

2019 Max 5 CHAMPIONSHIP
SPORTING & TECHNICAL REGULATIONS



Organised by the British Automobile Racing Club
Thruxton Circuit, Andover, Hampshire, SP11 8PN

Final Copy

7th March 2019

1. SPORTING REGULATIONS - GENERAL

1.1 TITLE & JURISDICTION:

The Max 5 Championship is organised and administered by the British Automobile Racing Club (BARC) and promoted by them, 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.

Motorsport UK Championship Permit No.: **CH2019 / R022**

Race Status: Clubman

Motorsport UK Championship Grade: Grade C

1.2 OFFICIALS:

1.2.1 Co-ordinator: David Wheadon

1.2.2 Licensed Eligibility Scrutineer: Keith Auld

1.2.3 Championship Stewards: Pat Blakeney
Dennis Carter
Dale Wells
Guy Woodward

1.2.4 Technical Advisor Richard Smith

Any three of the Championship Stewards may sit to make a decision. In accordance with (G) 2.7, Championship Stewards may only adjudicate on any disputes, irregularities or appeals arising from the approved Championship regulations. Under (G) 2.7.1, Championship Stewards are also empowered to consider any request from the Championship co-ordinator to penalise any Competitor for any breach of Championship regulations after holding a formal hearing to impose a penalty in accordance with C.2.1.1 (subject to the rights of appeal provided for in Section C). Under (W) 2.2.1, the Championship Stewards can only adjudicate upon any disputes, irregularities or appeals arising from the approved Championship Regulations. They are also empowered to consider any request from the Championship Co-ordinator to penalise any Competitor for breach of Championship Regulations and after holding a formal hearing, to impose a penalty in accordance with C.2.1, subject to the rights of appeal to the MSC provided in Section C.

1.2.4 Championship Clerk of the Course: N / A

1.2.5 Championship Drivers Representative: Jonathan Halliwell

1.3 COMPETITOR ELIGIBILITY:

1.3.1 Entrants must:
(a) be current members of the BARC and the Max 5 Racing Club and
(b) be Registered for the Championship and
(c) be in possession of a valid Motorsport UK Entrants Licences.

1.3.2 Drivers and Entrant/Drivers must:
(a) be current members of the BARC and the Max 5 Racing Club and
(b) be Registered for the Championship and

- (c) be in possession of valid Motorsport UK Competition (Racing) National B status Licence, as a minimum or
- (d) A professional driver, in possession of a valid Licence (featuring an E.U. flag) and medical, issued by the ASN of a member country of the European Union, or comparable country. ((H)26.2.1, applies)
- (e) If participation in the Championship requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.

1.3.3. All necessary documentation must be presented for checking at all rounds when signing-on. This will include both the competition licence and club membership card.

1.4 REGISTRATION:

- 1.4.1 All competitors must register for the Championship by returning the Registration Form with the Registration Fee to the Co-ordinator prior to the closing date for entries for the first round being entered.
- 1.4.2 The Registration Fee is £175 and should be made payable to "Max 5 Racing". Membership fees for both the BARC and Max 5 Racing Club are not included within this figure.
- 1.4.3. Registration numbers issued will be the permanent Competition numbers for the Championship season.

1.5 CHAMPIONSHIP EVENTS:

The Championship is scheduled to be contested over Seven Meetings as follows:

<u>Events:</u>	<u>Date:</u>	<u>Circuit:</u>	<u>Organising Club (Centre):</u>
1, 2 & 3	13/14 April	Croft	BARC
4 & 5	11/12 May	Pembrey	BARC
6 & 7	22/23 June	Brands Hatch	BARC
8 & 9	28 July	Mallory Park	BARC
10 & 11	10/11 August	Snetterton 300	BARC
12 & 13	31-1st September	Cadwel Park	BARC
14, 15 & 16	21/22 September	Anglesey	BARC

In the event that a race within the Championship is for some reason cancelled or postponed the Organisers reserved the right to add a replacement race in to one of the meetings still to be completed where time is available.

1.6 SCORING:

- 1.6.1 Points will be awarded to Competitors listed as classified finishers in the Final Results as follows:-

1st – 50, 2nd – 47, 3rd – 44, 4th – 42, 5th – 40, 6th – 39, down in single increments to last place

No additional points will be allocated.

- 1.6.2 The totals from all qualifying Events run less two will determine final Championship points and positions.

