

MX5 RACE SERIES 2019

Sporting Regulations-General

1.1 Title & Jurisdiction:

The Northern Ireland MX5 Race Series is organised and administered by the 500 MRCI Ltd. 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 Series Regulations.

MOTORSPORT UK Race Series Status Nat. B.

MOTORSPORT UK Race Series Grade. D

1.2. Officials:

1.2.1 Co-ordinator: TBA

1.2.2 Licenced Eligibility Scrutineer; Brian McLaughlin

1.2.3 Race Series Stewards; R.Barr, J.D.Grieve, R.Kelly

(G) 2.7 Race Series Stewards may only adjudicate on any disputes, irregularities or appeals arising from the approved Race Series regulations.

(G) 2.7.1 Race Series Stewards are also empowered to consider any request from the Race Series co-ordinator to penalize any

competitor for any breach of Race Series 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).

(W) 2.2.1 The Race Series Stewards can only adjudicate on any disputes, irregularities or appeals arising from the approved Race Series regulations. They are also empowered to consider any request from the Race Series Co-ordinator to penalize any Competitor for breach of Race Series 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.

1.3 Competitor Eligibility:

1.3.1 Entrants must be fully paid up valid membership card holding members of the 500 MRCI, or the SMRC, or any club affiliated to the ANICC and be in possession of valid current Entrants Licences.

1.3.2 Drivers and Entrant Drivers must be fully paid up valid membership card holding members of the 500 MRCI, the SMRC, or any club affiliated to the ANICC, be registered for the Race Series and in possession of a valid Competition (Racing) National (B) or above licence.

Or be a professional driver in possession of a valid licence (featuring an EU flag) and medical, issued by the ASN of a member country of the European Union or comparable country ((H)26.2.1 applies).

If participation in the Race Series 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 their registration for the Race Series. A driver shall not take time out of their education to participate in motor sport without written approval of their education establishment.

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

1.3.4 Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout qualifying and racing.

1.4 Registration:

1.4.1: Registration fee £50.0 – A one-time payment per driver before points can be scored.

1.5 Race Series Rounds 2019: 1 qualifying and 2 races per meeting.

The Northern Ireland MX5 Race Series will be contested over fourteen rounds as follows: March 30th, April 27th, May 25th, June 21st & 22nd, July 27th, August 24th, September 28th. to be held at Kirkistown and organised by the 500 MRCI.

(There may be an A and a B class within each race depending on the modification level of the cars that take part in the series. This would allow highly modified cars and less modified or stage rally and sprint-Hillclimb cars to score points in the appropriate Modi5cup race series class).

1.6 Scoring:

1.6.1 Points will be awarded to Competitors listed as classified finishers in the Final Results as per MOTORSPORT UK Yearbook, except only that one point shall be awarded for fastest lap, with one

point being awarded to the competitor setting Pole position.

1.6.2 The totals from all qualifying rounds less two will determine final Race Series points and positions.

1.6.3 Ties shall be resolved using the formula in (W)1.3.4 in the current MOTORSPORT UK Yearbook.

1.6. Where the race distance has been reduced (2.6) it shall still count as a full point scoring round.

1.7 Awards:

1.7.1 Race Series awards are to be provided by the 500 MRCI Ltd.

1.7.2 Per Round; Trophies for 1st., 2nd., and 3rd.

1.7.3 Race Series; Trophies for 1st., 2nd., and 3rd.

1.7.4 In each class; Trophies for 1st., 2nd. and 3rd.

1.7.5 Presentations; Trophies are to be provided for presentation at the end of each race or at an end of meeting presentation ceremony.

1.7.6 Entertainment Tax Liability. In accordance with government legislation, the 500 MRCI Ltd. is legally bound to withhold tax at the basic rate on all payments to non-U.K. resident sportsmen/women and account to HMRC using form FEU 1, 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 U.K. The U.K. does not include the Isle of Man, the Channel Islands or Eire.

This means that, as the organiser, the 500 MRCI Ltd. is required to deduct tax at the current rate from any such payments they may make to non-U.K. 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 payment is due.

For further information contact; HMRC Personal Tax International, Foreign Entertainers Unit, St Johns House, Merton Road, Liverpool L75 1BB, Tel.0151 472 6488. Fax.0151 422 6483.

