

2010 MaX5 Championship

0. PREAMBLE

MaX5 Race Championship 2010

MaX5 Racing was formed in the summer of 2003, running a successful race series in 2004 gaining championship status for the 2005 season. The *MaX5 Racing* championship is based upon the original MX5 Championship run by Mazda in the UK in 1990/91 & the American spec Miata MX5 Championship, which is hugely successful and the fastest growing form of motorsport in the U.S.

The Most Popular Sports Car of the Last Decade

This very British race series using the Mk1 1600cc and now MK3 1800 & 2000cc Mazda MX5 is run on the principle that close racing is exciting racing, the race championship is aimed at drivers who want their racing to be fun, in a cost effective & well organised racing club. The front engine rear wheel drive layout of this Japanese Lotus Elan clone gives the perfect sports racer feel, coupled with impeccable turn in and balance make it a perfect experience for drivers.

Drivers

All competitors wishing to enter the *MaX5 Racing* Championship will be expected to become a member of the *MaX5 Racing Club*. Each racing member of the club will also be required to become a member of BARC (British Automobile Racing Club). Drivers wishing to enter the championship will be given the opportunity to obtain their National B (ARDS) race licence (if they do not already hold a licence). This can be arranged by *MaX5 Racing* at the customer's expense, obtaining their race licence at an ARDS school of their choice.

The Championship

The *MaX5 Racing* championship will consist of a number of rounds at various UK circuits, some of which will be double headers.

www.max5racing.com

2010 MaX5 Championship

1. SPORTING REGULATIONS - GENERAL

1.1 Title & Jurisdiction:

The 2010 MaX5 CHAMPIONSHIP is organised and administered by the British Automobile Racing Club Ltd (BARC) in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations. The organisers reserve the right to issue additional statements clarifying items in the rules and regulations and all such statements will be issued to all registered drivers by posting to the address details on the registration form.

MSA Championship Permit No: **CHR2010 / 049**

Race Status: **National B**

MSA Championship Grade: **D**

1.2 Officials:

1.2.1	Championship Co-ordinator:	Nicola Bush	BARC
1.2.2	Drivers Rep:	Jon Halliwell Nick Dougill	MaX 5 MaX 5
1.2.3	Licensed Eligibility Scrutineer:	Steve Wood	BARC
1.2.4	Championship Stewards:	Dale Wells Rick Smith Robin Knight	BARC BARC 750MC

1.3 Competitor Eligibility:

- 1.3.1 Entrants where applicable must be in possession of a valid 2010 MSA Entrants Licence.
- 1.3.2 Drivers and Entrant/Drivers must be fully paid up valid racing membership card holding members of the BARC, be Registered for the Championship and be in possession of valid MSA Competition (Racing) National B STATUS Licence minimum.
- 1.3.3 All necessary documentation must be presented for checking at all rounds when signing-on.

1.4 Registration:

- 1.4.1 All drivers must register as competitors for the championship by returning the attached Registration Form to the Co-ordinator prior to the Final Closing date for the first round being entered. Championship points will only be awarded to competitors who have fully complied with this regulation.
- 1.4.2 Alternatively, competitors may register 'on line' by visiting the BARC website at www.barc.net. When registering on line competitors should NOT complete and submit the paper version of the registration form (section 7).
- 1.4.3 The Registration Fee is **Free**
- 1.4.4 Registrations will be accepted from 1st January 2010 until further notice.

- 1.4.5 Registration numbers will be the permanent Competition numbers for the Championship. Each registered driver will be allocated a permanent number for the season by the Championship Co-ordinator and these will be issued strictly on receipt of a fully completed registration form and any registration fee.
- 1.4.6 Official Championship Registration Cards will be issued by the Championship Co-Ordinator only on receipt of the attached Registration Form.
- 1.4.7 At the discretion of the BARC a guest driver / s may compete in this championship without the need to comply with the membership and registration fee requirements of 1.3.2. and 1.4.2 / 3 / 4. Such guest drivers will not be eligible to score championship points. In the event that such competitors enter a second race in this championship, the balance of the full registration fee will be payable and all other waived regulations will apply but championship points cannot be claimed retrospectively.

1.5 Championship Rounds:

The 2010 MaX5 Championship will be contested over **8 events (15 races)** as follows:

Round:	Date:	Circuit	Organising Club
1 / 2	18 April 2010	Mallory Park	BARC
2 / 4	16 May 2010	Cadwell Park	BARC
5	05-06 June 2010	Brands Hatch	BARC
6 / 7	13 June 2010	Mallory Park	BARC
8 / 9	26-27 June 2010	Lydden	BARC SE
10 / 11	(31)-01 August 2010	Anglesey	BARC NW
12 / 13	04-05 September 2010	Donington	BARC
14 / 15	25-26 September 2010	Snetterton	BARC

- 1.5.1 In accordance with MSA regulation D11.1 the Organisers reserve the right to amend the published list of dates and rounds, in which case, all registered competitors will be informed of the amendments by Official Bulletins posted to the address specified on the Official Registration Form.