1.6.3 Double points will be awarded as a wild card at one of the above race meetings.

1.6.4 Invitation & Modified Class cars and drivers will not be eligible for Championship points

- 1.6.5 Ties shall be resolved using the formula in (W) 1.3.4, in the current Motorsport UK Yearbook.
- 1.6.6. Where the race distance has been reduced in accordance with article 2.6 below, it shall still count as a full points scoring round.
- 1.6.7. Competitors not registered for the Championship may be permitted on an individual round basis and:
- (a) will be deemed "Guest Competitors"
 - (b) will not score points and for the purpose of points scoring will be ignored
 - (c) will be allowed to take their place on the podium and qualify for any Event awards
 - (d) must comply with the eligibility criteria as prescribed in article 1.3 above, with the exception of 1.3.1 (a & b) and 1.3.2 (a & b) as appropriate.

1.7 AWARDS:

- 1.7.1 All awards are to be provided by the Organisers

- 1.7.2 Per Event: A garland will be presented to the winner of each race

- 1.7.3 Championship: A trophy will be awarded to the overall Championship winner

- 1.7.4 Presentations:
Awards will be presented at the end of each Event and/or at the end of the Championship at the designated presentation ceremony. Attendance at any such ceremony is mandatory and failure to attend may result in the loss of all awards.

- 1.7.5 Entertainment Tax Liability:
Prize money and Bonuses shall be posted to the Entrants within thirty days of the results being declared final after each Event. In accordance with current government legislation, the BARC is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women and account to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportsmen/women. That is, those persons who do not have a normal permanent residence in the UK and the UK does not include the Isle of Man, Channel Islands or Eire. This means that, as the organiser, the BARC 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:

HMRC Personal Tax International, Foreign Entertainers Unit, St John's House, Merton Road, Liverpool L75 1BB, Tel: 01514 726488, Fax: 01514 726483.

- 1.7.6 Title to all Trophies:
If Provisional Results or Championship Tables are revised after any presentations and these revisions affect the distribution of awards the Competitors concerned must return them to the organisers in good condition within 7 days.

2. CHAMPIONSHIP EVENT MEETINGS & RACE PROCEDURES

2.1 ENTRIES:

- 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 of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Meeting Organisers in writing. D25.1.13 applies.
- 2.1.4 The Entry Fee for each event shall be specified in the SRs and 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.

2.2 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.

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).

2.4. RACES:

Should any race be disrupted the Clerk of the Course shall not be obliged to resume or re-run the race ((Q) 5.4) in addition article 1.6.4 above applies.

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.
- 2.5.2 The start will be via a Standing start, unless stated otherwise in Final Instructions. The countdown procedure and audible warning sequence prior to the start of the race shall be:-

<u>Signal:</u>	<u>Instruction:</u>
I. 1 minute	Start engines and clear the grid.
II. 30 Seconds	Be prepared for start of Green Flag Lap
III. Green Flag	Complete one lap of the circuit and reform into grid positions
IV. 5 Seconds	The grid is complete
V. The red lights will be switched on five seconds after the 5 second board is withdrawn and will be extinguished between 2 and 7 seconds later to indicate the start of the race.	

- 2.5.3 Any car removed from the grid 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 to take the start from the grid has passed the start-line or pit lane exit, whichever is later.

- 2.5.4. Any driver unable to start the Green Flag/Pace lap or start is required to indicate their situation as per Motorsport UK Regulation Q12.13.2. In addition any driver unable to maintain their grid position 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.
- 2.5.5. In the event of any starting lights failure the Starter will revert to use of the National Flag once all competitors have been advised of the fact
- 2.5.6 The Organisers reserve the right to amend this start procedure via a bulletin issued to all competitors. This may involve changing the method of starting and/or the countdown procedure leading up to the start signal being given.

2.6 SESSION RED FLAG

- 2.6.1 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, unless otherwise directed by officials.

