A suitable latch release handle must be retained.
- 8.2.5 The standard driver's seat shall be replaced with a racing seat approved to FIA 8855-1999 as a minimum and must be fitted in the manufacturers intended position. It is permitted to modify the transmission tunnel and floor under the driver's seat to facilitate the installation of the seat. Any modifications must maintain the strength of chassis and be no more than 50mm in depth.
- 8.2.6 Adjustable seat rails may be fitted. They must comply with Motorsport UK regulation K2.2.1.
- 8.2.7 The original pedal box with original pedals must be fitted in its original position, using the standard mountings. It is permissible to add a custom extension plates to the pedals. These must be attached directly to the pedals. Pedal extensions should be designed in such a way to ensure that the brake pedal is not "crushable".
- 8.2.8 A working and accurate tachometer (rev counter) may be fitted to all vehicles whether one was present as standard in the vehicle or not.
- 8.2.9 A working and accurate water temperature gauge may be fitted to all vehicles whether one was present as standard in the vehicle or not.
- 8.2.10 All interior sound deadening must be removed.

8.3 EXTERIOR:

- 8.3.1 No panel may be cut, drilled or in any other way modified other than those detailed in these regulations.
- 8.3.2 Rear wings may be removed and refitted, to allow the panel to be fitted as per the original but with suitable bolts in lieu of spot welds to aid their safe repair during events.
- 8.3.3 Arches are permitted to be rolled to allow for tyre clearance.
- 8.3.4 Three rear view mirrors must be fitted as a minimum (one interior and two exterior).
- 8.3.5 A wide angle rear view interior mirror is recommended.
- 8.3.6 External mirrors must all be standard mirror assemblies fitted in the manufacturers intended position. Wing mirrors must be genuine Mazda parts and fitted as a matched pair.
- 8.3.7 Antenna, wheel arch liners, side repeater/indicator in front wings may be removed.
- 8.3.8 The bonnet and bootlid must be secured by 2 locking pins or aero catches conforming to Motorsport UK regulation Q.13.2.6.

It is permissible to drill 2 holes through the bonnet and engine bay front cross member to install bonnet pins.
- 8.3.9 The windscreen must be of HPR laminated glass.
- 8.3.10 The standard toughened glass side and rear windows where present may be replaced with composite material.
- 8.3.11 The standard window winding mechanism must be removed.

8.3.12 The scuttle panel below the windscreen may be modified in the following ways:

- Two holes may be made in the scuttle panel to allow pull cable handle/button fittings to be mounted. A reinforcing plate may be used on the underside of the scuttle panel to strengthen it. One pull cable/button must operate the fire extinguisher and one to operate the master cut-out switch.

8.3.13 Sound deadening materials must be removed from the engine bay and underside of the bonnet.

8.3.14 Composite replacement panels are permitted for the front bumper, bonnet, driver/passenger door and front wings and boot lid. All replacement panels must be the same shape and size of the original and be fitted to the vehicle without modification of the standard mounting points.

8.3.15 No chin spoilers are permitted

8.3.16 No rear wings, spoilers, diffusers or flat floors (including any aftermarket underbody panels) are permitted.

8.4 SILHOUETTE:

8.4.1 The original silhouette must be maintained, except for the fitting of wire towing straps in accordance with Motorsport UK regulation Q13.1.3(b).

8.5 GROUND CLEARANCE:

8.5.1 Ground clearance must comply with the requirements of the Motorsport UK Yearbook. For the purposes of this regulation the exhaust is considered to be part of the car and is subject to the same ground clearance rules. The minimum ground clearance is 70mm.

9 ENGINE:

9.1 GENERAL ENGINE REGULATIONS:

All engines must be fully compliant with the Miata Trophy Engine Technical Document.

9.1.1 The Championship organisers reserve the right to dyno test any vehicles output via rolling road during the season.

9.1.2 The Championship organisers reserve the right to seal the crank sensor

9.1.3 No non-standard engine bracing is allowed.

9.2 IGNITION SYSTEMS:

9.2.1 No modifications or additions to the standard ignition system are allowed. The cars EOBD diagnostic port must remain fully functional, and Eligibility Scrutineer may plug into the diagnostic port to use scan tools to check correct function of the engine management system, including but not limited to the catalytic converter.

10 SUSPENSIONS:

10.1 PERMITTED MODIFICATIONS:

10.1.1 Suspension must be Gaz Gold coilovers. Gaz seals must be fitted and intact at all times. It is permitted to have the external casings re-plated in the original anodised finish or in the black finish offered by Gaz.

10.1.2 Bushes may be upgraded to Polyurethane, subject to the retention of the standard fitting positions.

10.1.3 Antiroll bars may be upgraded, subject to the retention of the standard fitting positions.
Antiroll bars must be connected and operational at all times.

10.2 PROHIBITED MODIFICATIONS:

10.2.1 No other modifications to the suspension, mounting points, shock absorbers, springs or wheel alignment geometry are allowed.

10.2.2 The removal of material to provide more geometry angle is not permitted.

10.2.3 For the avoidance of doubt, offset bushes are not permitted.

11 TRANSMISSIONS:

11.1. A standard Mazda MX5 Gearbox must be used. NC Class cars must run a mk3 5 speed or 6 speed gearbox.

11.1.1 Strengthening the gear selector forks is permitted.

11.1.2 Rubber/plastic washers may be replaced with brass or bronze items in the standard dimensions.

11.1.3 Differentials must be a standard mk3 Mazda MX-5 differential, in the original differential housing. Locked differentials are prohibited.

