

Sporting and Technical Regulations
2026



MSVT Miata Trophy Championship

PUBLISHED COPY

Signed

Championship Coordinator

Date:

1 SPORTING REGULATIONS – GENERAL

The 2026 MSVT Miata Trophy Championship is for solo drivers in accordance with Motorsport UK National Competition Rules (NCR) and the following Championship regulations.

1.1 TITLE & JURISDICTION:

- 1.1.1 The 2026 MSVT Miata Trophy Championship is organised by MotorSport Vision Racing (MSVR) and administered by MSV Trackdays (MSVT) in accordance with the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

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

- 1.1.2 The MSVT Miata Trophy Championship is a championship comprising of races for Competitors participating in Mazda MX5, mk3 and mk4 cars.
- 1.1.3 The Organisers reserve the right to issue additional Official Bulletins clarifying items in the Regulations from time to time and all such Bulletins will be issued in accordance with NCR Ch.3 App.10 Art.4.1.d.
- 1.1.4 The Organisers reserve the right to carry out necessary or required changes to these regulations which are due to “force majeure”, or for safety reasons, or reliability reasons or if requested by the ASN, by means of Official Bulletins (NCR Ch.3 App.10 Art.4.1.d).

1.2 OFFICIALS:

- 1.2.1 Championship Co-ordinator: **Mandy Andrew**
- 1.2.2 Championship Manager: **Stuart Garland**
- 1.2.3 Championship Eligibility Scrutineer: **Graham Bahr**
- 1.2.4 Deputy Championship Eligibility Scrutineer: **Nigel Thorne**
- 1.2.5 MSVT Eligibility Advisors: **Stuart Garland, Daniel Bennell, Steve Andrew**
- 1.2.6 Championship Stewards: **Greg Masters, Bill Shewan, Simon Gnana-Pragasam**

Any three of the above may reach a decision according to the powers stated in NCR Ch.4 App.1 Art.1.2.

- 1.2.7 Clerk of the Course: **Ian Denyer** or his appointed deputy

1.3 COMPETITOR ELIGIBILITY:

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

1.3.2 Drivers and Entrants must:

- (i) Be current Members of MSVR and
- (ii) Be Registered for the Championship and
- (iii) Be in possession of valid Competition Race Club status Licence, as a minimum or:
- (iv) Be in possession of the highest grade of national Race licence or valid FIA International Licence, together with their ASN's written consent ([NCR Ch.6 App.3 Art.1.6]and FIA ISC Article 2.3.7.b applies)
- (v) If participation in the Championship requires absence from education, a driver in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.
- (vi) The organisers reserve the right to refuse to issue a guest invitation and/or accept the registration of any applicant on reasonable grounds such as car being of the wrong type or level of modification.

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

1.3.4 The minimum age for a Driver is 16 (sixteen) years old.

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

1.4 REGISTRATION:

1.4.1 All Competitors must register to compete in the championship online at:
<https://entries.msv.com/miata-2026>

1.4.2 The Registration Fee is £250 - payable via the Miata Trophy Championship website.

1.4.3 Registrations for the championship will be accepted from 5th January 2026 until the closing date for entries to the penultimate round.

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

1.5 ROUNDS:

1.5.1 The 2026 Miata Trophy Championship will be contested over seven (8) events with two races at each event as follows:

Round	Date	Venue	Organising Club
1 & 2	<u>14</u> March	Snetterton 300	MSVR
3 & 4	<u>12</u> April	Silverstone <u>Grand Prix</u>	MSVR
5 & 6	<u>02</u> May	Brands Hatch Grand Prix	MSVR
7 & 8	<u>1 August</u>	<u>Anglesey</u>	MSVR
9 & 10	<u>29</u> August	<u>Donington Park</u>	MSVR
11 & 12	<u>26</u> September	<u>Oulton Park</u>	MSVR
<u>13 & 14</u>	<u>10 October</u>	<u>Snetterton 300</u>	<u>MSVR</u>

<u>15 & 16</u>	<u>14</u> November	Brands Hatch Indy	MSVR
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Full details and a race calendar can be found at www.miatatrophy.com

- 1.5.2 The Organisers reserve the right to make changes to the calendar in the event of unforeseen circumstances. Any such change will be notified by official Bulletin to all registered competitors. [NCR Ch.3 App.10 Art.4.1.d & NCR Ch.12 App.2 Art.4.1]
- 1.5.3 In the event that force majeure causes the cancellation of multiple rounds, the Championship shall be declared only on the condition that a minimum of six rounds have been completed.
- (a) If only six rounds are completed, there will be no drop score.
 - (b) If seven or more rounds have been completed a drop score will apply.
 - (c) If less than six rounds are completed the Championship title(s) will not be awarded for that year.
- 1.5.4 In the event of Force Majeure, the Championship Organisers reserve the right to reduce the total number of Championship rounds or vary the format of championship rounds.
- 1.6 SCORING:**
- 1.6.1 CLASSES:**
- Cars will run in classes based on the vehicle. The class structure will be as follows but may be subject to change depending on entries.
- Class NC:** Mazda MX5 mk3 (including mk3.5 & mk3.75) 2.0 (Chassis code NC)
Class ND: Mazda MX5 mk4 2.0 (Chassis code ND)
- 1.6.2 Guest/Invitation Class: Any other Mazda MX5 that the organisers have given permission to join the championship or single events.
- 1.6.3 The named Eligibility Advisors in these Regulations shall be deemed a Judge of Fact for Class under the event regulations.
- 1.6.4 The named Eligibility Advisors in these Regulations shall be deemed a Judge of Fact for Eligibility under the event regulations.
- 1.6.5 Drivers shall count their results from the total number of races run less two races. If a race is stopped (under red flag) and cannot be resumed, no points will be awarded if the leader has completed less than 50% of the scheduled race distance. Full points will be awarded if the leader has completed more than 50% of the scheduled race distance.
- 1.6.6 In accordance with NCR Ch.12 App.9 Art.1.13 any race that has been run, in its entirety, under Safety Car conditions shall be declared null and void.
- 1.6.7 Points will be awarded to classed Competitors listed as classified finishers irrespective of class in the final results as follows:

1st 50 points 2nd 47 points 3rd 44 points 4th 42 points 5th 40 points 6th 38 points	7th 36 points 8th 34 points 9th 32 points 10th 30 points 11th 28 points 12th 26 points	13th 24 points then decreasing by 2 points down the results until 24th whereby all remaining classified finishers will be allocated 2 points
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- 1.6.8 1 point will be awarded to the driver who crosses the control line in the overall lead of the race at the end of each lap. For the avoidance of doubt, a driver will only be awarded this point once per race, regardless of the number of laps that they lead.
- 1.6.9 2 points will be awarded to the Driver(s) setting the fastest lap in each race.
- 1.6.10 Registered drivers aged 50 years and over at point of registration will also have their final points figure (including drop scores) count towards a separate “Masters Trophy”.
- 1.6.11 Competitors not registered for the championship may be permitted on an individual round basis and will:
- (i) Be deemed “Guest Competitors”
 - (ii) Not score points and for the purpose of points scoring will be ignored
 - (iii) Qualify for events
 - (iv) Comply with the eligibility as prescribed in Regulation 1.3 above, with the exception of 1.3.1. (ii) and 1.3.2. (ii), as appropriate.
- 1.6.12 Competitors who are disqualified from any race must count that race within their total score.
- 1.6.13 Any penalty imposed by the Clerk of the Course that results in penalty points being given, will result in a Championship points deduction for all Competitors registered in that car based on the following formula; Penalty Points x 3 = Championship Points Deduction.
- 1.6.14 In the event that penalty points are imposed, the Competitor is obliged to count all points deductions towards their overall Championship position, and will not be allowed to drop penalty points under any circumstances.
- 1.6.15 Ties shall be resolved as follows:
- (i) by considering the number of first places of the Drivers concerned. If this does not resolve the situation then:
 - (ii) by considering the number of second places, and so on, of the Drivers concerned. Should a resolution still not be reached, the Championship result will be decided:
 - (iii) by considering the result in the final round of the Championship of the Drivers concerned.
- 1.6.16 Cars in any Invitation and/or Guest (G) Class will not score points, nor be eligible for trophies, and will be “invisible” with respect to the points scored by other competitors.
- 1.6.17 Should a driver change cars during the course of the season, points may be carried over to the new car provided that car runs in the same class. A new set of points may be built up for drivers changing into a different class. Only in exceptional circumstances and at the sole discretion of the Championship Organiser if a competitor changes into a car in a different class, may points be moved between classes.

1.6.18 Where a race is ended under a chequered flag, it shall count as a full point scoring round [NCR Ch.12 App.9 Art.1.12].

1.7 AWARDS:

1.7.1 Awards will be provided by MSVT

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

1.7.3 Bonuses:

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

1.7.4 Presentations:

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

1.7.5 Championship:

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

Entertainment Tax Liability:

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

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

Under certain circumstances, it may be possible for competitors to enter into an agreement with the Inland Revenue to limit the tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before the payment is due.