1.7.7 Title to all trophies; In the event of any provisional results of Race Series 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 500 MRCI Ltd. in good condition within 7 days.

2. RACE SERIES EVENT MEETINGS & RACE PROCEDURES

2.1 Entries: In accordance with Section C of the current MOTORSPORT UK Yearbook.

2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry closure dates which shall be 14 days before each round except where otherwise stated.

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 secretary of the Meeting receives the missing 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 Secretary of the Meeting in writing. (D) 25.1.12 applies.

2.1.4 The Maximum entry fee for each round shall be 180 Pounds Sterling

2.1.5 Reserves are to be nominated on the Final List of Entries published with Final Instructions or Amendment Sheet Bulletins.

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 Regulation (Q) 4.5)

2.4 Races:

should any race be disrupted, the Clerk of the Course shall not be obliged to resume or rerun the race ((Q)5.4) (1.6.4 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 standing start. The minimum countdown procedures/audible warnings sequence shall be:

(I) 1 minute to the start of Green Flag/Pace Lap - Start Engines/Clear Grid.

(II) 30 seconds - visible and audible warning for start of Green Flag/Pace Lap.

(III) A five second board will be used to indicate that the grid is complete.

(IV) The red lights will be switched on five seconds after the board is withdrawn.

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

2.5.4 Any drivers unable to start the Green Flag lap or start are required to indicate their situation as per MOTORSPORT UK Regulation (Q)12.13.2. In addition, 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.

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

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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 start line 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 speed, to slow to a safe and reasonable pace and to return to the Pitlane, during practice, and to the Starting Grid area during a race, unless otherwise directed by officials.

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

2.7 Pits, Paddock & 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.

2.7.2 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 respect the pit lane speed limits.

2.7.3 Refuelling: May only be carried out in accordance with the MOTORSPORT UK General Regulations, and those of the Organising Club and Circuit Management.

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 Pitlane entrance/Paddock entrance as instructed.
- IV. Comply with any directions given by marshals or officials
- V. Keep their helmets on and harnesses done up while on the circuit or in the pitlane.

2.9 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 (D) 26.3)

2.10 Timing Modules

2.11 Qualification Races

Where the total number of race entries exceeds the maximum permitted number of starters, the organizers may, at their discretion, run a qualification race.

2.12 Operation of Safety Car

3.12.1 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

2.13.1 An on-board camera is to be used in all rounds, mounted in a fixed position behind the driver to display a minimum of the front window. Camera footage MUST be made available to race officials on request.

3. SPECIFIC RACE SERIES REGULATIONS

4. SPECIFIC RACE SERIES PENALTIES

In accordance with Section C of the current MOTORSPORT UK yearbook

4.1 Infringement 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 and/or Stewards of the Meeting are to invoke the provisions of Regulation C3.5.1 (c)

4.2 Infringements of non-technical MOTORSPORT UK Regulations and the Sporting Regulations issued

for the Race Series:

As per Current MOTORSPORT UK Judicial Procedure Regulations.

MX5 RACE SERIES Technical Regulations 2019

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 texts do not clearly specify that you can do it, you should work on the principle that you cannot.

5.2 GENERAL DESCRIPTION:

The MX5 Race Series is for competitors participating in MX5 cars.

Eligible cars are Mazda MX-5/Eunos/Miata origin 1989 – 2005.

5.3 SAFETY REQUIREMENTS:

All cars must comply with the Technical Regulations listed in the current MOTORSPORT UK Yearbook Section J.5 and K and with the minimum safety requirements listed in Section Q. Extinguishers must comply with MOTORSPORT UK regulation K3.1.2a (plumbed in). REGULATION UPDATE re Fire Extinguishers see page 164 section 3 2018 MOTORSPORT UK year book. Seat belts must be to FIA standards in accordance with K.2.1.2 (3" 4 point), K.2.1.3 (5 point) or K.2.1.4 (6 point).

5.3.1: Full front and rear roll cage must be fitted to the car complying with MOTORSPORT UK regulation K1 with side impact bars and spreader plates welded to the floor.

5.3.2: Vehicles must be equipped with an externally operated circuit breaker having positive ON OFF positions clearly marked (K8).