- 2.6.2 Cars may not enter the Pits unless directed to do so or 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 a Scrutineer. Cars in the Pits may not re-join the grid.
- 2.6.3 All Competitors who are able to take part in any restarted race may do so in accordance with Q5.4 and Q5.5

2.7 PITS, PADDOCK & PITLANE SAFETY:

- 2.7.1 Pits & Paddock: Competitors must ensure that the Motorsport UK, Circuit Management and Organising Club Safety Regulations are complied with at all times. In addition any paddock plan issued by the Organisers must be complied with and the minimum amount of space should be used when setting up.
- 2.7.3 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 respect the pit lane speed limits. No-one under the age of 16 is permitted access to the pit lane unless they are the holder of an Motorsport UK Junior Race licence
- 2.7.4 Refuelling: May only be carried out in accordance with the Motorsport UK General Regulations, the Organising Club Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.
- 2.7.5 Speed Limit Pit Lane Speed Limit will be 60 k.p.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 pit lane

- VI. place their car into the Parc Fermé where it must remain until released by the Championship Eligibility Scrutineer or his deputy
- VII. Attend any podium presentation that may be required

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. (MOTORSPORT UK regulation D26.3)

2.10 TIMING MODULES:

It is the Competitors responsibility to ensure that a working transponder is fitted to the vehicle in accordance with (Q) 12.2.1. No electronic equipment may be placed within five metres of any official timing line and any breach of this may result in the confiscation of the equipment concerned.

2.11 QUALIFICATION RACES:

If any event is oversubscribed the Organising Club may at their discretion run Qualification Races details of which will be published in Final Instructions for the event.

2.12 OPERATION OF SAFETY CAR:

The Safety Car will be brought into operation and run in accordance with Section Q, Appendix 2 of the MOTORSPORT UK General Regulations.

2.13 ONBOARD CAMERAS:

Camera(s) at least 1 (one) forward facing camera must be fitted to vehicles provided that the camera fitment is approved by the Scrutineer and that any footage obtained is not for commercial use. The Clerk of the Course and the Stewards will make use of any such footage in reaching their decisions on any judicial matters. The forward facing camera must be switched on and working at all times when the car is on track and failure to ensure this will result in the following penalties:

1st offence: Warning and yellow card

2nd offence: Loss of 10 championship points

Further offences: Referral to the Championship Stewards for possible meeting ban(s)

Additional cameras can be fitted and the fitted direction is at the driver's discretion unless specifically requested by the Clerk of the course the scrutineer or the Max 5 championship organisers.

3. SPECIFIC CHAMPIONSHIP REGULATIONS:

- 3.1.1 Where it is planned to hold two Championship races, only one qualifying session will be scheduled. The fastest time set in qualifying will set the grid for the first race and the result of the first race will set the grid for the second race with and non-classified competitors starting from the back of the grid in reverse order of retirement.
- 3.1.2 The standard minimum scheduled distance shall be 20 minutes 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 a full points scoring round.
- 3.1.3 A driver may only race the car in which he/she set a Qualifying time no replacement cars are permitted.
- 3.1.4 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.
- 3.1.5 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 upon date of receipt of entry. Such reserves are to be nominated on the final list of entries published with Final Instructions or in an Event Bulletin. All reserves will practice and replace withdrawn or retired entries in reserve number order irrespective of class. If a reserve is given grid places prior to issue of the first Grid Sheets for an event the times set in Practice shall determine their grid position. If a reserve is given a place after publication of the grid sheet and prior to cars being collected in the official assembly area then they will be placed at the rear of the grid and will be started without any time delay. Otherwise, they will be held in the pit-lane 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 start line or pit-lane exit, whichever is the later. Such approval to start must be obtained from the Clerk of the Course.

4. PENALTIES:

All penalties will be in accordance with Section C of the current Motorsport UK Yearbook and these 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 (a) and (b).

For infringements deemed to be of a more serious nature the Clerk of the Course may invoke the provisions of Regulation C3.5.1 (c). However if the Clerk of the Course believes that there is some mitigation surrounding the infringement then C3.5.1 (c) need not be implemented.

4.2 All infringements of non-technical Motorsport UK Regulations and the Sporting Regulations will be dealt with in accordance with these Championship Regulations and the General Regulations of the Motorsport UK

4.3 Additional specific Championship penalties:

4.3.1 Any Competitor adjudged to have made a false start or breached any part of the start procedure will be penalised by means of a ten second penalty being added to his total race time.

4.3.2 Breaches of 2.7.5 will usually be dealt with by a fine of up to £10 per k.p.h. above the limit in qualifying and by means of a “drive through” penalty during races.

4.3.3 Any Competitor excluded from the results of an Event will not be allowed to count the score as part of any dropped scores

4.3.4 Any Competitor may be called before the Championship Stewards who at their discretion may take further action against the Competitor. This may include, but is not limited to, the loss of Championship points, a fine to a maximum of £10,000 or exclusion from part or all of the Championship.