For further information contact:

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

1.7.6 Title to all Trophies:

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

1.8 PUBLICITY

- 1.8.1 It is incumbent upon all persons connected with the Miata Trophy to promote the highest ideals of the Championship at all times. No person connected with the Championship shall bring it into disrepute by means of a statement, communication or press release given to journalists or other members of the media (either audio, visual, print and online), which may be considered negative or demeaning. Drivers may not publish press releases, social media content, or make statements or comments that refer to the Championship or their fellow Drivers in a derogatory way.
- 1.8.2 All Drivers who are required for the podium presentations shall attend the podium ceremony and conduct all post-race interviews wearing their official Championship podium cap, if provided.
- 1.8.3 In completing a Championship Registration, Competitors agree that the Championship (and those so authorised) and sponsors of the Championship may make use of their activities and successes in motorsport for any advertising, publicity, public relations and merchandising purposes.

1.9 RADIOS

- 1.9.1 Pit-to-car radios are not permitted.

2 CHAMPIONSHIP EVENT MEETINGS & RACE PROCEDURES:

- 2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fee prior to the closing date for entries before each event.
- 2.1.2 Incorrect or incomplete entries (Including Driver to be Nominated Entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Meeting Organiser receives the missing or corrected information or fee.
- 2.1.3 Any withdrawal or Entry or Driver/Car changes made after acceptance of any entry must be notified to the Meeting Organisers in writing (NCR Ch.3 App.11 Art.1.1.applies). If Driver/Vehicle changes are made after publication of Entry Lists with Final Instructions the Competitor concerned must apply for approval of acceptance by the Stewards of the Meeting BEFORE Signing-On.
- 2.1.4 The Entry Fee for each event shall be specified on the entry form.
- 2.1.5 The Organising Club (MSVR) may accept up to 20% more entries than specified on the Track Licence for each circuit and all accepted Competitors may participate in official Championship qualifying.
- 2.1.6 Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin. All Reserves will practice and replace withdrawn or retired entries in reserve number order, irrespective of class. If Reserves are given Grid Places prior to issue of the first Grid Sheets, the times set in Practice shall determine their grid positions. If Reserves are given places after publication of the grid sheet and prior to cars being collected in the Official "Assembly Areas" they will be placed at the rear of the Grid and be started without any time delay.

2.1.7 Acceptance of entries will be in accordance with [NCR Ch.6 App.1 Art.10] and [NCR Ch.4 App.3 Art.4.4]. The following prioritisation being applied:

- (i) Championship contenders first in consultation with the Championship Organisers.
- (ii) Registered competitors who have taken part in previous rounds.
- (iii) Registered competitors competing for the first time in the Championship. [NCR Ch.4 App.3 Art.4.4]. In the event of over subscription, a reserve list of up to 20% of the grid will be accepted on the basis of the above.

2.1.8 CANCELLATIONS & REFUNDS:

If a race entry is withdrawn, no refunds will be offered. However, if a withdrawal is received by the Championship Organiser no less than 14 days prior to the race, a credit will be offered towards the next race. This credit is also available to be used towards other MSVT products. In any case, a £75 administration charge will be incurred. Withdrawals made within 14 days of a particular race will not be subject to any credit being offered.

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

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

2.2 BRIEFINGS:

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

2.3 QUALIFICATION PRACTICE:

2.3.1 At each Event the minimum scheduled qualifying session will be 1x 15 minutes

2.3.2 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.

2.3.3 Each driver shall complete a minimum of 3 laps in the car to be raced, and in the correct session, in order to qualify (NCR Ch.12 App.6 Art.3.1). The Clerk of the Course and/or Stewards of the Meeting shall have the right to disqualify any driver whose practice times or driving are considered to be unsatisfactory.

2.3.4 Qualification for the first Championship round of an Event will be based upon the fastest qualifying time recorded during the official Championship qualifying session.

2.3.5 Qualification for the second Championship round of an Event will be based upon the fastest qualifying time recorded during the official Championship qualifying session, but with the top fifteen reversed.

2.4 RACES:

Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race [NCR Ch.12 App.6 Art.9.1.d] (1.6.1 above applies).

- 2.4.1 The minimum scheduled distance of each race shall be 20 minutes. but should, at the discretion of the Clerk of the Course, or Stewards of the Meeting, any scheduled race distance be reduced, it shall still count as a full points scoring round.
- 2.4.2 Where a race has been stopped and then restarted, the final finishing positions of the restarted race shall be used to determine championship points.
- 2.4.3 Regardless of the circumstances, once a Driver has received mechanical assistance to move their car from one position to another, they are not permitted to continue within that particular session or race even if, after being moved into a position of safety, they feel they are able to continue. For the avoidance of doubt, if a driver receives assistance from the marshals only, they may rejoin the race. This rule will take effect as soon as the vehicles have left the assembly area.

2.5 STARTS:

- 2.5.1 All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet. In normal circumstances the grid will be formed in order of qualifying times, irrespective of class.
- 2.5.2 The start will be via standing start. The Organisers may vary the start procedures at any point prior to a race by issuing a championship bulletin.
- 2.5.3 Start Procedure: In normal circumstances, there will be one green flag/formation lap.
- 2.5.4 The minimum Countdown procedures/audible warnings sequence shall be:-
 - (i) 1 minute to start of Green Flag Lap - Start Engines/Clear Grid.
 - (ii) 30 Seconds - Visible and audible warning for start of Green Flag.
 - (iii) Green Flag Lap - Complete one lap of the circuit, forming into grid
 - (iv) A five second board will be used to indicate that the grid is complete.
 - (v) The red lights will be switched on five seconds after the board is withdrawn.
- 2.5.5 Any car removed from the grid after the 1 minute stage or driven into the pits on the Green Flag lap shall be held in the pit lane and may start the race after the last car has passed the start line or pit lane exit, whichever is the later to take the start from the grid.
- 2.5.6 Any driver unable to start the Green Flag or start are required to indicate their situation as per NCR Ch.12 App.6 Art.6.11. In addition, any driver unable to maintain grid positions on the Green Flag Lap, to the extent that ALL other cars are ahead of them, may complete the Green Flag lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.
- 2.5.7 During the Green Flag Lap, excessive weaving to warm up tyres - using more than 50% of the track width - and falling back in order to accelerate and undertake practice starts, are both prohibited.
- 2.5.8 Any car late to the assembly area, to the extent that a car(s) positioned behind it on the grid have already made their way onto the circuit, will be required to start the race from the pit lane and not take their starting position. In the event that a late car does manage to take its starting

position by passing cars on the actual or dummy grid, that car will be subject to a drive through penalty.

- 2.5.9 The Clerk of the Course may request that Guest class cars start at the rear of the grid.
- 2.5.10 In the event of any starting lights failure the Starter will revert to use of the National Flag.

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

2.6 SESSION RED FLAG:

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

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

Cars may not enter the Pits unless directed to do so or unless repairs are necessary. Work on cars already in the Pits must cease when a race is stopped. Any work on cars in the Pitlane may only continue/commence under the control of Scrutineers. Cars that are in the pit lane or which enter the pit lane may only restart from the pit lane (not the grid) after all other cars have restarted. Non-runners at the time of the stoppage can restart from the pit lane behind those referred to above.

2.7 PITS, PADDOCK & PITLANE SAFETY:

- 2.7.1 Pits & Paddock: Entrants must ensure that the Motorsport UK, Circuit Management and Organising Club Safety Regulations are complied with at all times. The onus shall be on all drivers to ensure safe working practices are adhered to (in line with the event supplementary regulations) both in the pit lane and paddock during the course of the race weekend.
- 2.7.2 Pit Lane: The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take all due care and drive at minimum speeds in pit lanes.
- 2.7.3 Refuelling: May only be carried out in accordance with the Motorsport UK General Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting. Refuelling is not permitted during qualifying or the race.
- 2.7.4 Speed Limit: Pit Lane Speed Limit will be **60 km/h**, unless otherwise specified in the Final Instructions/event bulletin.
- 2.7.5 In all cases seat belts must not be loosened or unfastened before the car comes to a complete stop and must be securely fastened before the car moves off.
- 2.7.6 It is not permitted to drive a car in the pit lane by using reverse gear at any time under any circumstances.
- 2.7.7 It is not permitted to cross the solid white blend line at the exit of the pit lane, nor to exit the pit lane while the light at the pit exit is red.

