

## **1. Purpose**

- 1.1 The MX-5 Cup Championship is intended to provide an annual circuit racing Championship that offers competitive, fair, and enjoyable racing for Mazda MX-5 based vehicles.
- 1.2 The Championship is conducted under Motorsport Australia and is intended to be cost aware, to encourage new competitors, and to provide a structured pathway for drivers progressing from non-competitive track activities into circuit racing.
- 1.3 The spirit of the Championship is hard but fair racing, respectful driving standards, and good presentation of cars and competitors on and off track.

## **2. Title and Authority**

- 2.1 These Sporting Regulations apply to the 2026 MX-5 Cup Championship, called "the Championship"
- 2.2 The Championship will be conducted at circuit race meetings held under
  - a) the FIA International Sporting Code including Appendices.
  - b) the Motorsport Australia National Competition Rules.
  - c) the Circuit Race Standing Regulations.
  - d) The MX-5 Cup Technical Regulations as issued by Motor Racing Australia Pty Ltd and published by Motorsport Australia.
  - e) these Sporting Regulations.
  - f) the Event Supplementary Regulations and any Further Regulations or Bulletins issued by Motorsport Australia.

## **3. Category Organiser**

- 3.1 The Category Organiser for the Championship is Motor Racing Australia Pty Ltd, called "MRA".
- 3.2 The Championship will be conducted at Motorsport Australia permitted circuit race meetings as nominated by MRA.
- 3.3 The Category Manager for the Championship is Paul Nudd, or any replacement notified by MRA.
- 3.4 Contact details
  - a) Category Organiser: Motor Racing Australia Pty Ltd
  - b) Category Manager: Paul Nudd
  - c) Website: mx5cup.au
  - d) Email: [cm@mx5cup.au](mailto:cm@mx5cup.au) (or as otherwise advised)
- 3.5 The MX-5 Cup category, including its regulations, naming, branding, and associated intellectual property, is owned, administered, and maintained by Motor Racing Australia Pty Ltd.

## **4. Definitions**

- 4.1 "Motor Racing Australia Pty Ltd" or "MRA" means Motor Racing Australia Pty Ltd, the Category Organiser for the Championship.
- 4.2 "Championship" means the 2026 MX-5 Cup Championship conducted under these Sporting Regulations and the associated Technical Regulations.
- 4.3 "Category Manager" means the person appointed by MRA to manage the MX-5 Cup category.
- 4.4 "Event Organiser" or "Event Promoter" means the legal entity responsible for the conduct of the circuit race meeting at which a round of the Championship is held, as named in the Event Supplementary Regulations.
- 4.5 "Entered Car" means a car that
  - 4.5.1 has had its entry accepted by the Event Organiser, and
  - 4.5.2 the entry fee has been paid, and

- 4.5.3 the competitor has completed the required event administrative process, including documentation and sign on, on the day of the event.
- 4.6 "Classified Finisher" means a driver and car that are classified as a finisher in accordance with the Circuit Race Standing Regulations.
- 4.7 "Championship Points" means the points scored under Section 12 of these Sporting Regulations.
- 4.8 "Driver Standards Advisor" or "DSA" means a person appointed by the Category Manager, in consultation with the Clerk of the Course, to advise on driver standards and incident review.
- 4.9 "Driver Standards Officer" or "DSO" means a person appointed by the Category Manager or Event Officials to advise the Clerk of the Course in relation to driving standards matters.
- 4.10 "Effective Engine Volume" means the engine's actual swept volume, adjusted using the relevant multiplication factor for forced induction or rotary configuration as defined in the MX5 Cup Technical Regulations. This value is used solely for classification purposes