1.6 Points:

- 1.6.1 Points will be awarded to Competitors listed as classified finishers in the Final Results all of the races run as follows:-
60, 59, 58, 57, 56, 55, 54, 53 etc, down in single increments to last place plus **1** for fastest race lap
- 1.6.2 The totals from all qualifying rounds run **less two** will determine final championship points and positions.
- 1.6.3 Ties will be resolved using the formula in Regulation Q3.4. of the 2010 MSA Yearbook
- 1.6.4 Only cars / competitors competing in Classes A and B of this championship can win the overall championship award. Class I competitors are not eligible to score championship points

1.7 Awards:

- 1.7.1 All awards are to be provided by the BARC
- 1.7.2 Per Round: Commemorative Award and Trophy to the Race Winner.
Trophy to second and third

1.7.3 Championship: Trophy to the overall Champion

Any driver failing to attend the BARC Championship prize-giving at the end of season (date and venue to be announced in the BARC Startline Magazine) may not be eligible to receive any prizes which may have otherwise have been presented at this function. Such prizes may be withheld and not be represented to any other driver.

1.7.4 Bonuses: None

1.7.5 Presentations: Commemorative Awards 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 shall be posted to the Entrants within 28 days of the results being declared final after each round.

1.7.6 Entertainment Tax Liability. Not Applicable.

1.7.7 Title to all Trophies: In the event of any Provisional Results or Championship Tables being revised after any provisional presentations and such revisions affect the distribution of any awards the Competitors concerned must return such awards to the BARC in good condition within 7 days.

2. SPORTING REGULATIONS - JUDICIAL PROCEDURES

2.1 Rounds: In accordance with Section C of the 2010 MSA Yearbook and these Regulations.

2.2 Championship: In accordance with Section C of the 2010 MSA Yearbook and these Regulations.

3. SPORTING REGULATIONS - CHAMPIONSHIP RACE MEETINGS & RACE PROCEDURES

3.1 Entries:

- 3.1.1 Registered Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry closing dates, which shall be 20 days before each round.
- 3.1.2 Incorrect or incomplete entries (Including Driver to be Nominated Entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Secretary of the Meeting receives the missing or corrected information or fee.
- 3.1.3 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Secretary of the Meeting in writing. If Driver/Vehicle changes are made after publication of Entry Lists with Final Instructions the Competitor concerned must apply for approval of acceptance by the Stewards of the Meeting **BEFORE** signing-on.
- 3.1.4 The Maximum Entry Fee for each round shall be: As detailed in the SR's for the event in question.
- 3.1.5 Qualification Races may be run at the discretion of the Championship Organisers.
- 3.1.6 Where entries received exceed the number permitted to start a race, the Organisers will accept a maximum number of entries equal to that number. Any further entries will be ordered as nominated reserves based on date of receipt of entry. Such reserves are to be nominated on the Final List of Entries published with Final Instructions or Amendment Sheet Bulletins, All Reserves will practice and replace withdrawn or retired entries Reserve Number order irrespective of class. If Reserves are given Grid Places prior to issue of the first Grid Sheets for a round the times set in Practice shall determine their grid positions. If Reserves are given places after publication of the grid sheet and prior to cars being collected in Official "Assembly Areas" they will be placed at the rear of the Grid and be started without any time delay. Otherwise, they will be held in the Pitlane and be released to start the race after the last car to start the **GREEN FLAG LAP** or last car to take the start has passed the startline or pitlane exit, whichever is the later. Such approval to start **MUST** be obtained from the Clerk of the Course.

3.2 Briefings:

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

3.3 Qualifying:

- 3.3.1 The minimum period of qualifying to be provided for a one race event is to be as specified in the MSA Regulations in respect of the circuit lengths.
- 3.3.2 Should any qualifying session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session to achieve the Championship criteria and the decision of the Clerk of the Course shall be final.

3.3.3 For races marked (D/Header) in section 1.5., where it is planned to hold two races, each race shall have a separate qualifying session as per 3.3.1. above. However, the constraints of individual event timetables may not allow for two qualifying sessions in which case one session will be scheduled. Where this is the case, the result of the first race will set the grid for the second race. DNF's from race 1 will start from the back of the grid in race 2 in reverse order of retirement. Competitors will be informed which of these options is to be used by way of Supplementary Regulations / Final Instructions.

3.4 **Qualification Criteria:**

Each driver should complete a minimum of 3 laps qualifying in the car to be raced and in the correct session in order to qualify for selection and order of precedence as set out in the MSA Regulation Q4.5. The Clerk of the Course and / or Stewards of the Meeting shall have the right to exclude any driver whose qualifying times or driving are considered to be unsatisfactory - as per MSA Regulation Q4.5.

3.5 **Races:**

The standard minimum scheduled distance shall be 12 miles whenever practicable but should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the Meeting it shall still count as full points scoring round.

3.6 **Race Starts:**

3.6.1 All race start countdowns are to have a minimum elapsed period of 5 minutes from the time all cars are released to form up on the grid to the start of the Green flag Lap(s) in the formation as specified on the Track Licence for each circuit.

3.6.2 The Countdown procedures/audible warnings sequence shall be:

Standing Starts:-

2 minutes to start of Green Flag/Pace Lap - Clear Grid Warning/Grid Closed.