2.8 RACE FINISHES:

After taking the Chequered Flag drivers are required to:

- (i) progressively and safely slow down
 - (ii) remain behind any competitors ahead of them,
 - (iii) return to the Pit Lane Entrance/Paddock Entrance as instructed,
 - (iv) comply with any directions given by Marshals or Officials
 - (v) keep their helmets on and harnesses done up while on the circuit or in the pitlane.
- 2.8.1 Parc Fermé: After each qualifying session and race the vehicles must be presented directly for scrutineering. Any area deemed by the licensed Eligibility Scrutineer and/or his nominated representative will be subject to Parc Fermé conditions with no exceptions. This will include the track from the finish line to the scrutineering area, the waiting area in front as well as the track from the scrutineering area to the Parc Fermé, but all areas may be used as necessary.
- 2.8.2 Support personnel must not enter Parc Fermé unless invited by the Championship Eligibility/Safety Scrutineer.

2.9 RESULTS:

All Practice Timesheets, Grids, Race Results are to be deemed PROVISIONAL until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures. [NCR Ch.3 App.6 Art.1.4]

2.10 TIMING MODULES:

- 2.10.1 All competitors will be required to fit Electronic Self Identification Modules to their cars for the purposes of accurate timing. It will be the responsibility of the competitor to fit these in the car in the position and manner specified. The Modules must be in place and functioning correctly for all qualifying practice sessions and races. The setting and servicing of these items must only be carried out by properly authorised Motorsport UK licensed Timekeepers. Timing Modules are available to hire from MSVT. Competitors will be charged for replacement of the Modules due to damage or loss.
- 2.10.2 Competitors may not place electronic timing equipment within five metres of the official Start, Finish or any other official timing lines at any event or test session/day. Any such equipment placed within these zones will be removed.

2.11 QUALIFICATION RACES:

There is no provision for qualification races.

2.12 OPERATION OF SAFETY CAR:

- 2.12.1 The Championship Clerk of the Course reserves the right to deploy a Safety Car at any time during a race.
- 2.12.2 The Safety Car will be brought into operation and run in accordance with NCR Ch.12 App.8 Art.2.

2.13 ONBOARD CAMERAS:

On board cameras must be fitted in accordance with NCR Ch.7 App.9 and the following Championship regulations:

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

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

Where no judicial process has been instigated, the competitor may not review the footage until the protest time [NCR Ch.2 App.9 Art.1.14.a] has elapsed without the express permission of the Clerk of the Course.

In the event that no images are available upon request (other than due to a proven defect with the equipment), sanctions may be applied in accordance with NCR Ch.2 App.2 Art.1. The burden of proof to establish the cause of such failure shall lie with the competitor. The Clerk of the Course may also refer the matter of lack of recorded images to the Championship Stewards for further sanctions, including but not limited to loss of Championship points.

It is the responsibility of the competitor to ensure that a clear memory card is fitted to the camera, and that it has suitable space available for filming the session the car is taking part in. The camera card must be permanently marked with the cars race number.

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

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

Any breach of camera regulations should be subject to penalties provided for in NCR Ch.2 App.2 Art.1, with an option to report any matters to the Championship Stewards.

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

No streaming of video, audio, or still images is permitted (with or without time delay) at any time for any purpose, unless written permission is obtained by MSVT Racing. Teams, drivers or cars found streaming footage or audio from the car may receive a penalty for infringements of the regulations including, but not limited to a stop-go penalty to allow the stopping of the stream, or disqualification from the meeting.

- 2.13.1 An on-board rear facing camera should be fitted at all times.
- 2.13.2 Garmin Catalyst systems are strictly prohibited.

3 SPECIFIC CHAMPIONSHIP REGULATIONS:

3.1 Re-Scrutineering

- 3.1.1 No vehicle or driver involved in a serious incident shall continue in practice or the competition nor may leave the venue, without approval of the Chief Scrutineer or Chief Medical Officer, as appropriate.
- 3.1.2 Any vehicle involved in an incident, or having been modified in any way subsequent to pre-Event scrutiny, must be re-presented to the Scrutineers for further examination.
- 3.1.3 Competitors must comply with the directives of the Championship Eligibility/Safety Scrutineer and/or his appointed deputy in respect of scrutineering and of re-scrutineering during or after the Event.

3.2 Motorsport UK Respect Code

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

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

4 SPECIFIC CHAMPIONSHIP PENALTIES:

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

4.1 INFRINGEMENTS OF TECHNICAL REGULATIONS:

- 4.1.1 Arising from post practice Scrutineering or Judicial Action:
Minimum Penalty: The provisions of NCR Ch.2 App.8 Art.1.20.
- 4.1.2 Arising from post-race Scrutineering or Judicial Action:
Minimum Penalty: The provisions of NCR Ch.2 App.8 Art.2.1.a-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 NCR Ch.2 App.8 Art.2.1.c.

4.2 ADDITIONAL SPECIFIC CHAMPIONSHIP PENALTIES:

- 4.2.1 In the event of any breach of the regulations, the championship stewards shall be entitled to impose further penalties, including:

- (i) Removal of all or any championship points claimed by the competitor
 - (ii) Disqualification of a car and/or a competitor from the championship
- 4.2.2 In order to maintain standards of conduct, the Championship organisers will monitor all officials / observers reports of adverse behaviour at race meetings. If any Competitor is included on such reports during competition the Championship Coordinator will notify the Championship Organisers who will issue a warning letter via the Championship Clerk of the Course that the Competitor's driving behaviour is to be specifically observed at future race meetings. This will remain on record for all competitors registered in that car for 12 calendar months from the time of first issue.
- 4.2.3 Adverse second such report during this 12-month period of observation will result in the Disqualification from entry of all Competitors registered in that car, and the car itself from the next scheduled Event, in consultation with the Championship Stewards if necessary.
- 4.2.4 Further reports may be referred to the Championship Stewards for consideration of further sanctions including but not limited to possible refusal of further race entries or other sanctions in the Steward's discretion pursuant to the National Competition Rules.
- 4.2.5 In the event that adverse behaviour is not reported during the meeting, video footage may be sent to the Championship Organisers who can request that the appointed Standards Committee perform a review. Footage may only be submitted within three days of the meeting.
- 4.2.6 On review of the footage, the Driving Standards Committee may request that the Championship Coordinator refer the matter to the Championship Stewards with the request to issue either: a warning letter stating that driving behaviour is to be specifically observed at future race meeting; or a formal warning.
- 4.2.7 The Driving Standards Committee may also request through the Championship Coordinator that the championship stewards issue a single or multiple race ban in cases of severe adverse behaviour on or off track. This process is supplementary to the standard Motorsport UK judicial process and does not replace, overrule or amend it in any way.
- 4.2.8 The Clerk of the Course may impose a Stop & Go or Drive Through penalty for infringements of the regulations in accordance with NCR Ch.12 App.10 Art.2.
- 4.2.9 The Clerk of the Course may impose a grid position penalty for the next race or races of the Championship for infringements of the regulations.
- 4.2.10 The Clerk of the Course may impose such penalties as appropriate according to the powers granted to them. NCR Ch.5A App.5 Art.2
- 4.2.11 Methanol in/on the car or at the meetings is prohibited, due to the difficulty of identifying its flame once ignited. Any participant found to have Methanol in/on the car, or at the meeting will be disqualified from the meeting immediately.

5 TECHNICAL REGULATIONS

5.1 INTRODUCTION:

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

The organisers reserve the right to modify these championship regulations as appropriate to ensure close competitive racing at all times, following the requirements of NCR Ch.4 Art.1.19. By registering for the championship, competitors will be deemed to have full knowledge and acceptance of these regulations.

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

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

In any case, all Motorsport UK safety requirements must be adhered to as specified in the current National Competition Rules.

5.2 DESCRIPTION:

- 5.2.1 The MSV Trackdays Miata Trophy Championship is designed for competitors participating in a Mazda MX5 mk3 (including 3.5 and 3.75 - Chassis code NC), and mk4 (Chassis code ND). It is a championship where driving skills, race craft, and car control are of paramount importance and where technical development is prohibited.

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

All entries are at the discretion of the championship organisers.

5.3 Presentation

- 5.3.1 At the start of each Event, qualifying session or race, each car must be clean and in good order. Unpainted panels, unrepaired damage or cars not achieving a satisfactory level of preparation and presentation, as judged by the championship scrutineer, may receive a warning and may ultimately result in disqualification.
- 5.3.2 Presentation for a vehicle for scrutineering is a declaration by the entrant that the vehicle is eligible for that event and fully complies with the championship regulations.