## **5. Competitor and Driver Eligibility**

- 5.1 Each driver must hold a current Motorsport Australia Circuit Race licence of the level specified in the Event Supplementary Regulations, or a higher grade, and must be a member of a Motorsport Australia affiliated car club.
- 5.2 Each competitor must be a financial member of a Motorsport Australia affiliated car club to be eligible to score Championship Points.
- 5.3 Invited competitors may be accepted at the discretion of MRA and the Event Organiser. Invited competitors may be ineligible for Championship Points as described in Section 18.
- 5.4 Each competitor is responsible for the accuracy of information supplied on entry forms and any Championship documentation.
- 5.5 Points Eligibility, Club Membership:
  - 5.5.1 To be eligible to score Championship Points at any round, a competitor must be a current financial member of the Mazda MX-5 Club of NSW Inc at the time of that round
  - 5.5.2 Only competitors who satisfy the requirement in Section 5.5 for all rounds in which they score points will be eligible for inclusion in the final Championship classification
  - 5.5.3 Competitors who do not meet the membership requirement in Section 5.5 may be permitted to compete in MX-5 Cup races at the discretion of MRA but will not be eligible to score Championship Points or receive Championship awards

## **6. Competitor obligations**

- 6.1 Each competitor must
- a) submit their entry for each round with the event promoter using the required process and by the nominated closing date.
- b) comply with all requirements of Motorsport Australia, the racetrack operator and the event promoter, including rules relating to competitor licensing, conduct, vehicle preparation, presentation and competition procedures as approved by Motorsport Australia
- c) comply with any track, Championship or venue code of conduct applicable at the event.

## **7. Vehicle Eligibility**

- 7.1 Each automobile must comply with the current MX-5 Cup Technical Regulations as published by Motorsport Australia, together with the General Requirements for Automobiles, Schedules A, B and C of the Motorsport Australia Manual.
- 7.2 Eligibility is always the responsibility of the competitor. The Category Organiser, Eligibility Officer or Chief Scrutineer may check compliance at any time during an event.

7.3 A vehicle found to be ineligible may be excluded from the results of the relevant session or event and may lose Championship Points at the discretion of the Stewards of the Meeting.

7.4 MRA may issue Event Bulletins for MX-5 Cup. Once approved by the Event Stewards and published, such Bulletins have the same authority as these Sporting Regulations.

## 8. Entries and Championship Rounds

8.1 The Championship will be conducted over six points scoring rounds, plus any non-points rounds as published in the MRA event calendar for 2026.

8.2 Each round will be conducted as part of a Motorsport Australia permitted circuit race meeting.

8.3 Each race held for MX-5 Cup at a nominated round will count toward the Championship unless otherwise advised in a Bulletin.

8.4 The format for each round, including the number of races and their distance or duration, will be advised in the Event Supplementary Regulations or in a Bulletin issued by the Event or Category Organiser.

8.5 Entries for each round must be lodged using the method, and by the closing date, specified by MRA or the Event Organiser. Late entries may be accepted or refused at the discretion of MRA or the Event Organiser.

8.6 The planned 2026 MX-5 Cup calendar is as follows

Round	Date	Venue	Event type
1	1 February	Sydney Motorsport Park (GP)	Sprint
2	16 May	Sydney Motorsport Park (GP)	Sprint
3	5 July	Sydney Motorsport Park (GP)	Sprint
4	8 August	One Raceway (Wakefield)	Sprint
5	17 October	Sydney Motorsport Park (GP)	Sprint
6	15 <sup>th</sup> November	One Raceway (Shelley)	Sprint

## 8.7 Sprint rounds format

8.7.1 Each Sprint round will consist of, as a minimum,

- One qualifying session of 15 minutes duration.
- One race of 15 minutes duration.
- One race of 17 minutes duration.
- One race of 20 minutes duration

8.7.2 The Event Supplementary Regulations may specify different session or race durations, or additional races, for a particular round.

8.7.3 Only one driver may be nominated per car at a Sprint round.

8.7.4 Only the driver nominated on the entry form will be eligible to accrue Championship Points for the Sprint round, subject to Section 12.1.4.