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

30 seconds - Visible and audible warning for start of Green Flag/Pace Lap.

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

3.6.4 Any cars removed from the grid after the 3 minute stage or driven into pits on Green Flag lap shall be held in the pitlane and may start the race after the last car to take the start from the grid has passed the startline or pitlane exit. whichever is the later.

3.6.5 Any drivers unable to start the Green Flag/Pace lap or start are required to indicate their situation as per MSA Regulation Q12.13.2 and any drivers 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.

3.6.6 Excessive weaving to warm-up tyres - using more than 50% of the track width, and falling back in order to accelerate and practice starts, is prohibited.

3.6.7 A five second board will be used to indicate that the grid is complete. The red lights will be switched on five seconds after the board is withdrawn.

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

3.7 Practice / Race Stops:

3.7.1 Should the need arise to stop any **practice or qualifying session**, 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 **pitlane**.

3.7.2 Should the need arise to stop any **race**, 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 **starting grid** which will automatically become a Parc Ferme area.

Cars should not enter the Pits unless directed to do so or unless repairs are necessary. Work on cars already in the Pits must cease when a race is stopped and may only continue under the control of Scrutineers. Cars which are in the pitlane or who enter the pitlane may **ONLY** re-start from the pitlane (not the grid) after all other cars have re-started. Non runners at the time of the stoppage (which have been recovered) can re-start from the pitlane behind those referred to above.

3.7.3 Case A - Less than two laps completed by Race Leader

The race will be null and void. The race will re-start from the original grid positions. Competitors unable to take the re-start may be replaced by nominated reserves who will start from the pitlane in reserve number order and in front of any other pitlane starter. Gaps on the grid should not be closed up. The length of the re-started race will be determined by the Clerk of the Course.

3.7.4 Case B - More than two laps completed by Race Leader but less than **75%** of Race Distance:

The race will restart from a grid set out by the finishing order of part one (as per Q5.4.3). The final result of the race will be the finishing order of part two. The length of the re-started race will be determined by the Clerk of the Course.

3.7.5 If the leader has completed more than **75%** of the race distance or duration it shall not usually be re-started (as per Q5.4.3). If not re-started the results will be based on the order of crossing the finish line at one lap less than at the time of first showing the Red Flag. Only cars which are under their own power at the showing of the Red Flag will be classified.

3.8 Re-Scrutiny:

All vehicle reported involved in contact incidents during races or practice must be re-presented to the Scrutineers before continuing in the races or practice.

3.9 Pits & Pitlane Safety:

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

3.9.2 Pitlane: The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times.
The onus shall be on all Drivers to take all due care and drive at minimum speeds in pitlanes.

3.9.3 Refuelling: May only be carried out in accordance with the MSA Regulations Q13, Circuit Management Regulations and the SR's or Final Instructions issued for each Circuit/Meeting.

3.10 Race Finishes:

After taking the Chequered Flag drivers are required to: Progressively and safely slow down, remain behind any competitors ahead of them, return to the Pit Lane Entrance/Paddock Entrance as instructed, comply with any directions given by marshals or Officials and to keep the helmets on and harnesses done up while on the circuit or in the pitlane.

3.11 Results:

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

3.12 Timing Modules:

3.12.1 WITHOUT EXCEPTION, all competitors will be required to fit an Electronic Self Identification Module (Transponder) to their car (Q12.2.1) for the purposes of accurate timing. Holders for these and detailed fitting instructions will be issued with the transponders and it will be the responsibility of the competitor to fit these in the car in the position and manner specified. The Modules must be in place and functioning correctly for all Championship qualifying practice sessions and races. The setting and servicing of these items must only be carried out by properly authorised MSA licensed Timekeepers. Competitors will be charged by the timing company for replacement of the Modules due to misuse or loss at any time during the season.

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

3.13 Safety Car:

There is no provision for the use of a Safety Car in events forming part of this Championship

4. CHAMPIONSHIP RACE PENALTIES:

4.1 Infringements of Technical Regulations:

4.1.1 Arising from post practice Scrutineering or Judicial Action:
Minimum Penalty: The provisions of MSA Regulation C3.3

4.1.2 Arising from post race Scrutineering or Judicial Action:
Minimum Penalty: The provisions of MSA Regulations: C3.5.1 a) and b).

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

4.1.3 Additional specific Championship penalties: At the discretion of the Championship Stewards.

4.1.4 Any competitor found guilty of contravening these Regulations (Sporting or Technical) may be reported to the Stewards of the Championship for possible imposition of further penalties which may include total exclusion from the Championship

4.2 Infringements of non-technical MSA Regulations and the Sporting Regulations issued for the Championship:

As per 2010 MSA Judicial Procedure Regulations.

2010 MaX5 Championship

5. Technical Regulations

5.1 Introduction

The following Technical regulations are set out in accordance with the MSA specified format and it should be clearly understood that if the following texts do not clearly specify that you can do it, you should work on the principle that you cannot.