5.4 SAFETY REQUIREMENTS:

The following Articles of Motorsport UK NCR's 'Chapter 9 Competitors: Safety' regulations are highlighted as being applicable (but not to the exclusion of any other) Motorsport UK NCR's that automatically apply):

- NCR Ch.7 App.3 Art.3– ROPS (Roll over protection systems)
- NCR Ch.7 App.4 Art.2– Fuel tanks & fillers
- NCR Ch.7 App.5 Art.5– (External) Circuit Breakers
- NCR Ch.7 App.5 Art.6– Red warning light
- NCR Ch.7 App.6 Art.6.1 – Fire extinguisher
- NCR Ch.7 App.7 Arts.2-3 - Seats
- NCR Ch.7 App.7 Art.4– Head restraints

NCR Ch.7 App.7 Art.6 - NCR Ch.7 App.7 Art.10– Seat belts, 4, 5 and 6 point harnesses
NCR Ch.9 Art.3 – Race Overalls (in particular, NCR Ch.9 Art 3.3.c)
NCR Ch.9 Art.5– Crash helmets

A link to the 2026 Motorsport UK NCR's can be found here:
<https://www.motorsportuk.org/resource-centre/>

5.4.1 Safety Harnesses:

5.4.1.1 In order to maintain the integrity of the harness system in the event of an accident, it is recommended that these should be a minimum of five-point attachment, in accordance with NCR Ch.12 App.13 Art.11.3.

5.4.2 Seats:

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

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

All vehicles must comply with the relevant sections of the [2026](#) NCR Chapters 7 and 12 (Technical Regulations) up to and including NCR Ch.12 App.13 Art.14.5.

- 5.5.1 Competitors registering in this championship do so in the full knowledge that the organisers reserve the right to require the championship scrutineer to carry out, record and enforce eligibility checks which may include the sealing of component(s) for subsequent checking. The costs of such checking shall be borne by the championship organisers but the organisers shall not be liable for the costs of stripping or reassembly or rebuilding of vehicles after the checks have been carried out.
- 5.5.2 Advertising on vehicles is subject to requirements set out in NCR Ch.12 App.13 Art.2.3 - 2.4 and NCR Ch.6 App.1 Arts.9-10 in particular. For the avoidance of doubt, use of the side windows of the vehicle for advertising is strictly prohibited.
- 5.5.3 All vehicles must comply with the relevant parts of the current National Competition Rules except where specified below.
- 5.5.4 Engines may be sealed at any time by a Licensed Eligibility Scrutineer. These seals may only be broken with championship scrutineers permission.

6 DEFINITION OF TERMS:

- 6.1 **STANDARD:** The word 'standard' used within these technical regulations as a description of components is to be interpreted as per 'Standard Part' defined in Chapter 1, Appendix 1 in the current NCR's. Checking will be by comparison to spare parts supplied by the manufacturer's official agent, comparison to standard parts or by any other means necessary to ensure compliance. This includes all surface finish of components

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

- 6.2 **STANDARD PATTERN:** The phrase 'standard pattern' used within these technical regulations as a description of components is to be interpreted as per 'Standard Pattern Part' defined in 'Standard Part' defined in Chapter 1, Appendix 1 in the current NCR's. Checking will be by comparison to standard pattern part or any other means necessary to ensure compliance.

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

- 6.3 **COMPONENTS:** The phrase 'component' used within these technical regulations shall be considered to be ANY individual part or assembly of parts used in the construction of the vehicle.
- 6.4 The car must be of sound construction, in good mechanical condition and well maintained in accordance with Motorsport UK NCR's Chapters 7 & 12 as appropriate. It must be presented in good order. All inspection areas e.g. engine, gearbox, suspension components, etc. must be in a clean condition.

- 6.5 All cars must have a championship log book and this must be presented at Scrutineering at every race meeting. These will be filled in and updated throughout the year. Defects need to be rectified on a timescale to be agreed with the Scrutineer and/or the championship organisers.
- 6.6 The championship organisers reserve the right to require the exchange of any part or assembly of parts on the car for standard ones at any time during a race meeting on any competing car.

7 CHASSIS:

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

8 BODYWORK:

8.1 GENERAL:

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

8.2 INTERIOR:

- 8.2.1 No part of the interior which is an integral part of the monocoque shell may be removed. Save for Championship Regulation 8.2.6.
- 8.2.2 The front bulkhead must comply with the requirements of the Motorsport UK NCR's, using grommets as appropriate.
- 8.2.3 Interior trim, fittings, courtesy light and passenger seats may be removed except as specified below. A dashboard must be fitted. A clos-fitting slot cut-out in the dashboard is permitted to facilitate the fitting of the roll cage.
- 8.2.4 The central audio system and heater controls may be removed and substituted for a flat panel.
- 8.2.5 Front door interior panels are free, but the inside face of the doors must be covered with a suitable cover, so to avoid sharp edges. A suitable latch release handle must be retained.

- 8.2.6 The standard driver's seat shall be replaced with a racing seat approved to FIA 8855-1999 as a minimum and must be fitted in the manufacturers intended position. It is permitted to modify the transmission tunnel and floor under the driver's seat to facilitate the installation of the seat. Any modifications must maintain the strength of chassis and be no more than 50mm in depth.
- 8.2.7 Adjustable seat rails may be fitted. They must comply with NCR Ch.7 App.7 Arts.2.2-2.6.
- 8.2.8 Transverse seat mounting bracket/bracing rails may be fitted under the driver's (inside or outside of the vehicle) seat only, and solely for the protection of the driver and the floor under the driver's seat. No other bracing is permitted. All additions are subject to Motorsport UK compliance.
- 8.2.9 The original pedal box with original pedals must be fitted in its original position, using the standard mountings. It is permissible to add a custom extension plates to the pedals. These must be attached directly to the pedals. Pedal extensions should be designed in such a way to ensure that the brake pedal is not "crushable".
- 8.2.10 A working and accurate tachometer (rev counter) may be fitted to all vehicles whether one was present as standard in the vehicle or not.
- 8.2.11 A working and accurate water temperature gauge may be fitted to all vehicles whether one was present as standard in the vehicle or not.
- 8.2.12 All interior sound deadening must be removed.

8.3 EXTERIOR:

- 8.3.1 No panel may be cut, drilled or in any other way modified other than those detailed in these regulations.
- 8.3.2 Rear wings may be removed and refitted, to allow the panel to be fitted as per the original but with suitable bolts in lieu of spot welds to aid their safe repair during events.
- 8.3.3 Arches are permitted to be rolled to allow for tyre clearance.
- 8.3.4 Three rear view mirrors must be fitted as a minimum (one interior and two exterior).
- 8.3.5 A wide angle rear view interior mirror is recommended.
- 8.3.6 External mirrors must all be standard mirror assemblies fitted in the manufacturers intended position. Wing mirrors must be genuine Mazda parts and fitted as a matched pair.
- 8.3.7 Antenna, wheel arch liners, side repeater/indicator in front wings may be removed.
- 8.3.8 The bonnet and boot lid must be secured by 2 locking pins or aero catches conforming to NCR Ch.12 App.13 Art.3.4.
It is permissible to drill 2 holes through the bonnet and engine bay front cross member to install bonnet pins.
- 8.3.9 The windscreen must be of HPR laminated glass.
- 8.3.10 The standard toughened glass side and rear windows where present may be replaced with composite material.
- 8.3.11 The standard window winding mechanism must be removed.

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

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

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

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

8.3.15 No chin spoilers are permitted

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

8.4 SILHOUETTE:

8.4.1 The original silhouette must be maintained, except for the fitting of wire towing straps in accordance with NCR Ch.12 App.13 Art.1.3 -1.4.

8.5 GROUND CLEARANCE:

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

9 ENGINE:

9.1 GENERAL ENGINE REGULATIONS:

All engines (including induction, exhaust, and fuel delivery systems) must be fully compliant with the Miata Trophy Engine Technical Document.

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

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

9.1.3 No non-standard engine bracing is allowed.

9.2 IGNITION SYSTEMS:

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

10 SUSPENSIONS:

10.1 PERMITTED MODIFICATIONS:

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

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

10.1.3 Antiroll bars may be upgraded, subject to the retention of the standard fitting positions. All antiroll bars must be within the accepted diameter

10.1.4 Antiroll bars must be connected and operational at all times.

10.1.5 Standard non-adjustable drop links must be fitted at all times.

10.2 PROHIBITED MODIFICATIONS:

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

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

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

11 TRANSMISSIONS:

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

11.1.2 Strengthening the gear selector forks is permitted.

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

11.1.4 Differentials must be the 3.7 ratio standard mk3 Mazda MX-5 differential, in the original differential housing. Locked differentials are prohibited.

11.1.5 Two adjacent differential cover bolts must be cross drilled to allow for eligibility seals.

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

11.1.7 OEM gear ratios must be used:

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

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

11.2 PERMITTED MODIFICATIONS:

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

12 ELECTRICS:

12.1 GENERAL:

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

12.2 BATTERIES:

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

12.3 EXTERIOR LIGHTING:

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

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

12.4 RAIN LIGHT:

12.4.1 A Motorsport UK compliant high intensity rear light or "rain light" as defined in NCR Ch.7 App.5 Art.6 is required. If present, it is acceptable to use the high-level rear 3rd brake light as a rain light.