4.3.5 The Clerk of the Course may impose a “Stop / Go” or “Drive through” penalty for a breach of regulations, in accordance with Q 12.6.

4.3.6 Any vehicle not carrying the mandatory Championship decals will be subject to a fine of £100 for the first infringement and then £500 for any subsequent infringement

4.4 Driving and Conduct Standards

4.4.1 The Organisers will select a Driving Standards Committee (‘DSC’) which will comprise of a number of past and present championship drivers who will be nominated via a championship bulletin. Any three of the DSC may meet to decide upon any issue presented to them

4.4.2 In the event of a Registered Competitor’s driving or conduct standards in matters such as overly aggressive or dangerous driving, aggressive or threatening behaviour, abuse in any form, intimidation, discrimination or obtrusive behaviour, falling below the standards considered by the DSC to be appropriate to the Championship, then the Championship Drivers Representative shall be entitled in his / her discretion to:

- a) Issue a 'yellow card' warning to the relevant competitor and in conjunction with the Organiser place the relevant competitor under observation of the officials of the meeting in any one or more races prior to referring the matter under CR4.2.1 above.
- b) Require the Organiser through the Championship Co-ordinator to forthwith suspend the Championship Registration of the relevant competitor in order that the relevant competitor's driving standards be referred by the Championship Co-ordinator to the Championship Stewards for consideration of termination of Championship Registration

4.4.5 The decision of the DSC shall be definitive subject only to any Protest by a competitor in accordance with the Motorsport UK General Regulations. Judicial action shall take precedence over any action commenced by the Driving Standards Committee but such Judicial action shall not preclude the DSC from further investigation of any matter raised.

4.4.6 Referral to the Championship Stewards could result in a possible loss of Championship points, endorsement of penalty points on the race licence, refusal of further race entries or possible exclusion from the Championship.

5. Technical Regulations

5.1 INTRODUCTION

The following Technical regulations are set out in accordance with the Motorsport UK specified format and it should be clearly understood that if the following text does not clearly specify what modifications or upgrades can be made to the car, then you must work on the principle that it will not be permitted. The fact that some modifications are mentioned as prohibited does not imply that others are allowed, therefore if the following text does not clearly specify you can do it, you must work on the principle that you cannot. For the avoidance of doubt after-market parts which are similar but not identical are prohibited.

5.2 GENERAL DESCRIPTION

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

- Class A: Mk 4 Mazda Mx5 2.0i race vehicles in accordance with these regulations
- Class B: Mk 3 Mazda MX5 1.8i & 2.0i Race vehicles in accordance with these regulations
- Class C: Mk 1 Mazda MX5 1.6i race vehicles in accordance with these regulations
- Class M: Any other 'Modified' Mk 1 or Mk 2 race vehicle that otherwise satisfies basic MOTORSPORT UK safety requirements but which complies with these regulations where appropriate and specifically mentioned. Any car in class M has a weight limit of 1050kg imposed upon it
- Invitation Class: Any other MX 5 race prepared car adhering to BRSCC or 750MC regulations and that otherwise satisfies basic Motorsport UK safety requirements but which complies with these regulations where appropriate and specifically mentioned.
- Mk1 Mazda Mx5 1.6i
750MC (5club) and BRSCC Mx5 (Mk1 1.6) race prepared cars are acceptable within this class without modifications as part of this invitational class.
- Mk 3 Mazda Mx5 2.0i
BRSCC super cup eligible race prepared cars are acceptable within this class,
These cars must adhere to the minimum weight limit of 1150kg imposed within this invitational class.
- Any cars or drivers within this invitational class will not be eligible for championship points

- 5.2.1 MaX5 Championship (Class C) vehicles are showroom standard with the exception of the following restrictions or specifically allowed modifications.
It should be noted that unless specifically mentioned or approved in these regulations, no further modifications may be made. 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.

It should be noted that unless specifically mentioned or approved in these regulations, no further modifications may be made. 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.

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

It should be noted that unless specifically mentioned or approved in these regulations, no further modifications may be made. 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 in 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.

5.3.3 The Championship Eligibility Scrutineer reserves the right to seal and subsequently dismantle any part of the competing car. Should the car be found to be ineligible any rebuilding costs will be borne by the competitor of that car.