5.2 GENERAL DESCRIPTION

The MaX5 Championship is for competitors competing in the following MX 5 vehicles

Class A: Mk 1 Mazda MX5 1.6i race vehicles in accordance with these regulations

Class B: Mk 3 Mazda MX5 1.8i & 2.0i Race race vehicles in accordance with these regulations

Class I: Any other 'Modified' Mk 1 or Mk 2 race vehicle that otherwise satisfies basic MSA safety requirements but which complies with these regulations where appropriate and specifically mentioned

5.2.1 MaX5 Championship (Class A) vehicles are showroom standard with the exception of the following restrictions or specifically allowed modifications.

Unless specifically mentioned or approved in these regulations, no further modifications may be made. These regulations are not intended as guidelines or suggestions to be used at will and they will be vigorously enforced. No component or modification permitted within these regulations shall additionally perform a prohibited function. All adjustments shall be as per the manufacturers specifications and / or within the manufacturers specified tolerances except where specifically permitted within these regulations. No updating or backdating of specifications and / or components thereof shall be permitted except as specifically permitted within these regulations.

5.2.1.1 MaX5 Championship (Class B) vehicles are showroom standard with the exception of the following restrictions or specifically allowed modifications.

Unless specifically mentioned or approved in these regulations, no further modifications may be made. These regulations are not intended as guidelines or suggestions to be used at will and they will be vigorously enforced. No component or modification permitted within these regulations shall additionally perform a prohibited function. All adjustments shall be as per the manufacturers specifications and / or within the manufacturers specified tolerances except where specifically permitted within these regulations. No updating or backdating of specifications and / or components thereof shall be permitted except as specifically permitted within these regulations.

5.2.2 Cars must be presented on good, clean condition and any damage sustained must be made cosmetically good, to the approval of the Eligibility Scrutineer before the next event holding a round of this championship.

5.3 SAFETY

The relevant Articles of MSA Appendix K & Q Safety Criteria Regulations will apply:

In addition, the following will apply:

1. For Class A: MK1 Mx5 Six point bolt-in cage manufactured by “Caged Limited” (with uprated door bars and roof diagonal) or the earlier Safety Devices Z21 must be fitted as per MSA regs.

All front Legs/ "A" pillars of the roll cage where drilled for door bar fixing must be fitted with the sleeves supplied, these sleeves must be welded into position & the door bars re-fitted.

The Door Bar fitting will be checked and any Cars not fitted with welded sleeves to the front roll cage leg will fail scrutineering & will not be eligible to race.

The Sleeves must be fitted to The Front Leg "A" Pillar of the roll cage where the bolts pass through the roll cage to fix the door bar to the front leg / "A" pillar, these sleeves must be welded into situ with a continuous weld to maintain the integral strength within the front leg / "A" pillar.

If drivers wish to weld the Door Bars to the front Leg "A" Pillar of the roll cage this is also acceptable, however if holes are drilled through the Front Leg "A" Pillar then they must be fitted with sleeves & bolts.

From 2008 Roll cage door bar fitments are saddle brackets, therefore no drilling of the front “A” leg.

For Class B: MK3 MX5 Roll Cage Manufactured By “Caged” or Safety Devices

2. Door panel, door glass and mechanical hardware may be removed.
3. All other safety as per MSA regs
4. Quarter lights may be retained or replaced in 4mm clear plastic material
5. It is recommended that the battery be relocated to the centre of the boot area
6. Arm restraints are advised but not mandatory.

5.4 GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS

As detailed within these Regulations

5.5 CHASSIS As original

Class A & Class I: The minimum ride height (measured on a flat surface from the sill lip with the driver on board) must not be less than 100 mm. It is not permitted to fit a rear tie bar / chassis brace.

Class B : The minimum ride height (measured on a flat surface from the sill lip with the driver on board) must not be less than 140 mm. It is not permitted to fit a rear tie bar / chassis brace. Aftermarket or modified Anti roll Bar or strut braces.

5.6 BODYWORK – EXTERIOR

Class A:

1. No air dams, wings or spoilers are allowed other than "R" Package chin spoiler
2. Wings and wheel openings shall remain unmodified except rolling or flattening of inner wing lip for tire clearance.
3. Inner wing plastic trim optional.
4. Mirrors may be replaced in matched pairs
5. Antenna and emblems may be removed.
6. Fuel Filler Door and Boot release mechanisms may be modified
7. All bodywork must be in good condition. The championship Eligibility Scrutineer may deem any previously un-repaired bodywork to be a non-compliance breach
8. It is not permitted to allow bodywork to force or channel air into the engine air intake. Headlamp covers must be fixed securely and remain flush.

Class B:

1. Wings and wheel openings shall remain unmodified except rolling or flattening of inner wing lip for tire clearance.
2. Inner wing plastic trim optional.
3. Mirrors may be replaced in matched pairs
4. Antenna and emblems may be removed.
5. Fuel Filler Door and Boot release mechanisms may be modified
6. All bodywork must be in good condition. The championship Eligibility Scrutineer may deem any previously un-repaired bodywork to be a non-compliance breach
7. It is not permitted to allow bodywork to force or channel air into the engine air intake.