12.5 WINDSCREEN WIPERS:

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

13 BRAKES:

13.1 Brake Discs and Pads are free.

13.2 The ABS system must be disabled by disconnecting the electrical plug and tie wrapping it away from the ABS control unit. The ABS control unit may be removed and the hydraulic pipes adjusted. The recommended adjustment is outlined in Appendix 2 of these regulations.

13.3 Backing plates may be removed.

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

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

13.6 The use of brake bias valves are permitted.

14 WHEELS / STEERING:

- 14.1 No modifications of any kind are allowed to the steering system unless specifically permitted in these regulations. The Power steering systems may not be converted to manual. The OEM power steering pump and pulley must be retained and in the original position and fully plumbed in.
- 14.2 The steering lock must be removed and the adjustable steering angle lever on the steering column can be removed, and the steering column angle can be fixed, as long as suitable fixings are used.
- 14.3 The standard steering wheel may be used. An alternative steering wheel and either quick release or fixed boss is permitted, providing they comply with Motorsport UK safety requirements.
- 14.4 The passenger airbag must be completely removed, the steering wheel air bag will be completely removed when fitting an alternative steering wheel but when retaining the standard steering wheel the explosive charge must be removed to completely disable the airbag.
- 14.5 All airbags must be removed.
- 14.6 All Wheel Spacers are prohibited. Hub to rear beam spacers are also prohibited.
- 14.7 Wheels are free subject to the following:

NC Class Wheels must be:

Mazda MX5 17" x 7J

Style 1: Part Number 9966-36-7070

Style 2: Part Number 9965-38-7070

Style 3: Part Number 9965-45-7070

OR

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

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

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

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

15 TYRES:

15.1 SPECIFICATIONS:

- 15.1.1 The permitted tyre size is:

NC Class: 215/45/17

- 15.1.2 Control tyres for the championship are:

NC Class : Yokohama Advan A052

for dry & wet conditions - It is prohibited to cut the tyres in any manner and the original tread pattern must remain visible at all times. Four tyres of Yokohama Advan A052 must be fitted at all times.

- 15.1.3 All tyres must be purchased via the official tyre distributor, SCP Tyres (steve@scptyres.co.uk +44 (0)7860 471 256). Tyres will be supplied branded for identification.

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

15.1.5 Tyre planing/shaving/buffing is prohibited.

15.2 Definitions:

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

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

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

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

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

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

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

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

A – Official test sessions

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

B - Event:

Over the course of the championship season each driver may use a maximum of sixteen (16) tyres. Tyres must be registered by the competitor prior to the start of each event and are the only tyres that can be used.

Drivers found to have used more than the allocated number of tyres in a season will be disqualified from the championship, and have their point's totals for the season removed.

15.3.1 Use of spare tyres

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

- 15.3.2 In those exceptional cases where, in the judgement of the Championship Eligibility/Safety Scrutineer, damage to tyres through no fault of the Competitor makes further participation in an Event impossible, supplementary spare tyres may be nominated and used. Supplementary tyres are to be selected by the Series Eligibility/Safety Scrutineer. The selection is to be entirely at the discretion of the Championship Eligibility/Safety Scrutineer. In this case, the competitor will be given a penalty of 10 grid places.
- 15.3.3 Each tyre is registered with a bar code written on the tyre by Toyo and is identified by a specific marking and each Competitor will be held responsible for registering the bar code with the Series Eligibility Scrutineer or their appointed representative prior to being used. Any tyres with bar codes that have not been registered will be regarded as technical non-compliance. Any infringement of the scheduled times for marking of tyres or any other similar deadlines may result in a financial penalty being imposed.
- 15.3.4 The onus is on the Competitor to ensure that the tyre is registered before the first qualifying session. Failure to do so will be the subject of a report to the Championship Clerk of the Course.
- 15.3.5 During an Event, checks will be made by the Series Eligibility Scrutineer or their appointed representative to ensure compliance between the tyres used and serial numbers registered. At the end of the race all placed cars will automatically be checked for compliance with this tyre Regulation. Non-compliance at any time during an Event will be the subject of a report to the Championship Clerk of the Course.

16 WEIGHT:

- 16.1 Cars must have a minimum weight of 1100kg for the NC Class mk3, inclusive of driver at all times during qualifying and races.
- 16.2 The organisers reserve the right to add ballast to any car as deemed necessary.
- 16.3 If ballast is required it must be securely attached within the vehicle and attachment bolts predrilled for the purpose of attaching scrutineers wire seals. The total weight of ballast carried, must be declared in the scrutineering log book and be in position at all times during practice and racing. All ballast must be clearly labelled, securely fitted by at least four M8 bolts in the passenger foot well or passenger seat position and be visible for inspection at any time – (NCR Ch.7 App.2 Art.19.1 - 19.4).

17 FUEL TANK / FUEL:

17.1 FUEL TANK:

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

17.2 FILLER CAP:

- 17.2.1 A filler cap must be fitted that complies with NCR Ch.7 App.4 Art.1.7-1.9.
- 17.2.2 Removal of the internal filler neck restrictor assembly is allowed.

17.3 FUEL:

17.3.1 The only permitted fuel to be used is that purchased from a service station as pump fuel, Super Unleaded with an octane rating of up to 99 (ninety-nine) octane. This is to be used as purchased with no additives whatsoever.

Anglo American, Sunoco, aviation fuel and/or any special mix fuels are not permitted

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

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

17.3.4 Where the conclusion of the fuel testing procedure confirms non-compliance the entrant shall be responsible for all costs and fees arising from the testing procedure. NCR Ch.8 App.2 Art.7.

17.3.5 The use of fuel additives is prohibited.

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

To compete in the ND Class cars must comply with all of the following Technical Regulations.

All vehicles must comply with the relevant sections of the [2026](#) NCR Chapters 7 and 12 (Technical Regulations) up to and including NCR Ch.12 App.13 Art.14.5.

- 18.1 Competitors registering in this championship do so in the full knowledge that the organisers reserve the right to require the championship scrutineer to carry out, record and enforce eligibility checks which may include the sealing of component(s) for subsequent checking. The costs of such checking shall be borne by the championship organisers but the organisers shall not be liable for the costs of stripping or reassembly or rebuilding of vehicles after the checks have been carried out.
- 18.2 Advertising on vehicles is subject to requirements set out in NCR Ch.12 App.13 Art.2.3 - 2.4 and NCR Ch.6 App.1 Arts.9-10 in particular. For the avoidance of doubt, use of the side windows of the vehicle for advertising is strictly prohibited.
- 18.3 All vehicles must comply with and the relevant parts of the current Motorsport UK National Competition Rules except where specified below.
- 18.4 Engines may be sealed at any time by a Licensed Eligibility Scrutineer. These seals may only be broken with championship scrutineers permission.
- 18.5 The Car Specification elements of the championship registration documents must be fully completed and will form part of a declaration of the cars suitability to align with this championship. This document should be with the car when presented for scrutineering.

19 DEFINITION OF TERMS:

19.1 STANDARD:

The word 'standard' used within these technical regulations as a description of components is to be interpreted as per 'Standard Part' defined in 'Standard Part' defined in Chapter 1, Appendix 1 in the current NCR's. Checking will be by comparison to spare parts supplied by the manufacturer's official agent, comparison to standard parts or by any other means necessary to ensure compliance. This includes all surface finish of components

Standard Part:

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

19.2 STANDARD PATTERN:

The phrase 'standard pattern' used within these technical regulations as a description of components is to be interpreted as per 'Standard Part' defined in 'Standard Part' defined in Chapter 1, Appendix 1 in the current NCR's. Checking will be by comparison to standard pattern part or any other means necessary to ensure compliance.

Standard Pattern Part:

A replacement part that has a similar form shape and features as the standard part and is made using similar materials and manufacturing processes e.g. a standard part manufactured by a

non-original equipment supplier that is fully interchangeable with the standard part.

19.3 COMPONENTS:

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

- 19.4 The car must be of sound construction, in good mechanical condition and well maintained in accordance with Motorsport UK NCR's Chapters 7 & 12 as appropriate. It must be presented in good order. All inspection areas e.g. engine, gearbox, suspension components, etc. must be in a clean condition.
- 19.5 All cars must have a championship log book and this must be presented at Scrutineering at every race meeting. These will be filled in and updated throughout the year. Defects need to be rectified on a timescale to be agreed with the Scrutineer and/or the championship organisers.
- 19.6 The championship organisers reserve the right to require the exchange of any part or assembly of parts on the car for standard ones at any time during a race meeting on any competing car.

20 CHASSIS:

- 20.1 A standard MK4 MX5 convertible, Chassis Code ND must be used. The Retractable Fastback (RF) chassis is not permitted.
- 20.2 Repairs to corrosion are allowed on the strict condition that no welding or repair adds no additional stiffening to the car.
- 20.3 The rear firewall must be completely enclosed and hermetically sealed.