11.1.4 The standard gear lever must be retained. Gear knobs are free, but quick shift gear levers are prohibited.

11.1.5 OEM gear ratios must be used:

Class NC: (5-speed): 3.13 / 1.88 / 1.33 / 1.00 / 0.81

Class NC: (6-speed): 3.70 / 2.19 / 1.53 / 1.17 / 1.00 / 0.78 (or 0.83)

11.2 PERMITTED MODIFICATIONS:

11.2.1 No modifications or changes are allowed to the transmission assemblies or components, save for the addition of a Polyurethane gearbox mount

12 ELECTRICS:

12.1 GENERAL:

Modification to the wiring loom to facilitate the removal of unnecessary wiring is permitted.

12.2 BATTERIES:

12.2.1 Lightweight "race" batteries may be used. Relocation of the battery to the boot area or passenger footwell is permitted, subject to Motorsport UK General Regulations.

12.3 EXTERIOR LIGHTING:

12.3.1 All standard rear lights must all be present and working, except rear fog light.

12.3.2 Front headlamps, front fog lamps, and front indicators may be removed along with their operating mechanisms, but suitable solid covers must be fitted in their absence.

12.4 RAIN LIGHT:

12.4.1 A Motorsport UK compliant high intensity rear light or "rain light" as defined in K.5.1 is required. If present, it is acceptable to use the high level rear 3rd brake light as a rain light.

12.5 WINDSCREEN WIPERS:

12.5.1 Standard or standard pattern front windscreen wipers must be fitted and fully operational. No modifications are allowed to the windscreen wiper blade, or windscreen wiper mechanism.

13 BRAKES:

13.1 Brake Discs and Pads are free.

13.2 The ABS system must be disabled by disconnecting the electrical plug and tie wrapping it away from the ABS control unit. The ABS control unit may be removed and the hydraulic pipes adjusted. The recommended adjustment is outlined in Appendix 3.

13.3 Backing plates may be removed.

13.4 Steel braided brake hoses must be fitted to the callipers. Braided brake hoses are permitted elsewhere within the braking system.

13.5 The standard handbrake must remain in the manufacturers intended position and be fully operational.

13.6 The use of brake bias valves are permitted.

14 WHEELS / STEERING:

14.1 No modifications of any kind are allowed to the steering system. The Power steering systems may not be converted to manual. The OEM power steering pump and pulley must be retained and in the original position and fully plumbed in.

14.2 The steering lock must be removed and the adjustable steering angle lever on the steering column can be removed, and the steering column angle can be fixed, as long as suitable fixings are used.

14.3 The standard steering wheel may be used. A Motorsport UK approved alternative steering wheel and either quick release or fixed boss is permitted.

14.4 The passenger airbag must be completely removed, the steering wheel air bag will be completely removed when fitting an alternative steering wheel but when retaining the standard steering wheel the explosive charge must be removed to completely disable the airbag.

14.5 All airbags must be removed.

14.6 All Wheel Spacers are prohibited. Hub to rear beam spacers are also prohibited.

14.7 Wheels are free subject to the following:

NC Class mk3 Wheels must be:

Mazda MX5 17" x 7J

Style 1: Part Number 9966-36-7070

Style 2: Part Number 9965-38-7070

Style 3: Part Number 9965-45-7070

OR

Rota "Force" - 17" x 7.5J - 45mm offset

Rota "Torque" - 17.5" x 7.5J - 45mm offset

In all cases, all 4 wheels must match at all times.

15 TYRES:

15.1 SPECIFICATIONS:

15.1.1 The permitted tyre size is:

NC Class: 215/45/17

15.1.2 Control tyres for the championship are:

NC Class MK3: Toyo Proxes R888R for dry & wet conditions - It is prohibited to cut the tyres in any manner and the original tread pattern must remain visible at all times. Four tyres of Toyo Proxes R888R must be fitted at all times.

15.1.3 All tyres must be purchased via the official tyre distributor, PolleySport

(<http://www.polleysport.com> 01354 688 111). Tyres will be supplied branded for identification.

15.1.4 The use of tyre heating/heat retention devices, tyre treatments and compounds are prohibited.

15.1.5 Tyre planing/shaving/buffing is prohibited.

15.2 Definitions:

New tyre: Tyre not ever having being used before, supplied by the official controlled tyre supplier.

Used tyre: Tyre supplied by the official controlled tyre supplier visibly worn having been subjected to at least one heat cycle.

Spare tyre: Tyre replacing a damaged one that was fitted on the car.

15.2.1 Usage:

The use of tyres and the presence of tyres in the Pits at any time during an Event or the test sessions are governed by the provisions of these Sporting Regulations and Technical Regulations.

15.2.2 Any change being made to the tyres in order to modify or to maintain the original performance of the tyres is forbidden. The Organisers reserve the right, during any Event to take samples of rubber from the tyres in order to conduct analysis in a specialised laboratory with the aim of checking the characteristics of them, and to verify its compliance with the originals.

15.2.3 Scrutineers will check that all cars are using the authorised tyres throughout the Event. Any observed breach will immediately be referred to the Championship Clerk of the Course and the Competitor concerned will be informed.