5.3.3: The internal ignition cut-off must be operable when the driver is normally seated irrespective of whether a safety harness is worn or not.

5.3.4: Apart from the ECU it is not permitted to have any ignition components, coils, chokes or black boxes located in the cockpit area in racing cars.

5.3.5: The fuel system must be equipped with an effective method of stopping fuel supply and be operable by the driver when normally seated. This can be incorporated into 5.3.3. above or be located adjacent to internal ignition cut-off switch.

5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

All cars must comply with the requirements of Sections J5, K and Q19 of the current MOTORSPORT UK Yearbook.

All vehicles must be of sound construction and mechanical condition and be well maintained.

5.4.1: The word 'Standard' is as defined in Section B of the current MOTORSPORT UK Yearbook. The word 'standard' used within these technical regulations as a description of components is to be interpreted as: - 'the specified component from the manufacturers parts list for the model/engine shown on the entry form or registration form. It is permitted to use components from the early model on the late model and vice versa. This includes engines. Checking will be by comparison to spare parts supplied by the manufacturer's official agent or by any other means.

Parts/engines etc may be interchangeable between early and late model cars.

5.6 BODYWORK

5.6.1: Boot and bonnet catches should be removed and bonnet pins and boot pins/springs added. Door glass may be replaced with 4mm Lexan/polycarbonate or the original glass may have clear colourless safety film fitted.

5.6.2: Doors are to remain steel items but the internal panel may be removed if a door bar is fitted to your roll over cage. Removal is allowed of head-cloth, carpets and rear interior trim.

5.6.3: A plumbed in fire extinguisher should be mounted in the passenger foot-well.

5.6.4: Airbag to be removed. Steering wheel may be changed. The steering lock is to be disabled. The steering lock housing must be fitted to the column by headed bolts (no shear bolts permitted) to allow ease of replacement for eligibility purposes.

5.6.5: Driver's seat should be correctly located and securely anchored to allow no movement in squab or backrest. As the standard seat can move it is not permitted. Front passenger seat to be removed.

5.6.5: The use of lightweight materials or fibreglass is permitted for use on all other exterior panels (front guards, quarter panels, front and rear bumpers, bonnet and boot lid but must be accurate reproductions of the original bodywork as per original factory finish.

5.6.6: Use of spoilers: Chin spoilers and alternative nosecones permitted. Rear spoilers and wings permitted.

5.6.7: Windscreen frame must be present and unmodified other than gusseting to the roll cage. A standard OEM unmodified laminated glass windscreen must be used.

5.6.8: It is not permitted to change the silhouette of the car.

5.6.9: The ground clearance is measured as the distance between the ground and the bottom of the cars lowest point, minimum of 40mm.

5.6.10: A hardtop of the OEM type or a lightweight copy may be used and a Lexan/polycarbonate rear window fitted. Note All hardtops must be securely fitted.

5.6.11: Factory dash to remain fitted.

5.6.12: It is not permitted to cut holes in the bodywork for lightening purposes or to increase airflow to the engine, suspension or braking system. No air ducts other than standard are permitted.

5.6.13: Wheels must remain inside lines of body and not protrude beyond the arches.

5.6.14: Headlights may be removed but the aperture must be covered.

5.6.15: It is permitted to fit extensions and/or non-slip material to the pedals.

5.6.16: No wide wheel arch extensions. The body must be no wider than the standard factory OEM unit.

5.6.17: Chassis from the front of the front subframe mounting point forward is open to modification, but standard production bonnet slam panel must remain. Front shock absorber mountings must remain standard and unmodified. The use of a strut brace is permitted.

5.6.18: Chassis from rear of the rear subframe mounting point to the rear light panel is open to modification. Rear shock absorber mountings must remain standard and unmodified. The use of a rear strut brace is permitted. Rear light panel must remain and rear lights also must remain and have working brake lights as per OEM.

Rear bumper must be present but may be trimmed to suit diffuser if used.

5.7. ENGINE:

5.7.1: Engines permissible: any from 89-05

1.6 B6ZE (RS). 1.8 BP4W. 1.8 BPZ3(SVT)

5.7.2 Power Plant Frame, Standard OEM and unmodified.

5.7.3: Standard OEM single throttle body

5.7.4: Standard OEM inlet manifold

5.7.5: Standard OEM inlet and exhaust valves

5.7.6: Camshafts must be standard and unmodified. Camshaft wheels must be visible for inspection at all times. this can be achieved simply, by removing the top plastic timing belt cover.

