

MX-5 Cup Series Regulations

MX-5 Cup - Series Regulations 2024

1. PHILOSOPHY

The MX-5 Cup is an activity of the MX-5 Club of NSW.

Conceived and established by members, for members. Formulated and promoted by the club it is intended as an opportunity for members (MX-5 owners) to 'step up' from club track days and supersprints to 'door to door' racing.

If you wish to participate in the MX-5 Cup you must be a member of the MX-5 Club of NSW or of a MX-5 club in another state

MX-5 Cup regulations are as simple as possible incurring minimal expense for the owner. MX-5 Cup is intended to foster the development of MX-5 racing and encourage new entrants to the sport. Newcomers will be provided support and assistance and competitors will be expected to demonstrate consideration towards them under race conditions. We love our MX-5s and we avoid contact at all costs, even if it means going from first to last. Occasionally unavoidable accidental contact does happen to everyone's regret.

Rubbin's NOT Racin' in MX-5 Cup.

MX-5s which may comply with the technical regulations but have a demonstrated performance well in excess of the remaining field may be excluded from competition in the MX-5 Cup the discretion of the Series Organisers. Each such exclusion shall occur only after consultation with the relevant entrant and with due regard to appropriate notice being given.

2. VEHICLE CLASSES - TIME BASED CLASSES

Because the MX-5 CUP has been developed to offer fun, low-cost racing, and in the interests of simplicity of development and implementation, time based classes will be used. Time based classes have been successfully used in a number of race series and remove the need for the development and administration of complex classing definitions. This structure also eliminates the need for costly and time consuming compliance with these classes by

competitors. Policing of classes is greatly simplified and the need for a complex penalty and appeals process removed. From 2018 the committee introduced a new class structure. This was successful and will be continued. While still time based this structure divides the faster naturally aspirated and forced induction cars into two open classes. The remaining three classes include all other cars based on lap times. The lap times for each class will be determined after qualifying. Priority in determining these lap times will be to achieve as close as possible to equal numbers in each class.

As a **general guide** the classes below are based on dry SMP GP circuit lap times:

Class	Lap Time (min/sec)
Open FI	-1.45
Open NA	-1.45
A	1.45.01-1.49
B	1.49.01-1.53
C	1.53.01 and over

And for the North Circuit:

Class	Lap Time (min/sec)
Open FI	-1.11
Open NA	-1.11
A	1.11.01-1.13
B	1.13.01-1.15
C	1.15.01 and over

Class determination:

- Lap times for classes for all tracks will be determined on the day after qualifying and the priority in determining these lap times will be to achieve as close as possible to equal numbers in each class.
- At each round competitors will be assigned to a class **based on their qualifying time**. They may elect to be moved to a quicker / lower lap time class, not a slower/higher lap time class. The designated class applies for one round only.
- On a wet track the committee will also use qualifying times to determine classes. If/when the track dries classes will be reassigned accordingly.
- If a competitor records **two or more** lap times below his or her class in a race he or she will be moved to the faster class *for that weekend's round*. A single lap time above his or her class will not affect the class for that competitor for that round.

3. QUALIFYING PROCEDURE, GRID POSITIONS AND STARTING PROCEDURE

For qualifying procedures, grid positions and starting procedures refer to the Supplementary Regulations of the event administrator, and the AASA National Competition Rules. Standing starts will be employed at all rounds, however the CUP committee reserve the right to employ rolling starts should conditions demand it for safety reasons.

4. COMPETITION NUMBERS

Competition numbers for the MX-5 CUP will be allocated according to the order in which entries are received by the committee. Every effort will be made to accommodate entrants' preference(s) for race numbers.

5. MX-5 CUP ENTRY

**YOU CAN ENTER A SINGLE MX-5 CUP ROUND FOR \$20,
OR ENTER THE SERIES OF UP TO 8 CUP ROUNDS FOR \$60.**

a. Entering for a CUP round, with an entry fee of \$20, entitles you to:

- Participate in any social event staged at that round
- Compete for round trophies at each round
- Earn series points towards the title of CUP Champion, and the trophies awarded to the top 3 CUP finishers
- Be eligible for any product and prizes on offer
- Receive a Competitor Car Sticker pack (mandatory for all CUP competitors to display on their race car)

b. Entering for the CUP championship series, with an entry fee of \$60, entitles you to:

- Participate in all social events held over the season
- Compete for round trophies at each round
- Earn points at each round towards the title of CUP Champion, and the trophies awarded to the top 3 CUP finishers
- Be eligible for any product and prizes on offer
- Receive a Competitor Car Sticker pack (mandatory for all CUP competitors to display on their race car)