15.2.4 Limitations applying to the use of tyres. The regulations limiting the use of tyres will apply to all qualifying, SuperPole, and races. The limitations will take the form of a determined quantity of identified tyres according to the type and dimensions specified above.

15.3 Limitations and quotas applying to the use of tyres per car

A – Official test sessions

The use of tyres is free provided that the type and dimensions are as authorised by the Technical Regulations

B - Event:

Over the course of the championship season each driver may use a maximum of twenty (20) tyres. Tyres must be registered by the competitor prior to the start of each event, and are the only tyres that can be used.

15.3.1 Use of spare tyres

It is the responsibility of every competitor to present their car equipped with tyres and capable of completing the qualifying session and the races. If this requirement is not met, the Eligibility Scrutineer may prevent the car from joining the session in question.

15.3.2 In those exceptional cases where, in the judgement of the Championship Eligibility/Safety Scrutineer, damage to tyres through no fault of the Competitor makes further participation in an Event impossible, supplementary spare tyres may be nominated and used. Supplementary tyres are to be selected by the Series Eligibility/Safety Scrutineer. The selection is to be entirely at the discretion of the Championship Eligibility/Safety Scrutineer. In this case, the competitor will be given a penalty of 10 grid places.

15.3.3 Marking and checking procedure

Each tyre is registered with a bar code written on the tyre by Toyo and is identified by a specific marking and Competitor will be held responsible for matching the registration bar codes on the Tyre Nomination Form and the registration bar codes on the tyres fitted on his car. Any tyres with bar codes that are not included in the individual sheet will be regarded as technical non-compliance. Any infringement of the scheduled times for marking of tyres or any other similar deadlines may result in a financial penalty being imposed.

15.3.4 Each Competitor must record on the Tyre Nomination Form the bar code numbers of the nominated tyres. The Tyre Nomination Form must be signed by the Competitor and submitted to the Championship Co-ordinator before the first qualifying session. The Series Eligibility/Safety Scrutineer or his appointed representative will sign for receipt and return a copy. The onus is on the Competitor to ensure that the completed Tyre Nomination Form is deposited with the Championship Co-ordinator before the first qualifying session. Failure to do so will be the subject of a report to the Championship Clerk of the Course.

15.3.5 During an Event, checks will be made by the Series Eligibility/Safety Scrutineer or his appointed representative to ensure compliance between the tyres used and serial numbers recorded on the Tyre Nomination Form. At the end of the race all placed cars will

automatically be checked for compliance with this tyre Regulation. Non-compliance at any time during an Event will be the subject of a report to the Championship Clerk of the Course.

16 WEIGHT:

- 16.1 Cars must have a minimum weight of 1100kg for the NC Class mk3, inclusive of driver at all times during qualifying and races.
- 16.2 The organisers reserve the right to add ballast to any car as deemed necessary.
- 16.3 If ballast is required it must be securely attached within the vehicle and attachment bolts predrilled for the purpose of attaching scrutineers wire seals. The total weight of ballast carried, must be declared in the scrutineering log book and be in position at all times during practice and racing. All ballast must be clearly labelled, securely fitted by at least four M8 bolts in the passenger foot well or passenger seat position and be visible for inspection at any time – (References section J5.15.1 – 5.15.4).

17 FUEL TANK / FUEL:

17.1 FUEL TANK:

- 17.1.1 The fuel tank must be the standard factory production item fitted in the manufacturer's original position.
- 17.1.2 Modifications to the fuel tank, sender unit, fuel pump and pressure regulator are not permitted.

17.2 FILLER CAP:

- 17.2.1 A filler cap must be fitted that complies with Section K14.1.2 of the Motorsport UK Yearbook.
- 17.2.2 Removal of the internal filler neck restrictor assembly is allowed.

17.3 FUEL:

- 17.3.1 All fuels listed in Motorsport UK competitor's yearbook [2024](#) as pump fuel are acceptable subject to a 100ron maximum octane rating.
- 17.3.2 The organisers reserve the right to request fuel for sampling at any point during an event weekend.
- 17.3.3 Vehicles are required to have a minimum of 2ltrs of fuel available in the tank for testing purposes post session.
- 17.3.4 Where the conclusion of the fuel testing procedure confirms non-compliance the entrant shall be responsible for all costs and fees arising from the testing procedure. Motorsport UK Yearbook Section D34.6.
- 17.3.5 The use of fuel additives is prohibited.

18 GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS (ND Class for the Mk4 Mazda MX5):

All vehicles must comply with the relevant sections of the 2024 Motorsport UK Yearbook Section J and Section Q (Technical Regulations) up to and including [Q13.11.5]

18.1 Competitors registering in this championship do so in the full knowledge that the organisers reserve the right to require the championship scrutineer to carry out, record and enforce eligibility checks which may include the sealing of component(s) for subsequent checking. The costs of such checking shall be borne by the championship organisers but the organisers shall not be liable for the costs of stripping or reassembly or rebuilding of vehicles after the checks have been carried out.

18.2 Advertising on vehicles is subject to requirements set out in Motorsport UK Yearbook [Q13.2.2] and H28 & H29 in particular. For the avoidance of doubt, use of the side windows of the vehicle for advertising is strictly prohibited.

18.3 All vehicles must comply with Motorsport UK General Technical Regulations and the relevant parts of the Motorsport UK Yearbook except where specified below.

18.4 Engines may be sealed at any time by a Licensed Eligibility Scrutineer. These seals may only be broken with championship scrutineers permission.