5.7.7: Heads and manifolds open to port matching

Heads may be skimmed

5.7.8: The fuel injection system must be standard no modifications permitted. No additives allowed

to pump fuel as per MOTORSPORT UK regulations.

5.7.9: Crankshaft, Conrods, pistons, oil pump, crankshaft pulley, water pump, alternator must remain standard OEM parts.

5.7.10: Alternator and water pump must be driven from the crankshaft pulley with the standard sized belt which is 4pk884 or 12.5 X 900 v belt on the appropriate pulley.

5.7.13: Engine Management:

Standard and unmodified OEM ECU and wiring loom appropriate for engine being used must be fitted. No add-on ECU or ECU upgrade electronics can be fitted. Standard ECU must be moved forward to a position that allows easy inspection of the ECU by the scrutineers. Security screws on the ECU box have to be replaced with normal screws to allow easy and quick inspection of the inside of the ECU box.

5.7.14: Standard OEM unmodified Airflow/mass meter

5.7.15: Air feed pipe that joins AFM to the throttle body and air filter are free from restrictions.

5.7.16: Standard OEM unmodified throttle position sensor

5.7.17: Standard OEM unmodified cam angle sensor

5.7.18: Standard OEM unmodified crankshaft sensor in original position on block.

5.7.20: Standard OEM unmodified temperature sensor

5.7.21: Standard OEM unmodified fuel pressure regulator

5.7.22: Standard OEM unmodified fuel injectors

5.7.23: Standard OEM unmodified fuel pump in original position.

5.7.24: Standard OEM unmodified fuel tank in original position

5.7.26: Items open to modification.

5.7.26A: Heads

5.7.26B: Inlet manifold

5.7.26C: Exhaust manifold

5.7.26D: Flywheel

5.7.26E: Clutch

5.7.26F: Oil coolers

5.7.26G: Coolant radiator and fans.

5.8 SUSPENSIONS:

5.8.1: Front subframe assembly:

5.8.1A: Standard OEM unmodified chassis mounting points must be used.

5.8.1B: Standard OEM unmodified front subframe

5.8.1C: Standard OEM unmodified upper and lower wishbones

5.8.1D: Standard OEM unmodified upper and lower ball joints

5.8.1E: Standard OEM unmodified front upright and hubs

5.8.1F: Standard OEM unmodified camber bolts

5.8.1G: Standard OEM unmodified steering rack

5.8.1H: Standard OEM unmodified steering column

5.8.1J: Standard OEM unmodified inner and outer track rod ends must be used

5.8.1K: Steering column top mounting may be fitted to roll cage cross bar, but must remain OEM length and angle.

5.8.1L: Wishbones may be fitted with FLOFLEX polyurethane bushes.

5.8.1M: Spherical bearings/Rose joints/metal bearings of any kind anywhere in the suspension are not permitted.

5.8.1N: Permitted coil over -TA Technix part number for MK1 is EVOGWMA01 and for the MK2/2.5 is EVOGWMA02. (Readily available on eBay at approximately £210 per set brand new).

5.8.1P: Springs free.

5.8.2: REAR SUBFRAME ASSEMBLY:

5.8.2A: Standard OEM unmodified chassis mounting points must be used.

5.8.2B: Standard OEM unmodified rear subframe

5.8.2C: Standard OEM unmodified upper and lower wishbones

5.8.2D: Standard OEM unmodified rear uprights and hubs

5.8.2E: Wishbones and uprights may be fitted with FLOFLEX polyurethane bushes.

5.8.2F: Spherical bearings/Rose joints/metal bearings of any kind anywhere in the suspension are not permitted.

5.9 TRANSMISSIONS

5.9.1: Gearbox and prop shaft: Standard OEM unmodified units from the Mazda MX-5 range spanning 1989-2005. Either the 5spd or 6spd is permitted.