21 BODYWORK:

21.1 GENERAL:

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

21.2 INTERIOR:

- 21.2.1 No part of the interior which is an integral part of the monocoque shell may be removed, save for Championship Regulation 21.2.6.
- 21.2.2 The front bulkhead must comply with the requirements of the Motorsport UK NCR's, using grommets as appropriate.
- 21.2.3 Interior trim, fittings, courtesy light and passenger seats may be removed except as specified below. A dashboard must be fitted. A close-fitting slot cut-out in the dashboard is permitted to facilitate the fitting of the roll cage.
- 21.2.4 The central audio system and heater controls may be removed and substituted for a flat panel.
- 21.2.5 Front door interior panels are free, but the inside face of the doors must be covered with a suitable cover, so to avoid sharp edges. A suitable latch release handle must be retained.
- 21.2.6 The standard driver's seat shall be replaced with a racing seat approved to FIA 8855-1999 as a minimum and must be fitted in the manufacturers intended position. It is permitted to modify the transmission tunnel and floor under the driver's seat to facilitate the installation of the seat. Any modifications must maintain the strength of chassis and be no more than 50mm in depth.
- 21.2.7 Adjustable seat rails may be fitted. They must comply with NCR Ch.7 App.7 Arts.2.2-2.6.
- 21.2.8 Transverse seat mounting bracket/bracing rails may be fitted under the driver's (inside or outside of the vehicle) seat only, and solely for the protection of the driver and the floor under the driver's seat. No other bracing is permitted. All additions are subject to Motorsport UK compliance.
- 21.2.9 The original pedal box with original pedals must be fitted in its original position, using the standard mountings. It is permissible to add a custom extension plates to the pedals. These must be attached directly to the pedals. Pedal extensions should be designed in such a way to ensure that the brake pedal is not "crushable".
- 21.2.10 A working and accurate tachometer (rev counter) may be fitted to all vehicles whether one was present as standard in the vehicle or not. No other gauges are permitted. This must be a single analogue needle unit with no other attachments
- 21.2.11 A working and accurate water temperature gauge may be fitted to all vehicles whether one was present as standard in the vehicle or not. No other gauges are permitted. This must be a single analogue needle unit with no other attachments
- 21.2.12 All interior sound deadening must be removed.

21.3 EXTERIOR:

- 21.3.1 No panel may be cut, drilled or in any other way modified other than those detailed in these regulations.
- 21.3.2 Rear wings may be removed and refitted, to allow the panel to be fitted as per the original but with suitable bolts in lieu of spot welds to aid their safe repair during events.
- 21.3.3 Arches are permitted to be rolled to allow for tyre clearance.
- 21.3.4 Three rear view mirrors must be fitted as a minimum (one interior and two exterior).

- 21.3.5 A wide angle rear view interior mirror is recommended.
- 21.3.6 External mirrors must all be standard mirror assemblies fitted in the manufacturers intended position. Wing mirrors must be genuine Mazda parts and fitted as a matched pair.
- 21.3.7 Antenna, wheel arch liners, side repeater/indicator in front wings may be removed.
- 21.3.8 The bonnet must be secured by 2 locking pins or aero catches conforming to NCR Ch.12 App.13 Art.3.4.
- It is permissible to drill 2 holes through the bonnet and engine bay front cross member to install bonnet pins.
- 21.3.9 The windscreen must be of HPR laminated glass.
- 21.3.10 The standard toughened glass side and rear windows where present may be replaced with composite material.
- 21.3.11 The standard window winding mechanism must be removed.
- 21.3.12 The scuttle panel below the windscreen may be modified in the following ways:
- Two holes may be made in the scuttle panel to allow pull cable handle/button fittings to be mounted. A reinforcing plate may be used on the underside of the scuttle panel to strengthen it. One pull cable/button must operate the fire extinguisher and one to operate the master cut-out switch.
- 21.3.13 Sound deadening materials must be removed from the engine bay and underside of the bonnet.
- 21.3.14 Composite replacement panels are permitted for the front bumper, bonnet, driver/passenger door and front wings and boot lid. All replacement panels must be the same shape and size of the original and be fitted to the vehicle without modification of the standard mounting points.
- 21.3.15 The Standard Chin spoiler may be retained.
- 21.3.16 No rear wings, spoilers, diffusers or flat floors (including any aftermarket underbody panels) are permitted.

21.4 SILHOUETTE:

- 21.4.1 The original silhouette must be maintained, except the variation caused by the fitment of approved front chin spoiler and/or the fitting of wire towing straps in accordance with NCR Ch.12 App.13 Art.1.

21.5 GROUND CLEARANCE:

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

22 ENGINE:

- 22.1 GENERAL ENGINE REGULATIONS:

The engine must be:

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

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

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

22.1.3 No non-standard engine bracing is allowed.

22.2 CAMSHAFT:

No modifications to the standard camshaft or timing are allowed.

22.3 CRANKSHAFT:

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

22.4 FLYWHEEL:

No modifications to the standard flywheel are allowed.

22.5 CLUTCH:

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

22.6 CYLINDER HEADS:

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

22.7 VALVE GEAR:

No modifications to the standard valve gear are allowed.

22.8 PISTONS:

No modifications to the standard pistons are allowed.

22.9 LUBRICATION SYSTEM:

22.9.1 The EGR valve may be removed or blocked.

22.9.2 The fitment of an oil catch tank is permitted.

22.10 ENGINE INSPECTION SEAL:

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

22.11 AIR CONDITIONING:

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

22.12 LOCATION:

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

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

22.13 COOLING SYSTEMS:

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

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

22.13.2 An aftermarket oil cooler is permitted

22.14 INDUCTION SYSTEMS:

22.14.1 The air filter induction kit must be a Pipercross induction kit part number PK463MSVT

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

22.15 EXHAUST SYSTEMS:

22.15.1 Exhaust system must be a complete Piper performance exhaust system:

Manifold, part number: M111

Front pipe with cat, part number: CMAZ14A/F

Centre pipe, part number: CMAZ14B/C

Rear silencer, part number: CMAZ14A/R

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

22.15.3 Exhaust rubber mounts may be upgraded.

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

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

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

22.16 IGNITION SYSTEMS:

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

22.16.2 Spark Plugs and High Tension leads are free

22.16.3 ECU map must be the Championship control map from Hybrid Tune.

22.17 FUEL DELIVERY SYSTEMS:

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

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

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

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

22.18 PROHIBITED MODIFICATIONS:

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

23 SUSPENSIONS:

23.1 PERMITTED MODIFICATIONS:

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

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

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

23.2 PROHIBITED MODIFICATIONS:

- 23.2.1 No other modifications to the suspension, mounting points, shock absorbers, springs or wheel alignment geometry are allowed.
- 23.2.2 The removal of material to provide more geometry angle is not permitted.
- 23.2.3 For the avoidance of doubt, offset bushes are not permitted.

24 TRANSMISSIONS:

- 24.1.1 The clutch and pressure, must be housed within the standard alloy OEM gearbox housing/bell housing and mounted in the manufacturer's intended position.
- 24.1.2 A standard Mazda MX5 Gearbox must be used. ND Class cars can run the standard 6 speed gearbox or a NC 5 speed or 6 speed gearbox.
- 24.1.3 Strengthening the gear selector forks is permitted.
- 24.1.4 Rubber/plastic washers may be replaced with brass or bronze items in the standard dimensions.
- 24.1.5 Differentials are free subject to the original Mazda MX-5 differential housing being retained. Locked differentials are prohibited.
- 24.1.6 The standard gear lever must be retained. Gear knobs are free, but quick shift gear levers are prohibited.
- 24.1.7 OEM gear ratios must be used:

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

24.2 PERMITTED MODIFICATIONS:

- 24.2.1 A gearbox oil cooler may be fitted
- 24.2.2 A differential oil cooler may be fitted.
- 24.2.3 No modifications or changes are allowed to the transmission assemblies or components, save for the addition of a Polyurethane gearbox mount

25 ELECTRICS:

25.1 GENERAL:

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

25.2 BATTERIES:

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

25.3 EXTERIOR LIGHTING:

- 25.3.1 All standard rear lights must all be present and working, except rear fog light.
- 25.3.2 Front headlamps, front fog lamps, and front indicators may be removed along with their operating mechanisms, but suitable solid covers must be fitted in their absence.

25.4 RAIN LIGHT:

- 25.4.1 A Motorsport UK compliant high intensity rear light or "rain light" as defined in NCR Ch.7 App.5 Art.6is required. If present, it is acceptable to use the high level rear 3rd brake light as a rain light.

25.5 ALTERNATOR:

- 25.5.1 A functioning standard OEM specification alternator must be fitted. No modifications are allowed to the alternator, its drive mechanism or electrical circuits.
- 25.5.2 The auxiliary belt must have sufficient tension to make the alternator function as intended by the manufacturer.

25.6 WINDSCREEN WIPERS:

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

26 BRAKES:

- 26.1 Brake Pads should be EBC Racing:
Front: MSV-MT-BPF
Rear: MSV-MT-BPR

26.2 Brake Discs are free.

~~26.2-3~~ ABS systems may be retained or disabled.