5.6 BODYWORK - INTERIOR

1. The driver's seat must be replaced with an FIA homologated seat suitable for competition, factory seat tracks may be modified, reinforced or removed to facilitate replacement mountings provided they perform no other function.
2. Gauges and instruments may be added, replaced or removed. They may be installed in the original instrument(s) location using a mounting plate(s) or any other location using a secure method of attachment. Other than modifications made to mount instruments and provide for roll cage installation, the remainder of the dash "board" or panel shall remain intact.
3. Any steering wheel may be used except wood rimmed type.
4. Any shift knob may be used.
5. A/C system, heater core and blower. may be removed
6. Carpets, center consoles, cargo bins, drivers seat belt, floor mat, radio system, headliners, dome lights, grab handles and their insulating and attaching materials may be removed. Other than to provide for the installation of required safety equipment or other authorized modifications, no other driver/passenger compartment alterations or gutting is permitted.
7. Any removable covers used to cover spare tires, tools, bins, etc. may be removed along with attaching hardware and brackets. Carpets, mats and their insulating or attaching materials may be removed from the floor and recesses of the Boot/spare tyre area.
8. Door glass area must remain free of all material except required safety equipment.
9. Passenger seat, may be removed.
10. Drivers door must retain opening mechanism or means of opening from inside. Door cover must be fitted, aluminium or composite material acceptable where possible.
11. All interiors must be in good condition. The championship Eligibility Scrutineer may deem any suspect interior trim or equipment to be a non-compliance breach

5.7 ENGINE

5.7.1 Permitted Modifications As detailed below

Class A:

Mazda specifies a head thickness of 134mm as standard. Head may be skimmed up to – 0.635mm (0.025" or twenty five thou) from standard. Eligibility may be checked using a standard stock issued head for reference purposes. For the purposes of clarification, 134mm is the standard head depth. It is permitted to fit metal circlips to the outside of air intake pipes to prevent collapse.

Class B:

- Aftermarket 4 Branch Manifold
- Aftermarket Rear Silencer/back box providing exhaust pipes exit at the same position as original equipment
- Aftermarket induction Kit
- 5 or 6 speed gear box proving they are Mazda Mx 5 MK3 original equipment & not modified in any way. (This equipment is acceptable within 1.8 & 2.0 cars)

5.7.2 Prohibited Modifications As detailed below

It is not permitted to:

- Lighten or balance the flywheel
- Balance the crankshaft
- Use a non standard or high lift cam
- Use a non standard four branch manifold (Class A Only)
- Use vernier pulley wheels
- Use non standard aftermarket replacement pistons
- Replace the manifold for a non-original four branch manifold (Class A Only)
- Undertake any porting or polishing of inlet or outlets of cylinder heads

5.7.3 Location As original

5.7.4 Cooling System: Any after market metal-type radiator may be used as long as it mounts to standard location. Thermostats are free.

5.7.5 Induction System Standard with freeflow filter - pipework removed (Class A Only)

5.7.6 Exhaust System

1. A standard front pipe with lambda sensor must be retained (Class A Only)
2. Exhausts are free to a maximum O.D of 60mm . Must comply with MSA noise regulations
3. Must exit in normal position
4. It is not permitted to fit any heat reflecting material to exhaust manifold

5.7.7 Ignition System / Electronics

1. Any spark plug may be used.
2. Any spark plug wire may be used.
3. Timing is free.
4. Master cutoff switch, FIA approved , must be fitted
5. ECU may be relocated to front bulkhead
6. It is not permitted to fit a powercard as an auxiliary to the ECU

5.7.8 Fuel Delivery System

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

5.7.9 Other:

It is not permitted to fit any heat reflecting material to air intake pipes

5.8 SUSPENSION

Class A:

1. SPAX shocks with 2.25" race springs
The earlier AVO shock absorbers remain eligible. No other shocks may be used
2. Springs are free
3. Camber (maximum) A - front: no more than 2 degrees negative.
B - rear: no more than 2.5 degrees negative.
4. Ride Height 100mm min
5. Suspension Bushings must be OEM.
6. It is not permitted to fit: Non standard front and rear anti-roll bars
Upated bushes
Strut braces
7. Front anti-roll bars must be fitted and at all times be properly connected to all fixing points

Class B:

1. **Suspension is free**
2. Springs are free
3. Camber (maximum) A - front: no more than 2 degrees negative.
B - rear: no more than 2.5 degrees negative.
4. Ride Height 140mm min
5. Suspension Bushings must be OEM.
6. It is not permitted to fit: Non standard front and rear anti-roll bars
Upated bushes
Strut braces
7. Front anti-roll bars must be fitted and at all times be properly connected to all fixing points

5.9 TRANSMISSION

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

5.9.2 Differential:

Class A: AS PER FACTORY– and correct specification for 1.6 models (1990 – 1996)

Class B: : AS PER FACTORY– and correct specification for 1.8 & 2.0 Models

5.10 ELECTRICS

5.10.1 Exterior Lighting: As supplied by manufacturer. All exterior lighting must remain as provided by the manufacturer, including lenses and working bulbs, with the exception of headlights and elevation motors that may be removed from behind the headlight cowls. Sidelights may be replaced with non genuine replacements or covers, however it is preferable that sidelights & front indicators work.