5.3 SAFETY

The relevant Articles of Motorsport UK Appendix K & Q Safety Criteria Regulations will apply: In addition, the following will apply:

1. For Class C: 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 Motorsport UK regulations. Also Later "Safety devices international" roll cages are permitted based on the original Max 5 Z21 cage and "Cyclone"

(For retro fitted NASCAR style door bars on early cages) 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 May 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" Safety Devices or "Cyclone"

For Class A: MK4 Mx5 Roll Cage Manufactured By "Cyclone" for Max5

2. Door panel, door glass and mechanical hardware may be removed.
3. All other safety as per MOTORSPORT UK 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, with the exception of Class A Cars
6. Arm restraints are advised but not mandatory.
7. Towing eyes (see Q19.1.3) front and rear and these should be clearly marked with an arrow in a contrasting colour, and require the internal diameter of towing eyes to be a minimum of 60mm.

5.4 GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS

As detailed within these Regulations

5.5 CHASSIS As original

Class C, Class M and Invitational Class : The minimum ride height (measured on a flat surface from the sill lip 5cm back from the front wheel arch and 5cm forward of the rear wheel arch with the driver on board) must not be less than 100 mm. It is not permitted to fit any additional or aftermarket equipment, tie bars / chassis braces or aftermarket or modified Anti roll Bar or strut braces.

Class B: The minimum ride height (measured on a flat surface from the sill lip 5cm back from the front wheel arch and 5cm forward of the rear wheel arch with the driver on board) must not be less than 100 mm. It is not permitted to fit any additional or aftermarket equipment, tie bars / chassis braces or aftermarket or modified Anti roll Bar or strut braces.

Class A: The minimum ride height (measured on a flat surface from the sill lip 5cm back from the front wheel arch and 5cm forward of the rear wheel arch with the driver on board) must not be less than 100 mm. It is not permitted to fit any additional or aftermarket equipment, tie bars / chassis braces or aftermarket or modified Anti roll Bar or strut braces.

5.6 BODYWORK – EXTERIOR

Class C:

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 tyre 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.
9. It is permitted to fit OE plastic sump / radiator guards. Alternatively, proprietary plastic or aluminium sump / radiator guards may be used

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.
8. It is permitted to fit proprietary manufactured plastic doors
9. It is permitted to fit MPS (Mazda performance series) Front Bumper
10. It is permitted to fit OE plastic sump / radiator guards. Alternatively, proprietary plastic or aluminium sump / radiator guards may be used

Class A:

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.
8. It is permitted to fit proprietary manufactured plastic doors

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, and must comply with Motorsport UK Regulation J5.7.1, and J5.7.2
4. Any shift knob may be used.
5. A/C system, heater core and blower. may be removed
6. Carpets, centre consoles, cargo bins, driver's 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 and where possible a means of opening from inside. Door cover may be fitted where possible, 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

Class C: Cars must not generate more than 107 BHP

Class B: Cars must not generate more than 153 BHP

Class A: Cars must not generate more than 178 BHP (at the flywheel)

All the cars engine performance may be checked / tested using the MaX5 rolling road at some point during the race season this will be measured at the wheels.

5.7.1 Permitted Modifications As detailed below

Class C:

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 otherwise be to standard spec. Cut angles are free. It is permitted to fit metal circlips to the outside of air intake pipes to prevent collapse.

Invitational Class Mk 1 (750MC) Mx 5 to continue to use throttle body restrictor plate to ensure power is below 107Bhp in line with 750MC regulations

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 camshafts with a maximum lift of 9.5mm with no more than 270 degrees duration.

Class A:

- Aftermarket 4 Branch Manifold
- Aftermarket exhaust system, Rear Silencer/back box providing exhaust pipes exit either centre of bumper or at the same position as original equipment
- Aftermarket induction Kit

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 C Only)
- Use Vernier pulley wheels (Permitted Class B MK 3 1.8 cars Only)
- Use non-standard aftermarket replacement pistons

- 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 – Flexible cold air pipe is permitted (Class C) as per Mx5 cup & 5 Club Racing regulations (available from the BRSCC and 750MC websites). Class C aftermarket Induction system is permissible but must only have only 1 inlet, multiple inlets are prohibited