18.5 The Car Specification elements of the championship registration documents must be fully completed and will form part of a declaration of the cars suitability to align with this championship. This document should be with the car when presented for scrutineering.

19 DEFINITION OF TERMS:

19.1 STANDARD:

The word 'standard' used within these technical regulations as a description of components is to be interpreted as per 'Standard Part' defined in Section B – Nomenclature & definitions in the Motorsport UK Yearbook. Checking will be by comparison to spare parts supplied by the manufacturer's official agent, comparison to standard parts or by any other means necessary to ensure compliance. This includes all surface finish of components

Standard Part:

Is a part, the specification, features, location and method of operation of a part are as provided when new by the motor manufacturer for the model and date of car as shown on the entry form.

19.2 STANDARD PATTERN:

The phrase 'standard pattern' used within these technical regulations as a description of components is to be interpreted as per 'Standard Pattern Part' defined in Section B – Nomenclature & definitions in the Motorsport UK Yearbook. Checking will be by comparison to standard pattern part or any other means necessary to ensure compliance.

Standard Pattern Part:

A replacement part that has a similar form shape and features as the standard part and is made using similar materials and manufacturing processes e.g. a standard part manufactured by a non-original equipment supplier that is fully interchangeable with the standard part.

19.3 COMPONENTS:

The phrase 'component' used within these technical regulations shall be considered to be ANY individual part or assembly of parts used in the construction of the vehicle.

19.4 The car must be of sound construction, in good mechanical condition and well maintained in accordance with Motorsport UK General Technical Regulations (Sections J & Q) as appropriate. It must be presented in good order. All inspection areas e.g. engine, gearbox, suspension components, etc. must be in a clean condition.

19.5 All cars must have a championship log book and this must be presented at Scrutineering at every race meeting. These will be filled in and updated throughout the year. Defects need to be rectified on a timescale to be agreed with the Scrutineer and/or the championship organisers.

19.6 The championship organisers reserve the right to require the exchange of any part or assembly of parts on the car for standard ones at any time during a race meeting on any competing car.

20 CHASSIS:

20.1 A standard MK4 MX5 Chassis Code ND must be used.

20.2 Repairs to corrosion are allowed on the strict condition that no welding or repair adds no additional stiffening to the car.

20.3 The rear firewall must be completely enclosed and hermetically sealed.

21 BODYWORK:

21.1 GENERAL:

21.1.1 It shall be the intention, at all times, to preserve a standard external appearance to the cars. The cutting of front or rear bumpers is not permitted.

21.1.2 It is permitted to apply paint, decals, stickers or wraps to the car with the exception that the areas reserved for sponsorship are not covered.

21.1.3 All doors must be fitted with original lock fittings and operating mechanisms, and must be kept unlocked during any practice or competition. If the vehicle is fitted with central locking, the central locking fuse must be removed. Aero catches or pins are permitted on the rear bootlid.

21.1.4 Cars may be required to come into the pit lane to replace missing bumpers and bodywork and may be called in to do such at the scrutineers sole discretion.

21.1.5 Cars are not permitted to compete with roofs attached.

21.1.6 No non-standard underbody bracing is allowed

21.2 INTERIOR:

21.2.1 No part of the interior which is an integral part of the monocoque shell may be removed.

21.2.2 The front bulkhead must comply with the requirements of the Motorsport UK Yearbook, using grommets as appropriate.

21.2.3 Interior trim, fittings, courtesy light and passenger seats may be removed except as specified below. A dashboard must be fitted. A close fitting slot cut-out in the dashboard is permitted to facilitate the fitting of the roll cage.

21.2.4 The central audio system and heater controls may be removed and substituted for a flat panel.

21.2.5 Front door interior panels are free, but the inside face of the doors must be covered with a suitable cover, so to avoid sharp edges. A suitable latch release handle must be retained.

21.2.6 The standard driver's seat shall be replaced with a racing seat approved to FIA 8855-1999 as a minimum and must be fitted in the manufacturers intended position. It is permitted to modify the transmission tunnel and floor under the driver's seat to facilitate the installation of the seat. Any modifications must maintain the strength of chassis and be no more than 50mm in depth.

21.2.7 Adjustable seat rails may be fitted. They must comply with Motorsport UK regulation K2.2.1.

21.2.8 The original pedal box with original pedals must be fitted in its original position, using the standard mountings. It is permissible to add a custom extension plates to the pedals. These must be attached directly to the pedals. Pedal extensions should be designed in such a way to ensure that the brake pedal is not "crushable".

21.2.9 A working and accurate tachometer (rev counter) may be fitted to all vehicles whether one was present as standard in the vehicle or not. No other gauges are permitted. This must be a single analogue needle unit with no other attachments

21.2.10 A working and accurate water temperature gauge may be fitted to all vehicles whether one was present as standard in the vehicle or not. No other gauges are permitted. This must be a single analogue needle unit with no other attachments

21.2.11 All interior sound deadening must be removed.

21.3 EXTERIOR:

21.3.1 No panel may be cut, drilled or in any other way modified other than those detailed in these regulations.

21.3.2 Rear wings may be removed and refitted, to allow the panel to be fitted as per the original but with suitable bolts in lieu of spot welds to aid their safe repair during events.