5.10.2 Rear Fog Light: Must be fitted to MSA Regulation K5.

5.10.3 Battery:

A battery and electric starter motor must be fitted and capable of repetitive starts. Battery is free as is location within MSA Regulations. Adhere to J5.14.1, J5.14.2, J5.14.5 It is recommended that the battery is relocated to the centre of the boot area.

5.10.4 Charging System: A charging system, alternator (type and drive free) must be fitted and working.

5.11 BRAKES

1. Brake pads are free.
2. Steel braided flexible hoses must be used.
3. Backing plates may be removed.
4. Cars with anti-lock braking systems must have the system disabled or removed
5. Handbrake must remain and be in working order

5.12 WHEELS / STEERING

Class A:

1. Control wheel (Team Dynamics Pro race 2 7"- 15" – 30mm offset) Or new Pro race 1.3 when available
2. Wheel nuts are free providing they are of equal or better quality than OEM
3. Manual or power steering may be used. Power steering rack may Be converted to manual
4. Steering lock must be removed.

Class B:

1. Control wheel (Team Dynamics Pro race 1.2 7"- 17" – 40mm offset)
2. Wheel nuts are free providing they are of equal or better quality than OEM
3. Manual or power steering may be used. Power steering rack may Be converted to manual
4. Steering lock must be removed.

5.13 TYRES:

The control tyre for Class A of this championship will be TOYO T 1R supplied by and branded Max 5. These may be succeeded by TOYO R 1R at a later date to be confirmed by official bulletin.

The control tyre for Class B of this championship will be TOYO R 1R 215/45 – 17

For Class I: Hancock Tyres are accepted used By Ma5da Racing (MK1 Championship)

No alteration to any of the tyres from the manufacturers specification is permitted. Re-cutting, re-grooving or in any other way modifying the tread pattern is not permitted. All the manufacturers data must be clearly visible. Buffing of sidewalls to remove data is prohibited. With the exception of reasons of force-majeure (puncture, isolated flat-spotting etc) it is a requirement that there must be a minimum of 1.6mm tread depth across the whole face of the tyre at all times during and after practice and competition. Buffed/shaved tyres and un-buffed tyres can be supplied and used for competition.

5.14 WEIGHTS:

The minimum weight including driver for Class A cars will be 970kgs. The minimum weight including driver for Class B Cars will be 1125kgs. and for Class I cars will be 1,050kgs for the duration of the race meeting up to and including post event scrutineering. Should any ballast be required to achieve this minimum it must be securely bolted to the passenger footwell, in accordance with MSA regulation J5.15. Chassis rails may not be filled with ballast material to achieve minimum weights.

Max 5 Championship scales are the only eligible scales

5.15 FUEL TANK / FUEL:

5.15.1 Tank Type:

As per factory spec (Original fuel tank must be used). All fuel tank fitting must be adhere to MSA fire safety regulations. Fuel filler trap door and restrictor plate in filler neck may be removed.

5.15.2 Fuel:

Only pump fuel as defined in the Terminology Section of the MSA Blue Book may be used. The use of power boosting or octane boosting additives by competitors in any fuel is prohibited. A minimum of 3 litres of fuel must remain in the fuel tank at the end of qualifying or race.

5.16 SILENCING:

Class A:

Exhaust system free, with pipes (except front pipe) to a maximum of 60mm O/D, but system must comply with MSA Regulation J5.16 & 17. A standard front pipe with lambda sensor must be used. Exhaust must exit in normal position.

Class B:

Aftermarket 4 branch manifold may be used & Rear silencer, car must retain "CAT" Exhaust must exit in normal position.

5.17.1 Decals & Positions:

To be able to compete in a championship race and obtain points, specified decals must be displayed as required by the decal placement diagram published on the MaX 5 website (and available from the Driver Rep). Race numbers must be displayed in accordance with MSA Regulations.

5.17.2 Advertising:

Sponsorship on cars is permitted. However, no advertising or graphics are permitted on transparent surfaces.

6. APPENDICES:

The following Commercial Regulations are “contractual” between the Entrant and / or Driver and the Organisers and / or Promoters and are not considered by MSA. Accordingly, the application of these Commercial Regulations by the Organisers and / or Promoters will not be subject to the Judicial processes of either the Championship Stewards and / or the MSA / MSC.

6.1 Race Organising Clubs and Contacts:

BARC, Thruxton Circuit, Andover, Hampshire SP11 8PN
Tel: 01264 882200 Fax: 01264 882233
E-mail: competitions@barc.net

Championship Co-Ordinator: Nicola Bush - BARC

Eligibility Scrutineer:
Steve Wood, The Moat, Chapelry Garth, Hedon, Hull, E Yorks HU12 8GH.
Tel: 01482 899852 e mail: stevewood26@live.co.uk

Drivers Rep:
Jon Halliwell. Tel: 01202 891831 Mob: 07831 331777
e mail: jon@max5racing.com

The point of supply for control tyres will be via ‘Mazda on-track’

6.2 Commercial Undertakings:

The Organisers of this championship wish to promote the highest ideals possible in connection with the behaviour of competitors both on and off the track. Any breaches will be firmly dealt with.