~~26.34~~ The ABS pump must be retained, and the brake pipes must be plumbed in through the ABS pump, but without the ABS electrical plug connected.

~~26.45~~ Backing plates may be removed.

~~26.56~~ Steel braided brake hoses may be fitted to the callipers. Braided brake hoses are permitted elsewhere within the braking system.

~~26.67~~ The standard handbrake must remain in the manufacturers intended position and be fully operational.

~~26.78~~ The use of brake bias valves are permitted.

27 WHEELS / STEERING:

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

- 27.2 Power steering systems may not be converted to manual. The OEM power steering pump and pulley must be retained and in the original position and fully plumbed in.
- 27.3 The steering lock must be removed and the adjustable steering angle lever on the steering column can be removed, and the steering column angle can be fixed, as long as suitable fixings are used.
- 27.4 The standard steering wheel may be used. An alternative steering wheel and either quick release or fixed boss is permitted, providing they comply with Motorsport UK safety requirements.
- 27.5 The passenger airbag must be completely removed, the steering wheel air bag will be completely removed when fitting an alternative steering wheel but when retaining the standard steering wheel the explosive charge must be removed to completely disable the airbag.
- 27.6 All airbags must be removed.
- 27.7 All Wheel Spacers are prohibited. Hub to rear beam spacers are also prohibited.
- 27.8 Wheels are free subject to the following:

ND Class Wheels must be:
Mazda MX5 17" x 7J
Design 159: Part Number 9965-A0-7070
Design 159A: Part Number 9965-85-7070
OR
Rota "Force" - 17" x 7.5J - 45mm offset
Rota "Torque" - 17.5" x 7.5J - 45mm offset
Rota "Grid" - 17 x 7.5J - 45mm offset

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

28 TYRES:

28.1 SPECIFICATIONS:

28.1.1 The permitted tyre size is:

ND Class: 215/45/17

28.1.2 Control tyres for the championship are:

ND Class : Yokohama Advan A052 for dry & wet conditions - It is prohibited to cut the tyres in any manner and the original tread pattern must remain visible at all times. Four tyres of Yokohama Advan A052 must be fitted at all times.

28.1.3 All tyres must be purchased via the official tyre distributor, SCP Tyres (steve@scptyres.co.uk +44 (0)7860 471 256). Tyres will be supplied branded for identification.

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

28.1.5 Tyre planing/shaving/buffing is prohibited.

28.2 Definitions:

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

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

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

28.2.1 Usage:

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

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

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

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

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

A – Official test sessions:

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

B - Event:

Over the course of the championship season each driver may use a maximum of sixteen (16) tyres. Tyres must be registered by the competitor prior to the start of each event, and are the only tyres that can be used.

28.3.1 Use of spare tyres:

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

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

28.3.3 Each tyre is registered with a bar code written on the tyre by Toyo and is identified by a specific marking and each Competitor will be held responsible for registering the bar code with the Series Eligibility Scrutineer or their appointed representative prior to being used. Any tyres with bar codes that have not been registered will be regarded as technical non-compliance. Any infringement of the scheduled times for marking of tyres or any other similar deadlines may result in a financial penalty being imposed.

28.3.4 The onus is on the Competitor to ensure that the tyre is registered before the first qualifying session. Failure to do so will be the subject of a report to the Championship Clerk of the Course.

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

29 WEIGHT:

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

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

29.3 If ballast is required it must be securely attached within the vehicle and attachment bolts predrilled for the purpose of attaching scrutineers wire seals. The total weight of ballast carried, must be declared in the scrutineering logbook and be in position at all times during practice and racing. All ballast must be clearly labelled, securely fitted by at least four M8 bolts in the passenger foot well or passenger seat position and be visible for inspection at any time – NCR Ch.7 App.2 Art.19.1 - 19.4.

30 FUEL TANK / FUEL:

30.1 FUEL TANK:

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

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

30.2 FILLER CAP:

30.2.1 A filler cap must be fitted that complies with NCR Ch.7 App.4 Art.1.7-1.9.

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

30.3 FUEL:

30.3.1 The only permitted fuel to be used is that purchased from a service station as pump fuel, Super Unleaded with an octane rating of up to 99 (ninety-nine) octane. This is to be used as purchased with no additives whatsoever.

Anglo American, Sunoco, aviation fuel and/or any special mix fuels are not permitted

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

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

30.3.4 Where the conclusion of the fuel testing procedure confirms non-compliance the entrant shall be responsible for all costs and fees arising from the testing procedure. NCR Ch.8 App.2 Art.7.

30.3.5 The use of fuel additives is prohibited.

Subject to MSUK Approval

31 Numbers and Championship Decals:

31.1 POSITIONS:

31.1.1 Race numbers must be presented in black numbers upon a white background, located on the front doors, as required by NCR Ch.7 App.10. A reflective yellow car number, a minimum of 100mm high is required in the top left-hand corner of the front windscreen. Vehicle numbers must be present in a contrasting colour on the dashboard of the car, in line of sight of the internal camera.

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

- Miata Trophy Windscreen Top
- [Yokohama](#) rear number plate
- [Whiteline \(1x per side, location free\)](#)
- MSVT Racing (1x per side, location free)
- MSVR (1x per side, location free)
- Further sponsors may be added at a later date, via a championship bulletin.

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

32 MISCELLANEOUS:

32.1 Towing eyes must be fitted front & rear and must comply with the NCR's.

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

33 APPENDICES:

33.1 Race Organising Contacts:

33.2 Race Organising Club:

MotorSport Vision Racing

Brands Hatch Circuit

London Road

West Kingsdown

Sevenoaks, Kent

TN15 6FS

Tel: 01474 875263

Email: info@msvracing.com

33.3 Championship Promoter:

MotorSport Vision Trackdays

Brands Hatch Circuit

London Road

West Kingsdown

Sevenoaks

TN15 6FS

Tel: 0344 225 4424

Email: msvtracing@msv.com

33.4 Championship Manager

Stuart Garland

Tel: 0344 225 4424

Email: miatatrophy@msv.com

33.5 Championship Coordinator:

Mandy Andrew

Email: miatatrophy@msv.com

33.6 Championship Eligibility/Safety Scrutineer:

Graham Bahr

Email: regs@msv.com

33.7 Commercial Undertakings:

None

33.8 Agreed Waivers:

None

33.9 Log Books:

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

Appendix 1: Race with Respect



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

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

Motorsportuk.org/racewithrespect
#RaceWithRespect

The Values

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

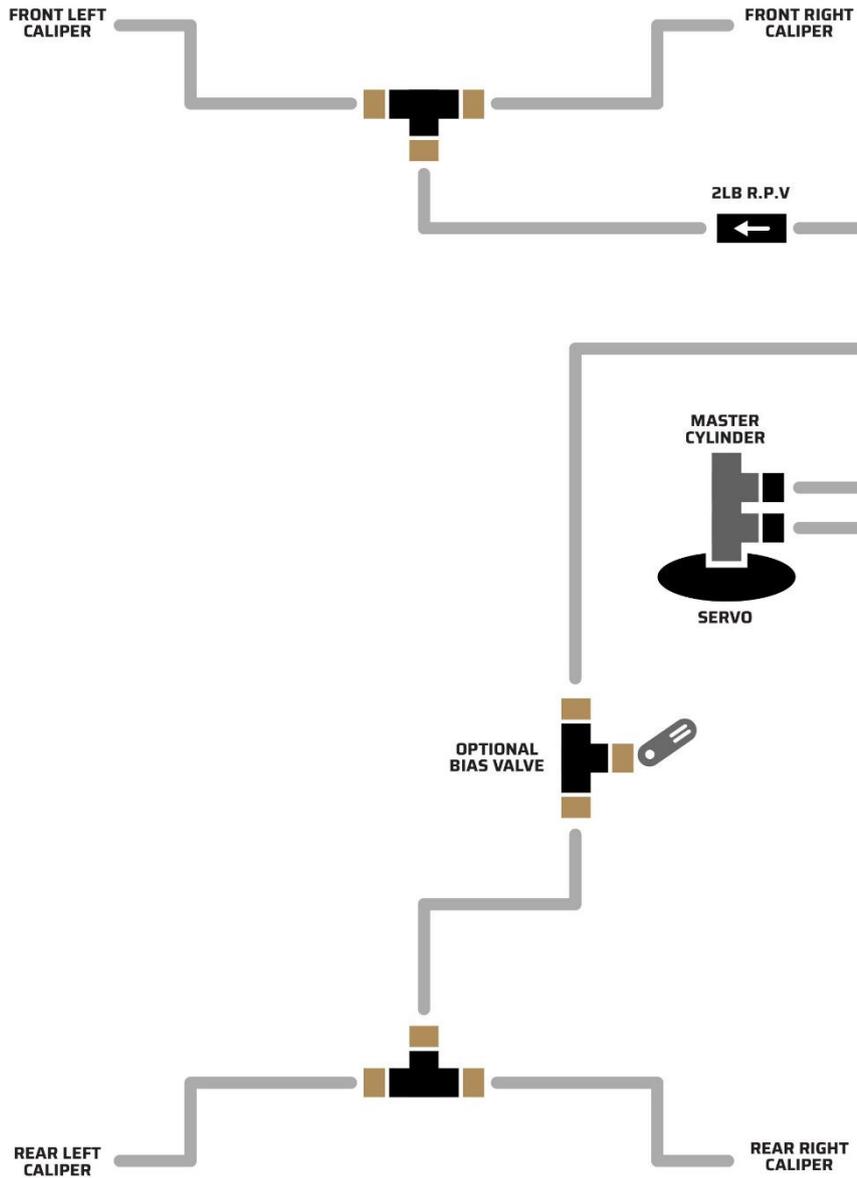
I pledge to #RaceWithRespect and:

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

Any breach of these obligations may result in disciplinary action.