21.3.3 Arches are permitted to be rolled to allow for tyre clearance.

21.3.4 Three rear view mirrors must be fitted as a minimum (one interior and two exterior).

21.3.5 A wide angle rear view interior mirror is recommended.

21.3.6 External mirrors must all be standard mirror assemblies fitted in the manufacturers intended position. Wing mirrors must be genuine Mazda parts and fitted as a matched pair.

21.3.7 Antenna, wheel arch liners, side repeater/indicator in front wings may be removed.

21.3.8 The bonnet must be secured by 2 locking pins or aero catches conforming to Motorsport UK regulation Q.13.2.6.

It is permissible to drill 2 holes through the bonnet and engine bay front cross member to install bonnet pins.

21.3.9 The windscreen must be of HPR laminated glass.

21.3.10 The standard toughened glass side and rear windows where present may be replaced with composite material.

21.3.11 The standard window winding mechanism must be removed.

21.3.12 The scuttle panel below the windscreen may be modified in the following ways:

- Two holes may be made in the scuttle panel to allow pull cable handle/button fittings to be mounted. A reinforcing plate may be used on the underside of the scuttle panel to strengthen it. One pull cable/button must operate the fire extinguisher and one to operate the master cut-out switch.

21.3.13 Sound deadening materials must be removed from the engine bay and underside of the bonnet.

21.3.14 Composite replacement panels are permitted for the front bumper, bonnet, driver/passenger door and front wings and boot lid. All replacement panels must be the same shape and size of the original and be fitted to the vehicle without modification of the standard mounting points.

21.3.15 The Standard Chin spoiler may be retained.

21.3.16 No rear wings, spoilers, diffusers or flat floors (including any aftermarket underbody panels) are permitted.

21.4 SILHOUETTE:

21.4.1 The original silhouette must be maintained, except the variation caused by the fitment of approved front chin spoiler and/or the fitting of wire towing straps in accordance with Motorsport UK regulation Q13.1.3(b).

21.5 GROUND CLEARANCE:

21.5.1 Ground clearance must comply with the requirements of the Motorsport UK Yearbook. For the purposes of this regulation the exhaust is considered to be part of the car and is subject to the same ground clearance rules. The minimum ground clearance is 70mm.

22 ENGINE:

22.1 GENERAL ENGINE REGULATIONS:

The engine must be:

CLASS ND – a standard mk4 2.0 litre Mazda MX-5 MK4 ND1 & ND2 cars (maximum power of 142hp at the back wheels), fitted to the original manufacturers specification.

22.1.1 The Championship organisers reserve the right to dyno test any vehicles output via rolling road during the season.

22.1.2 The Championship organisers reserve the right to seal the crank sensor

22.1.3 No non-standard engine bracing is allowed.

22.2 CAMSHAFT:

No modifications to the standard camshaft or timing are allowed.

22.3 CRANKSHAFT:

No modifications to the standard crankshaft are allowed. Due to age the following tolerances are allowed; 0.025 reduction on crankpin and main bearing to allow for wear. No changes to the surface finish or metal treatment are allowed.

22.4 FLYWHEEL:

No modifications to the standard flywheel are allowed.

22.5 CLUTCH:

The standard or standard pattern Mazda clutch and pressure plate must be used. Balancing or reducing weight of components is not permitted.

22.6 CYLINDER HEADS:

Head skimming is free. The head must be kept as standard.

22.7 VALVE GEAR:

No modifications to the standard valve gear are allowed.

22.8 PISTONS:

No modifications to the standard pistons are allowed.

22.9 LUBRICATION SYSTEM:

22.9.1 The EGR valve may be removed or blocked.

22.9.2 The fitment of an oil catch tank is permitted.

22.10 ENGINE INSPECTION SEAL:

All cars should be presented with, 2 bolts at the front of the sump and 2 bolts at the front of the rocker cover that are drilled bolts for the purpose of wire sealing. The 2 sump bolts may be wired together and sealed by the Eligibility Scrutineer. The 2 rocker cover bolts may be wired together and sealed by the Eligibility Scrutineer. The engine will be made available for inspection as prescribed by Motorsport UK rules.

22.11 AIR CONDITIONING:

If fitted as standard the air conditioning compressor and associated pipework may be removed.

22.12 LOCATION:

The engine must be located in the manufacturer's original position by the manufacturer's intended method and parts.

22.12.1 The standard aluminium Engine Mounts may be replaced by updated parts.

22.13 COOLING SYSTEMS:

22.13.1 No modifications to the standard cooling system are allowed save for:

- (i) The water pump must be a standard or standard pattern part, must not be modified in any way and the impellor must be present and working as the manufacturer intended.
- (ii) An after market radiator and thermostat are permitted, subject to them being fitted in the manufacturer original location

22.13.4 An aftermarket oil cooler is permitted

22.14 INDUCTION SYSTEMS:

22.14.1 The air filter must remain as the standard panel type housed within the standard housing. An aftermarket free flow panel filter may be used. The use of extension ducting and flange to the front bumper grill is permitted. The only flange permitted is the Revotec Aluminium Air Outlet 102mm (Part Number GLOAO102 available from Demon Tweaks).

22.14.2 Air flow sensors, inlet manifolds and associated operating mechanisms must be standard and intact

22.15 EXHAUST SYSTEMS:

22.15.1 Exhaust systems are free, save for the requirements under 22.15

22.15.2 It is permitted to remove the EVAP control pipes and charcoal cannister.

22.15.3 Exhaust rubber mounts may be upgraded.

22.15.4 Exhausts should retain the original manufacturers position, and original route under the vehicle.

22.15.5 Cars are required to come into the pit lane to replace missing/broken exhausts and may be called in for inspection at the scrutineers sole discretion.