The regulations make it clear that registration into this championship restricted & is by invitation only.

2010 MaX5 Championship

7. REGISTRATION FORM

Please complete in capital letters

NAME OF DRIVER: _____

ADDRESS: _____

_____ POSTCODE: _____

TEL(DAY): _____ (EVE): _____

E MAIL ADDRESS: _____

AGE: _____ DATE OF BIRTH: _____

NATIONALITY: _____

COMPETITION LICENCE No: _____ GRADE: _____

BARC MEMBERSHIP No: _____ (Mandatory)

MaX 5 MEMBERSHIP No: _____ (Mandatory)

NAME OF ENTRANT: _____

ADDRESS: _____
(if different from above)

_____ POSTCODE: _____

TEL(DAY): _____ (EVE): _____

ALL CORRESPONDENCE SHOULD BE SENT TO: DRIVER ENTRANT

CAR: MAZDA MODEL: MX5 CC: 1600

CLASS ENTERED: CLASS A: CLASS B: CLASS I:

PREFERRED COMPETITION NUMBER: -----

PLEASE COMPLETE REVERSE OF FORM

SIGNATURE OF ENTRANT: _____
(if different from Driver)

SIGNATURE OF DRIVER: _____

PREVIOUS RACING EXPERIENCE OF DRIVER: _____

TO BE COMPLETED BY ALL APPLICANTS:

I wish to register for the **2010 MaX 5 CHAMPIONSHIP** and I declare that the information given above is correct. I understand that should the above information change in any way I will confirm details in writing to the BARC as detailed below.

SIGNED: _____ DATE: _____

ONCE FULLY COMPLETED THIS FORM SHOULD BE RETURNED (With the fee) TO:

**The British Automobile Racing Club, Thruxton Circuit, Andover,
Hampshire. SP11 8PN.**

PRIOR TO THE FIRST CLOSING DATE OF THE FIRST RACE ENTERED

FOR OFFICIAL USE ONLY

REGISTRATION FEE **NIL**

DATE RECEIVED:.....

DATE REGISTRATION CARD SENT:.....

COMPETITION NUMBER ALLOCATED:.....



2010 MaX 5 CHAMPIONSHIP

OFFICIAL BULLETIN #01
ISSUED BY BARC – 13th APRIL 2010

AMENDMENT TO 2010 REGULATIONS

The following amendments to correct various errors, are made to the 2010 Championship Regulations (changes bold & highlighted)

1.2.2 Drivers Rep: Jon Halliwell MaX 5
Nick Dougill MaX 5

1.5 Championship Rounds:
The 2010 MaX5 Championship will be contested over **8 events (15 races)** as follows:

Round:	Date:	Circuit	Organising Club
1 / 2	18 April 2010	Mallory Park	BARC
3 / 4	16 May 2010	Cadwell Park	BARC
5	05-06 June 2010	Brands Hatch	BARC
6 / 7	13 June 2010	Mallory Park	BARC
8 / 9	26-27 June 2010	Lydden	BARC SE
10 / 11	(31)-01 August 2010	Anglesey	BARC NW
12 / 13	04-05 September 2010	Donington	BARC
14 / 15	25-26 September 2010	Snetterton	BARC

5.2 GENERAL DESCRIPTION

The MaX5 Championship is for competitors competing in the following MX 5 vehicles

Class I: Any other 'Modified' Mk 1 or Mk 2 race vehicle that otherwise satisfies basic MSA safety requirements but which complies with these regulations where appropriate and specifically mentioned
In addition, all Ma5da Racing eligible Mk1 MX5 race cars are acceptable within this class but such cars must adhere to the weight limit imposed on Class A cars of 970kg.

5.5 CHASSIS As original

Class B : The minimum ride height (measured on a flat surface from the sill lip with the driver on board) must not be less than ~~140 mm~~ **100mm**. It is not permitted to fit ~~a rear~~ **any additional or aftermarket** tie bars, chassis braces, aftermarket or modified anti roll bar or strut braces.

Continued

5.7 ENGINE

5.7.1 Permitted Modifications As detailed below

Class B:

- Aftermarket 4 Branch Manifold
- Aftermarket Rear Silencer/back box providing exhaust pipes exit at the same position as original equipment
- Aftermarket induction Kit
- 5 or 6 speed gear box proving they are Mazda Mx 5 MK3 original equipment & not modified in any way. (This equipment is acceptable within 1.8 & 2.0 cars)
- **It is permitted (only for 1.8 cars) to fit cam shafts with a maximum lift of 9.5mm with no more than 270degrees duration**

5.8 SUSPENSION

Class B:

1. Suspension is free
2. Springs are free
3. Camber (maximum) A - front: no more than 2 degrees negative.
B - rear: no more than 2.5 degrees negative.
4. Ride Height ~~140mm~~ **100mm** min
5. Suspension Bushings must be OEM.
6. It is not permitted to fit: Non standard front and rear anti-roll bars
Upated bushes, Strut braces
7. Front anti-roll bars must be fitted and at all times be properly connected to all fixing points