Appendix 2: Recommended Brake Pipe Adjustment



Appendix 3: MSVT Racing Driving Standards Guidelines



These are GUIDELINES and NOT REGULATIONS

Many incidents require subjective judgement, and the Clerk of the Course is guided by their experience in combination with these guidelines, and the Motorsport UK National Competition Rules (NCRs).

If it has been established from points A and B below, that an overtaking driver has priority, it is the responsibility of the defending driver to avoid a collision or forcing off the overtaking driver.

Attention is also drawn to the important note in Point F, for defending drivers who leave the track whilst defending a position.

A. Overtaking on the INSIDE of a corner:

To be entitled to be given room when overtaking on the INSIDE, the overtaking car must:

- i) Have its front axle **AT LEAST ALONGSIDE THE MIRROR** of the other car **PRIOR TO AND AT THE APEX**
- ii) Be driven in a fully controlled manner particularly from entry to apex, and not have “dived in”
- iii) In the Clerks’ estimation, have taken a reasonable racing line and been able to complete the move whilst remaining within track limits

B. Overtaking on the OUTSIDE of a corner:

Overtaking on the outside will always be viewed as a more difficult manoeuvre to accomplish.

To be entitled to be given room, including at the exit, when overtaking on the OUTSIDE, the overtaking car must:

- i) Have its front axle **AHEAD OF THE FRONT AXLE** of the other car **AT THE APEX**
- ii) Be driven in a controlled manner from entry, to apex, and to exit
- iii) Be able to make the corner within track limits

C. Chicanes and S-Bends:

- i) The above guides for INSIDE and OUTSIDE may apply for each element of the combination. Generally, priority will be given to the first corner element.

IMPORTANT NOTES

All Clerks’ decisions will be made following the rules, especially, the Series Sporting Regulations, and the Motorsport UK NCRs.

Racing is a dynamic process. Although these guidelines indicate specific relative positions of the cars at various points, the Clerk of the Course will always look at how the situation played out in total when reviewing an incident. For example:

- i) How did the cars get to the incident? (E.g. late braking, diving in, or moving under braking.)
- ii) Was the manoeuvre late or “optimistic”?
- iii) What could the drivers reasonably see, know, or anticipate?
- iv) Do we believe the manoeuvre could be completed on the track?
- v) Was there understeer / oversteer / locking?
- vi) Did someone position / handle their car in a way that contributed to the incident?
- vii) Did the type of corner contribute to the incident? (e.g. camber, kerbs, curve, apexes)

D. Track Limits:

It is considered that respecting track limits is important for both, racing fairness and safety, thus:

“Drivers must make every reasonable effort to use the track at all times and may not leave the track without a justifiable reason.

No part of the contact patch of any tyre of the vehicle may transgress beyond the limit of the track, defined by the white line or kerbing”

Note(s):

In the case of an infringement in Qualifying, the lap time will be deleted.

For the Race, acknowledging that racing is a dynamic process, a scale of penalties will be applied as follows:

- First infringement - “free”
- Second infringement - Black & White Flag
- Third infringement - 5 second race time penalty
- Fourth infringement - 10 second race time penalty
- Fifth infringement - drive through penalty
- Sixth infringement - Black Flag

For the avoidance of doubt any track limit violations will be counted as an infringement with the following EXCEPTIONS:

1. If a driver exceeds track limits following an obvious loss of control
2. If a driver exceeds track limits in order to avoid a collision
3. If a driver has been considered to be “forced off” by another car (in a decision of the Clerk of the Course)

E. Impeding:

Drivers are reminded:

“At no time may a car be driven unnecessarily slowly, erratically or in a manner which could be deemed potentially dangerous to other drivers or any other person”

F. Giving back a lasting advantage:

“Should a car leave the track the driver may re-join, however, this may only be done when it is safe to do so and without gaining any lasting advantage. At the absolute discretion of the Clerk of the Course a driver may be given the opportunity to give back the whole of any advantage they gained by leaving the track”

Note(s):

If, while defending a position, a car leaves the track (or cuts a chicane) and re-joins in the same position, it will generally be considered by the Clerk of the Course as having gained a lasting advantage and therefore, generally, the position should be given back. It will be the sole discretion of the Clerk of the Course to determine if the driver of a car is “defending a position.”

G. Moving on the Straight:

“More than one change of direction to defend a position is not permitted. Any driver moving back towards the racing line, having earlier defended his position off-line, should leave at least one car width between his own car and the edge of the track on the approach to the corner. ”

“However, manoeuvres liable to hinder other drivers, such as deliberate crowding of a car beyond the edge of the track or any other abnormal change of direction, are strictly prohibited. Any driver who appears guilty of any of the above offences will be reported to the Clerk of the Course.”

Note(s):

In this context, moves intended to break the slipstream of a following car when the following car is a safe distance behind, considering relative speeds and position on the track, may be acceptable.

H. Moving under Braking:

When defending, there must be no change in direction by the defending car, after the deceleration phase has commenced, except to follow the racing line.

I. Re-joining the Track:

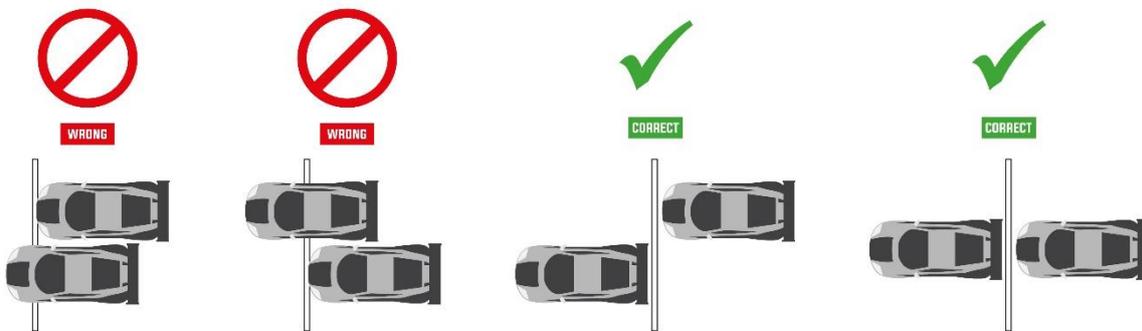
Maintaining racing speeds in the run-off area is not acceptable. Cars on track must not be forced to change speed or line to avoid a re-joining car.

J. Safety Car:

To avoid the likelihood of accidents while the Safety Car is circulating, cars must create a single file train behind the Safety Car in a controlled manner as quickly as possible. Cars impeding others from joining the train behind the Safety Car may be removed via a Black Flag at the absolute discretion of the Clerk of the Course.

To avoid the likelihood of accidents before the Safety Car returns to the pits, **the image as shown below will be enforced:**

“In order to avoid the likelihood of accidents before the safety car returns to the pits, from the point at which the lights on the car are turned out, drivers must proceed at a pace which involves no erratic acceleration or braking nor any manoeuvre which is likely to endanger other drivers or impede the restart”.



Note(s):

The actions of the lead driver in particular can have a significant impact on the safety of the restart procedure. Although the leading driver has both the right to dictate pace as well as to choose the point at which to accelerate, this does not relieve them of their responsibility to avoid creating a potentially dangerous situation.

K. Rationale:

- i) Overtaking should be incentivised and defending a position unfairly or dangerously is not acceptable.
- ii) It is imperative to reiterate that the guidelines will be applied during the entirety of the event. The Clerk of the Course will be available to clarify any questions that drivers may have with regards to the guidelines.
- iii) Application of the guidelines should be enforced throughout the event, with particular attention to respect of yellow flags and track limits.
- iv) Regarding track limits, the Clerk of the Course will always satisfy themselves that any breaches are clear. Drivers will be given the benefit of the doubt when any breach is not clear.