5.7.6 Exhaust System

1. A standard front pipe with lambda sensor must be retained (Class C Only)
2. Exhausts are free to a maximum O.D of 60mm. Must comply with Motorsport UK noise regulations
3. Must exit in normal position (with exception of Class A, Exhaust can exit from below the centre of the Bumper)
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 cut-off 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, or make any ECU modifications
7. Any modification to the ECU can only be carried out by Autotronix. Any car which has a modified (non-standard) ECU or ECU Programme must be reverse engineered back to standard specification as per manufacturer or Reprogrammed by Autotronix. Assistance to achieve this can be found at MaX 5 / Autotronix (Max 5 reserve the right to install Data logger's on Mk3 cars, Max 5 also reserve the right Swap ECU's & associated equipment)
8. Any car which is deemed to be over-performing and may be thought to be fitted with a non-standard ECU will be checked electronically by the Eligibility Scrutineer for compliance with these regulations. Cases of non-compliance will be reported to the Clerk of the Course who may elect to exclude any such vehicle.
9. Class A, Permissible ECU modifications by Autotronix only

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 C:

1. In Addition to Spax, AVO & Gaz, Meister R suspension is permitted. No other shocks may be used
2. Springs are free
3. Camber (maximum) A - front: no more than 2.5 degrees negative.
B - rear: no more than 3.0 degrees negative.
4. Ride Height 100mm min
5. Suspension Bushings: Standard or polybushes, manufacturer free.
6. It is not permitted to fit: Non-standard front and rear anti-roll bars or Strut braces

7. Front anti-roll bars must be fitted and at all times be properly connected to all fixing points

Class B:

1. Any vehicle entering or built after 2014 must be fitted with any of the following: AVO, Gaz gold or Meister R suspension is permitted. No other shocks may be used
2. Springs are free
3. Camber (maximum) A - front: no more than 2.5 degrees negative.
B - rear: no more than 3.0 degrees negative.
4. Ride Height 100mm min
5. Suspension Bushings: Standard or polybushes, manufacturer free.
6. It is not permitted to fit: Non-standard mx5 or aftermarket front and rear anti-roll bars, Strut braces **or associated parts** (Only stock MX5 anti roll bars **etc.** can be fitted)
7. Front anti-roll bars must be fitted and at all times be properly connected to all fixing points

Class A:

1. Max 5 Racing Meister R suspension only is permitted. No other shocks may be used
2. Springs are free
3. Camber (maximum) A - front: no more than 2.5 degrees negative.
B - rear: no more than 3.0 degrees negative.

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 C: 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

Class A: AS PER FACTORY– and correct specification for 2.0 models (2015 –)

The same differential must be used for the duration of the season and must comply with the above statement and may only be changed due to mechanical failure & may not be modified

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 Motorsport UK 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 Motorsport UK Regulations. Adhere to **J5.14.1, J5.14.2, and 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 on Class C Cars & where possible on Class A, B, M & Invitational
3. Backing Plates may be removed
4. Cars with anti-lock braking system must have the system disabled or removed with the exception of Class A cars (Electrical connector to front wheel hub must be removed)
5. Class A, 2 piece Front Disc assembly complete with 4 pot calliper supplied by Max 5
6. Handbrake must remain and be in working order
7. No Brake Bias is permitted

5.12 WHEELS / STEERING

Class C:

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
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" – with min 38mm offset) and Rota 7.5" x 17"
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 A:

1. Control wheel (Rota 7.5" x 17") and Team Dynamics Pro Race 1.2 7.5" x 17"
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 may be removed.

5.13 TYRES:

The control tyres for this championship will be:

Class C: 195/50 x 15 Branded Nankang NS-2R – Any Compound, Tyres must have max5 branding.

Class B: 215/45 x 17 Branded Nankang NS-2R – Any Compound, Tyres must have max5 branding.

Class A: 215/45 R17 MRF
205/620 R17 CR9000 404 (Full Race Wet)

Class M: All of the abovementioned tyres are permitted in Class M

Invitational Class: Only permissible tyres are those used within 750MC (5Club) regulations And BRSCC Mk 1 Mx5 & Mk 3 Mx 5 Super Cup Regulations.

No alteration to any of the tyres from the manufacturer's specification is permitted. Re-cutting, re-grooving or in any other way modifying the tread pattern is not permitted. All the manufacturers' data must be clearly visible. Buffing of sidewalls to remove data is prohibited. 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. Tyres May be Buffed/shaved by the manufacturer ONLY & will be branded accordingly at the drivers cost. Nankang tyres must have branding mark Nankang

5.14 WEIGHTS:

The minimum weight including driver for Class A will be 1050Kgs.