5.13 TYRES:

The control tyre for Class A **and Class B** of this championship will be TOYO T 1R **& Toyo R1R**. ~~supplied by and branded Max 5. These may be succeeded by TOYO R 1R at a later date to be confirmed by official bulletin.~~

~~The control tyre for Class B of this championship will be TOYO R 1R 215/45 17~~

Class A - 195/50 x 15 Class B - 215/45 x 17

For Class I: Hancock Tyres are accepted used by Ma5da Racing (MK1 Championship)

5.14 WEIGHTS:

The minimum weight including driver for Class A cars will be 970kgs. The minimum weight including driver for Class B Cars will be **1100kgs** ~~1125kgs~~. and for Class I cars will be 1,050kgs **(Ma5da Racing eligible cars 970kgs)** for the duration of the race meeting up to and including post event scrutineering. Should any ballast be required to achieve this minimum it must be securely bolted to the passenger footwell, in accordance with MSA regulation J5.15. Chassis rails may not be filled with ballast material to achieve minimum weights.

Max 5 Championship scales are the only eligible scales

.....
Nicola Bush, Championship Co-ordinator

The British Automobile Racing Club Limited

Thruxton Motor Racing Circuit, Nr. Andover, Hampshire SP11 8PN, U.K.

Tel: 01264 882200

Fax: 01264 882233

e-Mail Address: competitions@barc.net

Website: www.barc.net



2010 MaX 5 CHAMPIONSHIP

OFFICIAL BULLETIN #02

ISSUED BY BARC – 7th JUNE 2010

AMENDMENT TO 2010 REGULATIONS

The following amendments are made to the 2010 Championship Regulations (changes bold & highlighted)

1.5 Championship Rounds:

The 2010 MaX5 Championship will be contested over **7 events (14 races)** as follows:

Round:	Date:	Circuit	Organising Club
1 / 2	18 April 2010	Mallory Park	BARC
3 / 4	16 May 2010	Cadwell Park	BARC
5	05-06 June 2010	Brands Hatch	BARC
5 / 6	13 June 2010	Mallory Park	BARC
7 / 8	26-27 June 2010	Lydden	BARC SE
9 / 10	(31)-01 August 2010	Anglesey	BARC NW
11 / 12	04-05 September 2010	Donington	BARC
11 / 12	25-26 September 2010	Snetterton	BARC
13 / 14	09-10 October 2010	Croft	BARC

5.7 ENGINE

5.7.1 Permitted Modifications As detailed below

Class A:

Mazda specifies a head thickness of 134mm as standard. **Standard bore and stroke, head skimming is free. Overbore max +0.5mm. Valves are free for manufacturer but must be to standard spec. Cut angles are free.**

~~Head may be skimmed up to 0.635mm (0.025" or twenty five thou) from standard. Eligibility may be checked using a standard stock issued head for reference purposes. For the purposes of clarification, 134mm is the standard head depth. It is permitted to fit metal circlips to the outside of air intake pipes to prevent collapse.~~

5.7.5 Induction System Standard with freeflow filter – **flexible Cold air pipe is permitted as per Ma5da Racing regulations.** ~~pipework removed (Class A Only)~~

5.8 SUSPENSION

Class A:

- 1. **In addition to Spax & AVO, Gaz Suspension is permitted.** ~~SPAX shocks with 2.25" race springs. The earlier AVO shock absorbers remain eligible.~~ No other shocks may be used
- 5. Suspension Bushings: ~~must be OEM~~ **standard or polybushes, Manufacturer free.**
- 6. It is not permitted to fit:
 - Non standard front and rear anti-roll bars
 - ~~Up-rated bushes~~
 - Strut braces

Class B:

- 5. Suspension Bushings: ~~must be OEM~~ **standard or polybushes, Manufacturer free.**
- 6. It is not permitted to fit:
 - Non standard front and rear anti-roll bars
 - ~~Up-rated bushes~~
 - Strut braces

5.12 WHEELS / STEERING

Class A:

- 1. Control wheel (Team Dynamics Pro race 2 7" - 15" – 30mm offset) **7"x 15" Rota Slipstream Wheels are permitted.** or new Pro race 1.3 when available

Class B:

- 1. Control wheel (Team Dynamics Pro race 1.2 7" - 17" – 40mm offset) **& Rota 7" x 17"**

5.13 TYRES:

The control tyre for Class A and Class B of this championship will be TOYO T 1R & Toyo R1R.

Class A - 195/50 x 15 Class B - 215/45 x 17

Class A: In addition to regulations, Hancock 195/50-15 K110 ventus V12 Evo are Permitted.

Class B: In addition to regulations, Federal 215/45-17 595 RSR Tyres are permitted.

All the above tyres apply to class I

~~For Class I: Hancock Tyres are accepted used By Mazda Racing (MK1 Championship)~~

.....
Nicola Bush,
Championship Co-ordinator

The British Automobile Racing Club Limited

Thrupton Motor Racing Circuit, Nr. Andover, Hampshire SP11 8PN, U.K.

Tel: 01264 882200

Fax: 01264 882233

e-Mail Address: competitions@barc.net

Website: www.barc.net