

2023 – Bristol Motor Club MX5 Challenge

1. SPORTING REGULATIONS - GENERAL

1.1 Title & Jurisdiction:

The Bristol Motor Club MX5 Challenge is organised and administered by the Bristol Motor Club in accordance with the General Regulations of the Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

Motorsport UK Championship Permit No. CH2023/S015 (C) Status: Interclub

Motorsport UK Championship Grade: D

1.2 Officials:

1.2.1 Co-ordinator: Andy Thompson

1.2.2 Eligibility Scrutineer: Alan Clancy

1.2.3 Championship Stewards: Andrew O'Malley, Sandy Smith, Simon Clemow

1.3 Competitor Eligibility:

1.3.1 Entrants must be fully paid up valid membership card holding members of the Bristol Motor Club and be in possession of a current Motorsport UK Entrants Licences.

1.3.2 Drivers and Entrant/Drivers must be fully paid up valid membership card holding members of the Bristol Motor Club, be Registered for the Championship and be in possession of a current Competition RS Inter Club Status Licence, as a minimum for Speed Events or a RS Clubman Status Licence for Autosolo events only.

A competitor shall not take time off school to participate in motor sport without the prior written approval of their school. If participation in the Championship requires absence from school, Drivers in full time school education are required to have the approval of their head teacher and a letter stating such approval from his/her school in order to fulfil registration for the Championship.

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

1.4 Registration:

1.4.1 Registration is free, opens from the publication of these regulations and ends at the closing of signing on for the final round of the championship. Bristol Motor Club members entering the respective class at a round of the championship will be automatically registered. Registered contenders will receive the regulations for each event by email.

1.4.2 There is no fee to enter the championship.

1.5 Championship Rounds:

Round	Venue	Discipline	Date	Club
1	Clay Pigeon Raceway	Sprint	19th March	Bournemouth & District Car Club
2	Kemble	Autosolo	16th April	Bath MC
3	Wiscombe Park	Hillclimb	22nd April	Woolbridge MC
4	Wiscombe Park	Hillclimb	23rd April	Woolbridge MC
5	Wroughton	Autosolo	21st May	Bristol MC
6	Prescott	Hillclimb	10th June	Bugatti Owners Club
7	Prescott	Hillclimb	11th June	Bugatti Owners Club
8	Llandow	Sprint	24th June	Bristol MC & Bristol Pegasus MC
9	Castle Combe (DMS)	Sprint	22nd July	Bristol MC
10	Kemble	Autosolo	6th August	Bath MC
11	Wroughton	Autosolo	10th Sept	Bristol MC
12	Castle Combe (GWS)	Sprint	14th Oct	Bristol MC

1.6 Scoring:

1.6.1 The competitor with the highest number of points scored from their best scores at qualifying rounds will be awarded the overall championship. The points will be awarded from the following number of rounds, based on the total number of eligible rounds:

2-5 championship rounds	One dropped score
5-8 championship rounds	Two dropped scores
More than 8 championship rounds	7 rounds to count

Points will be awarded at each event based on registered competitors overall event position (i.e. no differentiation between Class A or B):

1 st	25 points	9 th	8 points
2 nd	20 points	10 th	7 points
3 rd	18 points	11 th	6 points
4 th	16 points	12 th	5 points
5 th	14 points	13 th	4 points
6 th	12 points	14 th	3 points
7 th	10 points	15 th	2 points
8 th	9 points	Other finishers	1 points

1.6.2 As well as the overall championship, awards will also be given to the winners of Class A and Class B. The class scoring will be exactly the same as the overall championship scoring approach however cars will be scored in their specific class only. Class

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championship positions will be published separately to the overall championship positions.

1.6.3 Should this result in a tie for the championship win, the following criteria will be applied in turn until a result is achieved:

- 1 The greatest number of class wins shall win the championship,
- 2 The competitor that has the highest aggregate score across one event from each discipline (i.e. Best score from 1 x Autosolo, 1 x Hillclimb and 1 x Sprint).
- 3 The competitor with the lowest aggregate time percentage difference to the winner of each round (after dropped scores) shall win the championship,

1.6.3 Championship Points Appeal as per MSA Yearbook C6.5.

1.6.4. Event Penalties can not be served on dropped scores

1.7 Awards:

1.7.1 Awards will be presented at the Bristol Motor Club annual awards as follows:
1st Overall – The Hayward Cup
Class A Winner - Trophy
Class B Winner – Trophy

Note: No competitor may win more than one trophy.

2. SPORTING REGULATIONS - JUDICIAL PROCEDURES

2.1 **Rounds:** In accordance with Section C of the current Motorsport UK Yearbook and these championship regulations.

2.2 **Championship:** In accordance with Section C of the current Motorsport UK Yearbook and these championship regulations.

3. SPECIFIC CHAMPIONSHIP REGULATIONS

3.1 By registering for the Championship all competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code which is appended to these regulations (Appendix 1).

3.1.1. 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.

3.1.2. 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 Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at www.motorsportuk.org/resource-centre by selecting Policies and Guidelines.

3.2 Due to both safety and environmental concerns, vehicles **must not** be left unattended under any circumstances when the engine is running.

4. **TECHNICAL REGULATIONS**

4.1 Class A will include mk1/mk2/mk2.5 (NA/NB) models and Class B will include mk3/mk3.5/mk3.75 models (NC). Classes may be amalgamated in the case of low entries and/or close performance.

4.2 Vehicles eligible for the championship are Mazda MX5 and Eunos models complying with Sections S10 and S12 of the Motorsport UK Yearbook (Blue Book), Road Cars.

In addition:

a) All models:

- i) Cars must use tyres from List 1A
- ii) Forced induction is not permitted
- iii) The standard intake manifold, plenum and throttle body must be retained and the standard ECU must be used without a “piggy-back” ECU, whether electronic or mechanical
- iv) Dampers must not have separate adjustment for high and low speed damping. Triple-adjustable coilovers are not permitted.
- v) An MX5 gearbox with standard internals must be used and only standard Mazda MX5 differentials from the appropriate model may be used
- vi) Final drive must be Mazda MX5
- vii) Non-OEM exhaust backboxes and non-OEM bushes (including polyurethane material) may be used
- viii) A soft top must remain fitted, hard tops may be additionally fitted if desired. Cars can compete open or closed
- ix) Rollbars/cages, competition seats and harnesses in accordance with Motorsport UK regulations may be fitted to any car
- x) All cars must run in a road legal condition, must be driven to the event and must retain the configuration of having 2 x functional seats, original dash and door cards.

b) NA/NB models:

- i) Cars may run any brake size from the standard mk1/mk2 range. Brake friction material (this covers the pads and disks) and dampers may be changed (which may be height adjustable).
- ii) Anti Roll Bars may be upgraded. Droplinks must remain non-adjustable and bushed.

c) NC models:

- i) Other than permitted modifications listed in the above ‘All Models’ section, cars must remain standard other than wheels (cars may run any wheel diameter size from the standard Mk3 range), brake friction material (this covers the pads and disks) and dampers may be changed (which may be height adjustable).

For the avoidance of doubt, standard is as defined in Section B of the yearbook.

5. **ENVIRONMENTAL CONCERNS**

Motorsport UK are exceedingly concerned of the impact of single-use plastic tyre wrapping and with reusable alternatives available competitors are encouraged to reduce plastic usage in this regard. The use of these plastic wraps is prohibited.



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APPENDIX 1

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

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.



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