## 9. Classes

9.1 The Championship will be contested over the following classes

### 9.2 Forced Induction (FI)

9.2.1 Vehicles fitted with forced induction engines, including turbocharged or supercharged engines

9.2.2 Tyres are free

9.2.3 Aerodynamic devices are free, subject to the MX-5 Cup Technical Regulations

### 9.3 Naturally Aspirated Slicks (NAS)

- 9.3.1 Vehicles fitted with naturally aspirated engines only
- 9.3.2 Tyres are free
- 9.3.3 Aerodynamic devices are free, subject to the MX-5 Cup Technical Regulations
- 9.4 Naturally Aspirated Treaded (NAT)**
  - 9.4.1 Vehicles fitted with naturally aspirated engines only.
  - 9.4.2 Treaded tyres only
  - 9.4.3 Aerodynamic devices are free, subject to the MX-5 Cup Technical Regulations
- 9.5 Super 200 (200)**
  - 9.5.1 Vehicles fitted with naturally aspirated engines only
  - 9.5.2 Tyres must have a 200 treadwear rating
  - 9.5.3 Aerodynamic devices are restricted to:
    - 9.5.3.1 Factory style boot spoiler, wings not permitted
    - 9.5.3.2 Front lip spoiler of a production or garage vary style
    - 9.5.3.3 Side skirts
  - 9.6 Tyre definitions and treadwear compliance must comply with the MX-5 Cup Technical Regulations.
  - 9.7 MRA may amend class structure or eligibility by issuing a Bulletin prior to the commencement of a round.
  - 9.8 Where class eligibility or classification is determined by engine configuration, Effective Engine Volume shall be assessed in accordance with Section 4.10 and the MX-5 Cup Technical Regulations.

## **10. Vehicle Classification and Reclassification**

- 10.1 Each competitor must nominate the intended class of their vehicle on the event entry form or other document required by MRA.
- 10.2 The Eligibility Officer, in consultation with MRA, may examine any vehicle and may request to the stewards that a vehicle be reclassified at any time.
- 10.3 If a vehicle is found to have been competing in an incorrect class because the information supplied by the competitor was incomplete or incorrect, class points gained in prior rounds may be forfeited at the discretion of the Stewards.
- 10.4 If a vehicle is placed in an incorrect class due to an administrative error and the competitor's information was correct, the results and class points may be amended by the stewards so that the vehicle is treated as having competed in the correct class.

## **11. Qualifying and Grid Procedure**

- 11.1 The grid for race 1 at each round will be determined by qualifying times, fastest to slowest, unless otherwise specified in the Event Supplementary Regulations.
- 11.2 Grids for subsequent races at each round may be progressive, based on the finishing order of the previous race, or by another method as detailed in the Event Supplementary Regulations or a Bulletin.
- 11.3 Where more than one category is combined on a single grid, each category's results and Championship Points will be determined separately.
- 11.4 A driver who fails to record a qualifying time may be permitted to start a race from the rear of grid at the discretion of the Clerk of the Course.

## **12. Championship Point score**

### **12.1 General**

- 12.1.1 Points will be awarded to drivers based on their finishing position in class in each race at each round.
- 12.1.2 Points are awarded only to Classified Finishers in each class. No points are awarded for a car that does not appear as a Classified Finisher in the official race results, including a non-starter, non-finisher, disqualification or exclusion.
- 12.1.3 Points will be awarded only to drivers of Entered Cars.
- 12.1.4 Where more than one driver is listed for an Entered Car at an event, only the primary driver listed on the entry form will be eligible to score Championship Points for that car.

## 12.2 Class points scale

- 12.2.1 For the purposes of this Section, the number of cars in a class is the number of Entered Cars in that class at the event.
- 12.2.2 The class points scale is as follows
  - a) If there is one Entered Car in class

Class Place	Points
1 <sup>st</sup>	10

- b) If there are two Entered Cars in class

Class Place	Points	Class Place	Points
1 <sup>st</sup>	12	2 <sup>nd</sup>	10

- c) If there are three or more Entered Cars in class

Class Place	Points	Class Place	Points	Class Place	Points
1 <sup>st</sup>	15	5 <sup>th</sup>	8	9 <sup>th</sup>	4
2 <sup>nd</sup>	12	6 <sup>th</sup>	7	10 <sup>th</sup>	3
3 <sup>rd</sup>	10	7 <sup>th</sup>	6	11 <sup>th</sup>	2
4 <sup>th</sup>	9	8 <sup>th</sup>	5	12 <sup>th</sup>	1

- 12.2.3 Once there are three or more Entered Cars in a class, the full points scale in 12.2.2 c) applies regardless of the number of starters or finishers.
- 12.2.4 Example, if there are two Entered Cars in a class and only one car qualifies or finishes, that driver receives the points for first place in a two-car class.