5.9.2 Differential, half shafts, rear uprights, wheel hubs and CV joints must remain Standard OEM and unmodified. Ratios available 3.6:1, 3.9:1, 4.1:1, 4.3:1

5.9.3: Differential mounting:

Differential mounting must remain in standard OEM position. The use of FLOFLEX polyurethane bushes is permitted. Also, the aluminium arms of the casing may be boxed in order to strengthen or repair.

5.9.4: Standard mechanical MX5 LSDs allowed, the use of plated aftermarket LSD is prohibited.

5.10 ELECTRICS

5.10.1: headlights may be removed but the aperture must be covered. Brake-lights must remain as standard and be operational.

5.10.2: A 21w rear fog/rain light must be fitted and operational.

5.10.3: It is permitted to replace the standard battery with a competition type and to move the battery inside the vehicle and locate it in the passenger area. Where a battery is located in this area it must be of sealed construction.

5.10.4: the standard alternator must be fitted, connected and providing a charge when the engine is running.

5.11 BRAKES - NO DRILLED OR GROOVED DISCS ALLOWED

5.11.1A: Brakes: Standard OEM unmodified callipers

5.11.1B: Standard OEM unmodified discs

5.11.1C: Disc diameter available front 234,256 and 275

5.11.1D: Disc diameter available rear...230,255 and 274

Note: small, medium and large discs need to be used in conjunction with the appropriate calliper and pad carrier combination. Also, if fitting the larger MK2.5 brakes it is advisable to also change the brake master cylinder to suit.

5.11.1E: Handbrakes are not required

5.11.1F: Hydraulic hand brakes are permitted.

Pad material is free.

5.11.1H: It is permitted to replace the standard brake fluid with a higher temperature fluid.

5.11.1L: Diagonal front-rear split braking must be retained.

5.11.1M: It is permitted to replace the standard brake hoses with Aeroquip/braided replacement pipes.

5.12 WHEELS/STEERING

5.12.1: No modifications are permitted to the steering system/mechanism.

5.12.2: Max of 15inch alloy wheels allowed.

5.13 TYRES

5.13.1: Toyo Proxes R888R (control tyre).

5.13.2: Competitors are permitted 6 tyres per season.

5.14 WEIGHTS –

5.14.1: Minimum weight car and driver TBA

5.14.2: A system of 'Race Success Ballast' weight handicap MAY be applied to drivers in the MX5 Race Series by the Clerk of the Course at each Meeting. Initially this will be based on the order of finishing in the first race of the day published by the official timekeepers and applied to the first three finishers for the second race, prior to any judicial action in respect of any Sporting or Technical issue.

The success ballast awarded after the first race will be effective for the second race in the same Meeting.

There will be no accumulation of success ballast weight.

A system of 'Race Series Success Ballast' weight handicap will be applied to the top 3 drivers in the MX5 Race Series by the Clerk of the Course at the end of the second race at each Meeting based on the order in the Drivers' Race Series published by the 500 MRCI, prior to any judicial action in respect of any Sporting or Technical issues.

The Race Series success ballast awarded after the second race of a meeting will be effective for the first race of the following Race Series Meeting.

A success ballast weight handicap will be applied to drivers finishing in the first race and in the order in the Drivers' Race Series after each Meeting in the following scale:

1st position 50kgs

2nd position 37.5kgs

3rd position 25kgs

Weights are approximate.

5.15 FUEL & FUEL DELIVERY

5.15.1: The car must be run on standard pump fuel. No fuel additives are permitted.

5.15.2: The fuel tank and location must remain as standard.

5.15.3: The fuel supply system (pump & pressure regulator) must remain as standard.

5.16 SILENCING -

5.16.1: Exhaust system free but must meet MOTORSPORT UK sound regulations.

See MOTORSPORT UK regulations section J.

5.17 NUMBERS AND RACE SERIES DECALS

5.17.1: Numbers: Size as per MOTORSPORT UK Yearbook.

Race number on either door and forward position on bonnet.

Timing Transponder needs to be fitted.

APPENDIX

6.00 ORGANISERS

6.00.1: Race organising clubs and contacts;

500 MRCI office, Kirkistown Race Circuit, Rubane Rd., Cloughy, Kircubbin, Co. Down
'phone 028427-71325 fax- 028427-71894

Web: www.kirkistown.com
e-mail: info@kirkistown.com

Comp.Sec; Richard Young