22.15.6 A catalytic converter must be present, and located in the forward portion of the exhaust centre pipe section.

22.16 IGNITION SYSTEMS:

22.16.1 No modifications or additions to the standard ignition system are allowed. The cars EOBD diagnostic port must remain fully functional, and Eligibility Scrutineer may plug into the diagnostic port to use scan tools to check correct function of the engine management system, including but not limited to the catalytic converter.

22.16.2 Spark Plugs and High Tension leads are free

22.16.3 ECU maps are free, subject to the vehicle conforming to the class maximum power output (9.1 applies).

22.17 FUEL DELIVERY SYSTEMS:

22.17.1 The manufacturer's entire fuel delivery system must be retained subject to the optional removal of the filler neck restrictor plate.

22.17.2 The use of alternative fuel pumps or pressure regulation equipment is prohibited.

22.17.3 A dry brake fuel system is permitted within the engine bay

22.17.4 An optional switch is permitted to operate the fuel pump to facilitate the removal of fuel.

22.18 PROHIBITED MODIFICATIONS:

With the exception of the items detailed it is expressly forbidden to machine, mill, grind, polish, weld, modify or otherwise adapt parts in any way.

23 SUSPENSIONS:

23.1 PERMITTED MODIFICATIONS:

23.1.1 Suspension must be Gaz Gold coilovers. Gaz seals must be fitted and intact at all times. It is permitted to have the external casings re-plated in the original anodised finish or in the black finish offered by Gaz.

23.1.2 Bushes may be upgraded to Polyurethane, subject to the retention of the standard fitting positions.

23.1.3 Antiroll bars may be upgraded, subject to the retention of the standard fitting positions.

23.2 PROHIBITED MODIFICATIONS:

23.2.1 No other modifications to the suspension, mounting points, shock absorbers, springs or wheel alignment geometry are allowed.

23.2.2 The removal of material to provide more geometry angle is not permitted.

23.2.3 For the avoidance of doubt, offset bushes are not permitted.

24 TRANSMISSIONS:

24.1 The clutch and pressure, must be housed within the standard alloy OEM gearbox housing/bell housing and mounted in the manufacturer's intended position.

24.1.2 A standard Mazda MX5 Gearbox must be used. ND Class cars can run the standard 6 speed gearbox or a NC 5 speed or 6 speed gearbox.

24.1.3 Strengthening the gear selector forks is permitted.

24.1.4 Rubber/plastic washers may be replaced with brass or bronze items in the standard dimensions.

24.1.5 Differentials are free subject to the original Mazda MX-5 differential housing being retained. Locked differentials are prohibited.

24.1.6 The standard gear lever must be retained. Gear knobs are free, but quick shift gear levers are prohibited.

24.1.7 OEM gear ratios must be used:

Class ND (ND 6-speed): 5.087 / 2.991 / 2.035 / 1.594 / 1.286 / 1.00

Class NC: (NC 5-speed): 3.13 / 1.88 / 1.33 / 1.00 / 0.81

Class ND: (NC 6-speed): 3.70 / 2.19 / 1.53 / 1.17 / 1.00 / 0.78 (or 0.83)

24.2 PERMITTED MODIFICATIONS:

24.2.1 A differential oil cooler may be fitted.

24.2.2 No modifications or changes are allowed to the transmission assemblies or components, save for the addition of a Polyurethane gearbox mount

25 ELECTRICS:

25.1 GENERAL:

Modification to the wiring loom to facilitate the removal of unnecessary wiring is permitted.

25.2 BATTERIES:

25.2.1 Lightweight "race" batteries may be used. Relocation of the battery to the boot area or passenger footwell is permitted, subject to Motorsport UK General Regulations.

25.3 EXTERIOR LIGHTING:

25.3.1 All standard rear lights must all be present and working, except rear fog light.

25.3.2 Front headlamps, front fog lamps, and front indicators may be removed along with their operating mechanisms, but suitable solid covers must be fitted in their absence.

25.4 RAIN LIGHT:

25.4.1 A Motorsport UK compliant high intensity rear light or "rain light" as defined in K.5.1 is required. If present, it is acceptable to use the high level rear 3rd brake light as a rain light.

25.5 ALTERNATOR:

25.5.1 A functioning standard OEM specification alternator must be fitted. No modifications are allowed to the alternator, its drive mechanism or electrical circuits.

25.5.2 The auxiliary belt must have sufficient tension to make the alternator function as intended by the manufacturer.

25.6 WINDSCREEN WIPERS:

25.6.1 Standard or standard pattern front windscreen wipers must be fitted and fully operational. No modifications are allowed to the windscreen wiper blade, or windscreen wiper mechanism.

26 BRAKES:

26.1 Brake Discs and Pads are free.

26.2 ABS systems may be retained or disabled.

26.3 The ABS pump must be retained, and the brake pipes must be plumbed in through the ABS pump, but without the ABS electrical plug connected.

26.4 Backing plates may be removed.

26.5 Steel braided brake hoses may be fitted to the callipers. Braided brake hoses are permitted elsewhere within the braking system.