6. MX-5 CUP COMPETITOR REQUIREMENTS

- a. Submit your entry for the round with the event promoter, which is MRA.
- b. Comply with all requirements of the AASA licensing body, the racetrack operator, and the event promoter or owner. This encompasses competitor licensing and conduct, vehicle preparation and presentation, and competition rules.
- c. Be a current member of a recognised MX-5 Club in your state of residence – **this applies to series entrants only.**
- d. Pay the MX-5 CUP Round entry fee of \$20 or the Series entry fee of \$60.
- e. Agree in writing to comply with the MX-5 CUP Code of Sporting Conduct (see below).
- f. Display the MX-5 CUP car sticker, on the panel forward of the PASSENGER door.
- g. MX-5 CUP competitors should be capable of lapping the dry SMP GP circuit in less than 1 min 57 sec. The committee reserves the right to

exclude any entrant from competing if they fail to demonstrate their capacity to do so. Likewise the committee reserves the right to exclude any vehicle deemed to be unsuitable for the series for any other reason including outright lap times and /or the safety of other competitors.

- h. The MX-5 Cup Committee reserves the right to require all competitors to display Sponsors' stickers at each round in which they compete. These stickers will be placed: Towards the upper rear of each door; and/or on the bonnet; and/or on the rear numberplate location of each competing vehicle; and/or on the top of the windscreen.

7. NON-MX-5 CUP ENTRANTS AT MX-5 CUP POINTS ROUNDS

You may only compete at **ONE MX-5 CUP ROUND in a single season** without entering the CUP championship. To do so you must first pay the MX-5 CUP Round entry fee of \$20, then submit the Series Entry Form indicating the round in which you wish to compete then **SUBMIT AN ENTRY** with the raceway or event promoter and **AGREE IN WRITING TO THE CUP SPORTING CODE OF CONDUCT**.

If you subsequently enter the CUP championship you will be awarded any and all points you may have received at this round towards the series championship competition.

You will not be allowed to participate in any further MX-5 CUP rounds unless you enter the MX-5 CUP Championship and pay the outstanding \$40.

8. CUP CHAMPION AND CLASS WINNERS

CLASS WINNERS will be determined at each round.

The MX-5 CUP CHAMPION will be determined at the end of the CUP season. This will be the competitor who has accumulated the most points over the season. Trophies will be awarded for 1st, 2nd and 3rd places. The CUP champion could come from any class.

9. MX-5 CUP CHAMPIONSHIP POINTS SYSTEM

- a. Points will be awarded for all place getters in each class, and these tallied over the season to determine outright CUP placing for the

season. There are benefits for performing well in class, and for competing at each round.

b. All MX-5 CUP entrants will be eligible to accrue points at each race.

i. These points will be awarded as follows for a three race meeting:

PLACE	1	2	3	4	5	6	7	8
POINTS	8	7	6	5	4	3	2	1

All race finishers will receive a minimum 1 point.

Points are awarded on the basis of finishing position. If an entrant does not finish they are not eligible for points.

- ii. A maximum of 24 points is available for each round and points will be adjusted based on number of races. (i.e. maximum points for a race win in a 4 race meet would be 6 points. A two race meet 12 points etc)
- iii. To receive full call points, classes A, B & C must have a minimum of 3 competitors.
- iv. Where classes A, B & C have 2 competitors only, points for finishers will be reduced by 1.
- v. Where classes A, B & C have a single competitor, starting with class C, competitors will be bumped up to the next (faster) class for the round which achieves the minimum competitor requirement of 2 participants.
- vi. Class competitors are based on dry qualifying / race times and may vary during a single round if qualifying takes place in wet conditions, competitors break out and are moved to a faster class, or competitors are moved to a faster class due to minimum class numbers not being achieved for that round.
- c. In the case of a 8 round series the worst 2 rounds will be dropped. In the case of a 7 round series the worst 2 rounds will be dropped. In the case of a 6 round series the worst round will be dropped. In the case of a 5 round series the worst round will be dropped. In the case of a series with 4 rounds or fewer all rounds will count.