The minimum weight including driver for Class B will be 1080Kgs.

The minimum weight including driver for Class C will be 960Kgs

The Minimum weight including driver for Class M will be 1050Kgs

The Minimum weight including driver for Invitational Class Mk1 will be 960Kgs

The Minimum weight including driver for Invitational Class Mk3 will be 1150Kgs

for the duration of the race meeting up to and including post event scrutineering. Should any ballast be required to achieve the minimum, this must be securely bolted to the passenger foot well, in accordance with Motorsport UK Regulation J5.15.

Chassis rails may not be filled with ballast material to achieve minimum weights.

Max 5 Championship scales, where available, are the eligible scales for these classes and will be used in addition to the circuit 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 adhering to Motorsport UK 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 Section B, Nomenclature and Definitions of the Motorsport UK 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. The Championship Eligibility Scrutineer may from time to time test Fuel. Max 5 reserves the right to introduce control fuel.

5.16 SILENCING:

Class C:

Exhaust system free, with pipes (except front pipe) to a maximum of 60mm O/D, but system must comply with Motorsport UK 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 & rear silencer may be used, the car must retain a "CAT" Exhaust which must exit in normal position. The standard catalytic converter may be removed and replaced with a sports "CAT"

Class A:

Aftermarket 4 branch manifold & rear silencer may be used, the car must retain a "CAT" Exhaust which can exit in normal position or centre of the bumper. The standard catalytic converter may be removed and replaced with a sports "CAT" (Standard exhaust or aftermarket Cobra Exhaust)

5.17 Decals & Positions:

To be able to compete in a Championship race and obtain points, specified decals must be displayed, Max 5 must be displayed on both sides of the car and the windscreen strip 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 Motorsport UK Regulations.

5.18 Advertising:

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

5.19 Additional Information:

In addition to Q19.1.3, it is strongly recommended that all cars must, wherever possible, be equipped with two front and two rear towing eyes positioned equally either side of the longitudinal centre-line. They must be clearly visible, marked with an arrow and the word "tow" and the wire painted in yellow, red or orange to contrast with the vehicle colour scheme.

The towing eyes must be made of at least 6mm diameter steel wire rope with a 6x19 wire core, each which must have a breaking-strain of at least 2 tons. Each towing eye must allow the passage of a cylinder with a diameter of 60 mm, situated 25mm forward of the adjacent bodywork - 100 mm above and below this hole must retain clearance to enable the recovery crews to attach straps and shackles.

The towing eye must be fixed to a structural part of the chassis with a minimum of M12 fixings, the inner part must be flexible in order for the towing eye to be retracted inside the bodywork profile. A "pull-cord" must be attached to the towing eye to enable the marshals to access the wire loop. The end attached to the chassis may be either 'thimble' or 'open-loop' style.

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 Motorsport UK. 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 Motorsport UK / 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:

David Wheadon

Tel: 01264 882209

Email: dwheadon@barc.net

Eligibility Scrutineer:

Keith Auld

Drivers Rep:

Jon Halliwell

Tel: 01202 891831

Mob: 07831 331777

Email: jon@acsnetworks.co.uk

Control Tyres:

Will be via 'Nankang' or the championship organizers of Max 5 racing

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 to this or these regulations in full will be firmly dealt with and drivers/teams may face exclusion.

The regulations make it clear that registration into this Championship is restricted to those who are members of the BARC and the Max 5 Racing Club, these memberships may be withdrawn at any time and hence the Competitors Eligibility to race under 1.3.1 and 1.3.2 is no longer valid.

2019 Max 5 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 Racing CLUB 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: _____

CLASS ENTERED: CLASS A: ☐ CLASS B: ☐ CLASS C: ☐ CLASS M ☐

PREFERRED COMPETITION NUMBER: _____

PLEASE COMPLETE REVERSE OF FORM

PREVIOUS RACING EXPERIENCE OF DRIVER: _____

SIGNATURE OF ENTRANT: _____
(if different from Driver)

SIGNATURE OF DRIVER: _____

TO BE COMPLETED BY ALL APPLICANTS:

I wish to register for the **2019 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 TO:

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 **£175**

DATE RECEIVED:.....

DATE REGISTRATION CARD SENT:.....

COMPETITION NUMBER ALLOCATED:.....