26.6 The standard handbrake must remain in the manufacturers intended position and be fully operational.

26.7 The use of brake bias valves are permitted.

27 WHEELS / STEERING:

27.1 No modifications of any kind are allowed to the steering system, save for the following:

27.2 Power steering systems may not be converted to manual. The OEM power steering pump and pulley must be retained and in the original position and fully plumbed in.

27.3 The steering lock must be removed and the adjustable steering angle lever on the steering column can be removed, and the steering column angle can be fixed, as long as suitable fixings are used.

27.4 The standard steering wheel may be used. A Motorsport UK approved alternative steering wheel and either quick release or fixed boss is permitted.

27.5 The passenger airbag must be completely removed, the steering wheel air bag will be completely removed when fitting an alternative steering wheel but when retaining the standard steering wheel the explosive charge must be removed to completely disable the airbag.

27.6 All airbags must be removed.

27.7 All Wheel Spacers are prohibited. Hub to rear beam spacers are also prohibited.

27.8 Wheels are free subject to the following:

ND Class mk4 Wheels must be:

Mazda MX5 17" x 7J

Design 159: Part Number 9965-A0-7070

Design 159A: Part Number 9965-85-7070

OR

Rota "Force" - 17" x 7.5J - 45mm offset

Rota "Torque" - 17.5" x 7.5J - 45mm offset

In all cases, all 4 wheels must match at all times.

28 TYRES:

28.1 SPECIFICATIONS:

28.1.1 The permitted tyre size is:

ND Class: 215/45/17

28.1.2 Control tyres for the championship are:

ND Class MK4: Toyo Proxes R888R for dry & wet conditions - It is prohibited to cut the tyres in any manner and the original tread pattern must remain visible at all times. Four tyres of Toyo Proxes R888R must be fitted at all times.

28.1.3 All tyres must be purchased via the official tyre distributor, PolleySport (<http://www.polleysport.com> 01354 688 111). Tyres will be supplied branded for identification.

28.1.4 The use of tyre heating/heat retention devices, tyre treatments and compounds are prohibited.

28.1.5 Tyre planing/shaving/buffing is prohibited.

28.2 Definitions:

New tyre: Tyre not ever having being used before, supplied by the official controlled tyre supplier.

Used tyre: Tyre supplied by the official controlled tyre supplier visibly worn having been subjected to at least one heat cycle.

Spare tyre: Tyre replacing a damaged one that was fitted on the car.

28.2.1 Usage:

The use of tyres and the presence of tyres in the Pits at any time during an Event or the test sessions are governed by the provisions of these Sporting Regulations and Technical Regulations.

28.2.2 Any change being made to the tyres in order to modify or to maintain the original performance of the tyres is forbidden. The Organisers reserve the right, during any Event to take samples of rubber from the tyres in order to conduct analysis in a specialised laboratory with the aim of checking the characteristics of them, and to verify its compliance with the originals.

28.2.3 Scrutineers will check that all cars are using the authorised tyres throughout the Event. Any observed breach will immediately be referred to the Championship Clerk of the Course and the Competitor concerned will be informed.

28.2.4 Limitations applying to the use of tyres. The regulations limiting the use of tyres will apply to all qualifying and races. The limitations will take the form of a determined quantity of identified tyres according to the type and dimensions specified above.

28.3 Limitations and quotas applying to the use of tyres per car

A – Official test sessions

The use of tyres is free provided that the type and dimensions are as authorised by the Technical Regulations

B - Event:

Over the course of the championship season each driver may use a maximum of twenty (20) tyres. Tyres must be registered by the competitor prior to the start of each event, and are the only tyres that can be used.

28.3.1 Use of spare tyres

It is the responsibility of every competitor to present their car equipped with tyres and capable of completing the qualifying session and the races. If this requirement is not met, the Eligibility Scrutineer may prevent the car from joining the session in question.

28.3.2 In those exceptional cases where, in the judgement of the Championship Eligibility/Safety Scrutineer, damage to tyres through no fault of the Competitor makes further participation in an Event impossible, supplementary spare tyres may be nominated and used. Supplementary tyres are to be selected by the Series Eligibility/Safety Scrutineer. The selection is to be entirely at the discretion of the Championship Eligibility/Safety Scrutineer. In this case, the competitor will be given a penalty of 10 grid places.

28.3.3 Marking and checking procedure

Each tyre is registered with a bar code written on the tyre by Toyo and is identified by a specific marking and Competitor will be held responsible for matching the registration bar codes on the Tyre Nomination Form and the registration bar codes on the tyres fitted on his car. Any tyres with bar codes that are not included in the individual sheet will be regarded as technical non-compliance. Any infringement of the scheduled times for marking of tyres or any other similar deadlines may result in a financial penalty being imposed.

28.3.4 Each Competitor must record on the Tyre Nomination Form the bar code numbers of the nominated tyres. The Tyre Nomination Form must be signed by the Competitor and submitted to the Championship Co-ordinator before the first qualifying session. The Series Eligibility/Safety Scrutineer or his appointed representative will sign for receipt and return a copy. The onus is on the Competitor to ensure that the completed Tyre Nomination Form is deposited with the Championship Co-ordinator before the first qualifying session. Failure to do so will be the subject of a report to the Championship Clerk of the Course.

28.3.5 During an Event, checks will be made by the Series Eligibility/Safety Scrutineer or his appointed representative to ensure compliance between the tyres used and serial numbers recorded on the Tyre Nomination Form. At the end of the race all placed cars will automatically be checked for compliance with this tyre Regulation. Non-compliance at any time during an Event will be the subject of a report to the Championship Clerk of the Course.