- d. The committee reserve the right to make adjustments/allowances to the point score for a competitor who is deemed to have missed a round to undertake duties as an official for the benefit of other competitors, the CUP and the meeting. The committee will inform registered CUP competitors within 7 days of the relevant round if any such adjustments are deemed warranted and necessary.
- e. Maximum possible points will be 24 from any round, if there are more than 3 races at a round, the available points per race will be adjusted accordingly (points for the round will be rounded up to a whole number).
- f. At the end of the CUP championship, in the event of a points tie for the top three CUP positions, the committee will refer to the following (in this order) to determine the winning positions: Number of wins; Number of second places; Number of third places; qualifying times.

10. CUP POINTS ACCUMULATION

Competitors earn points for class position for each race they finish. While non-registered Cup competitors do not accumulate points for their finishing position, registered competitors placing and points in each race are determined by all competitors in that class whether registered or not. It is noted that an unregistered competitor may compete in only ONE round during a CUP season.

The points earned count towards the Class competition, for that round only. They also count towards the overall round winners, 1st 2nd and 3rd in each round, as well as the season's championship.

- Points will be awarded for all places in each class.
- Breakouts:
 - o If a competitor records one lap faster than the class designated by their qualifying time, that breakout is ignored for the purposes of points calculations for the Class positions at that round and for points accumulated towards the series Championship.
 - o If a competitor records two or more laps faster than their class as determined by their qualifying time, they are moved to the faster class

and all results from the round are calculated on the basis of their finishing position in the faster class.

- Class Round Winners: the winner of each class will be declared after each round.
- Overall Round Winners: Overall round winners will be declared after each round. Trophies will be awarded to competitors accumulating the 1st 2nd and 3rd highest points for each round. In the event of a points tie, the committee will refer to the following (in this order) to determine the winning positions: number of class wins; number of class second places; number of class third places; qualifying times.
- Points will accrue for all registered competitors towards the overall season championship, with trophies for the 3 competitors with the highest tallies being awarded after the conclusion of the series.

11. RACING CODE OF CONDUCT

The CUP has been developed to foster safe and competitive racing, in an environment which affords sportsmanlike behaviour, and demonstrates consideration to all racers.

The CUP encourages competitive racing, and as such it is recognised that racing incidents may occur. However repeated transgressions, and overly aggressive driving, will not be tolerated by the committee.

12. ADDITIONAL RULES

MX-5 CUP COMPETITORS ARE REQUIRED TO COMPLY WITH ADDITIONAL RULES PERTAINING TO MX-5 CUP RACES.

All competitors must first and foremost comply with all Rules and Regulations of the sanctioning motorsport body, the racetrack operator and the event promoter or owner. In particular they must take note of and comply with those rules and regulations relating to competitor licensing and conduct, vehicle preparation and presentation, and competition rules.

13. ADDITIONAL CUP RULES OF CONDUCT

- a. Sportsmanlike behaviour is expected. Competitors are expected to drive competitively and safely, showing due respect for others'

machinery and person. It is recognised that racing incidents can occur under race conditions. However repeated transgressions, and overly aggressive driving, will not be tolerated by the committee who reserve the right to request that any competitor in breach of the rules of conduct cease competing in that round and future rounds or the CUP series

- b. New entrants to the sport are to be encouraged and respected, and afforded greater room and consideration. New entrants wishing to be given 'more room' are to display a red P plate on their rear bumper in their first 12 months of racing.
- c. New entrants are equally required to be aware of and show consideration for other competitors and use their mirrors appropriately. If they observe a faster car approaching them, they should at all times maintain their racing line. The onus is on the overtaking car to get around the slower car safely and when appropriate. Similarly, the new entrant must not endeavour to deliberately block or hinder the overtaking car.

14. IN THE EVENT OF AN INCIDENT

- a. Any competitor who has been involved in contact or any other incident must immediately report to the CUP Race Director, for the Committee to evaluate the incident.
- b. The committee reserves the right to requisition any and all video footage of the incident. This might come from the cars directly involved or be obtained from other CUP competitors.
- c. The committee, having considered the incident, may take the matter to the Stewards of the Meeting who may resolve to take further action.
- d. Sanctions.**
 - i. If the committee deems it to be an isolated and minor racing incident, no action will be taken although a warning will be issued and recorded.
 - ii. If a competitor is repeatedly involved in such incidents, the committee reserves the right to take any or all of the following courses of action:

1. deduct points off the competitor from the round;
 2. ban the competitor from taking part in any further racing at this round;
 3. ban him or her from all future CUP rounds or for a period of the committee's choosing.
- iii. Any competitor deemed by the committee to be demonstrating overly aggressive or dangerous driving, whether in the vicinity of New Entrants or not, may also be subject to any or all of the actions as described in (ii) above.

The Committee's decision is final.