29 WEIGHT:

29.1 Cars must have a minimum weight of 1050kg for the ND Class mk4, inclusive of driver at all times during qualifying and races.

29.2 The organisers reserve the right to add ballast to any car as deemed necessary.

29.3 If ballast is required it must be securely attached within the vehicle and attachment bolts predrilled for the purpose of attaching scrutineers wire seals. The total weight of ballast carried, must be declared in the scrutineering log book and be in position at all times during practice and racing. All ballast must be clearly labelled, securely fitted by at least four M8 bolts in the passenger foot well or passenger seat position and be visible for inspection at any time – (References section J5.15.1 – 5.15.4).

30 FUEL TANK / FUEL:

30.1 FUEL TANK:

30.1.1 The fuel tank must be the standard factory production item fitted in the manufacturer's original position.

30.1.2 Modifications to the fuel tank, sender unit, fuel pump and pressure regulator are not permitted.

30.2 FILLER CAP:

30.2.1 A filler cap must be fitted that complies with Section K14.1.2 of the Motorsport UK Yearbook.

30.2.2 Removal of the internal filler neck restrictor assembly is allowed.

30.3 FUEL:

30.3.1 All fuels listed in Motorsport UK competitor's yearbook 2024 as pump fuel are acceptable subject to a 100ron maximum octane rating.

30.3.2 The organisers reserve the right to request fuel for sampling at any point during an event weekend.

30.3.3 Vehicles are required to have a minimum of 2ltrs of fuel available in the tank for testing purposes post session.

30.3.4 Where the conclusion of the fuel testing procedure confirms non-compliance the entrant shall be responsible for all costs and fees arising from the testing procedure. Motorsport UK Yearbook Section D34.6.

30.3.5 The use of fuel additives is prohibited.

31 Numbers and Championship Decals:

31.1 POSITIONS:

31.1.1 Race numbers must be presented in black numbers upon a white background, located on the front doors, as required by Section J 4.1 of the Motorsport UK Yearbook. A reflective yellow car number, a minimum of 100mm high is required in the top left hand corner of the front windscreen. Vehicle numbers must be present in a contrasting colour on the dash board of the car, in line of sight of the internal camera.

31.1.2 All vehicles must display the championship advertising material associated with a championship sponsor as required by the championship. These stickers will be provided in your Registration Pack and replacements can be purchased at each round if required.

- Miata Trophy Windscreen Top
- Toyo Tires front and rear number plate (front may be cut down)
- MSVT Racing (1x per side, location free)
- MSVR (1x per side, location free)
- Further sponsors may be added at a later date, via a championship bulletin.

31.1.3 Competition numbers will be obtained at the competitor's expense. One full set of championship decals will be supplied by MSVT. Replacement stickers are available at the cost of £5 per individual sticker (or pair of number plate stickers).

32 MISCELLANEOUS:

32.1 Towing eyes must be fitted front & rear and must comply with Motorsport UK Regulations.

32.2 Electronic pit boards are not allowed. These include any device that is attached by cable or wirelessly to a computer for the purpose of passing messages from the pit wall to a driver. Motorised pit board deployment mechanisms are not allowed.

33 APPENDICES:

33.1 Race Organising Contacts:
Championship Co-ordinator: Stuart Garland
Email: miatatrophy@msv.com

Championship Scrutineer: Graham Bahr
Email: regs@msv.com

33.2 Commercial Undertakings:
None

33.3 Agreed Waivers:
None

33.4 Log Books:
A central logbook will be held by the eligibility scrutineer where specific eligibility infringements will be recorded and a copy issued to the entrant at scrutineering.



Appendix 1: Race with Respect

A socially-minded standard of behaviour is expected from everyone within the motorsport community.

By participating in a Motorsport UK event in any capacity you agree to follow the values of the Respect Code:

Motorsportuk.org/racewithrespect
#RaceWithRespect

The Values

- Respect
- Fair play
- Integrity
- Good Manners
- Self-Control


I pledge to #RaceWithRespect and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants.
- Always behave with integrity and uphold fairness in the sport; play your part in keeping the sport safe through your actions
- Treat everyone with respect, regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or other status
- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, fellow competitors, volunteers, as well as fans and supporters
- Respect the rules, regulations and authority of the officials and Motorsport UK

Any breach of these obligations may result in disciplinary action.



Appendix 2: Tyre Declaration Form

<u>Miata Trophy</u>			
<u>Car Number:</u>	-		
<u>Team:</u>	-		
<u>Driver:</u>	-		
<u>Q1, SP, R1, R2 Declaration</u>		<u>Scanned Tyre Information</u>	
↓ Declaration For Teams to Input ↓			
TICK BOXES TO APPROVE		Qualifying (Official Use Only)	
<u>FRONT</u>	<u>REAR</u>	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	SuperPole (Official Use Only)	
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	Race 1 (Official Use Only)	
<u>Notes:</u>		-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	Race 2 (Official Use Only)	
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
Team Use Only:		Entrant/Team Representative	
<u>Name:</u>	-		
<u>Sign:</u>	-		
Official Use Only:		Motorsport UK Scrutineer	
<u>Name:</u>	-		
<u>Sign:</u>	-		



Appendix 3: Recommended Brake Pipe Adjustment