## 12.3 Championship results

- 12.3.1 The Championship points for each driver are the sum of all points scored in all races in the Championship, excluding any non-points rounds declared by MRA.
- 12.3.2 The Outright Championship winner will be the driver who scores the highest total Championship Points across all classes combined.
- 12.3.3 The Class Champion in each class will be the driver in that class who scores the highest total Championship Points in that class.
- 12.3.4 If there is a tie in the final Outright or Class Championship classification, the tie will be broken by
  - a) the greater number of race wins in class, then
  - b) the greater number of second places in class, then
  - c) the greater number of third places in class, then
  - d) the better finishing position in the last race of the Championship in which any of the tied drivers competed, then
  - e) the better finishing position in the previous race, and so on until the tie is broken.
- 12.4 Adjustments for mixed grids

12.4.1 MX-5 Cup may be run in conjunction with other categories on the same grid. If finish positions recorded by the timing system do not correctly reflect the actual race order of MX-5 Cup cars due to the race being shortened or finished by the lapping of other categories, MRA may adjust the Category finish positions for the purposes of allocating Championship Points so that they reflect the on track order at the time the race is declared.

12.5 One additional Championship Point will be awarded to the fastest Classified Finisher in each class in Qualifying at each round.

### **13. Awards**

13.1 Awards will be presented at the conclusion of the Championship as advised by MRA.

13.2 As a minimum, MRA may award

- a) an Outright Championship trophy for the Outright Championship winner, and
- b) Class trophies for first, second and third in each class in the final Championship classification, subject to any minimum participation levels specified by MRA.

13.3 Event trophies may also be presented at individual rounds at the discretion of MRA or the Event Organiser.

### **14. Competition Numbers**

14.1 Competition numbers for the Championship will be allocated and managed by MRA.

14.2 The reigning Outright Championship winner may be offered the right to use number 1 in the following year.

14.3 MRA may re allocate a competition number if the competitor fails to enter any rounds by a specified date.

### **15. Livery and Signage**

15.1 MRA may supply category livery items including, but not limited to, a front windscreen banner, number panels and sponsor logos.

15.2 Any windscreen banner or number panel supplied by MRA and identified as control signage is compulsory on every car and must not be replaced by other banners or panels in that position without written approval from MRA.

15.3 MRA may also require small sponsor decals to be fitted on other locations on the car. The position and size will be advised before each season or round.

15.4 One set of control signage may be supplied at the start of the Championship or at a competitor's first round, at no or reduced cost as advised by MRA. Replacement sets and any additional banners or signage may be supplied at a cost to the competitor.

15.5 Failure to display required signage or decals may result in loss of Championship Points for that event or such other penalty as may be specified in a Bulletin.

15.6 Any conflicting sponsor signage must be approved by MRA prior to the event.

### **16. In car cameras**

16.1 It is highly recommended that each car be fitted with a forward facing in car video camera recording to an SD or micro-SD card, or similar, providing a clear view of the track ahead and the steering inputs of the driver.

16.2 MRA may, by Bulletin or Event communication, specify that an operating in car camera is compulsory for a particular event or for the Championship. In that case, each affected competitor must ensure the camera is fitted, working and recording during qualifying and races.

- 16.3 Upon request by the Clerk of the Course, DSO, DSA or MRA representative, the competitor must provide the camera footage as soon as reasonably practical after the session.
- 16.4 Failure to supply footage when requested, may result in a penalty, which can include a grid position penalty at the next race or loss of Championship Points for the event.

## **17. Category Management and Driver Standards**

- 17.1 The Category Manager is the primary point of contact for competitors for category related matters and will act as liaison between competitors, MRA, track management and officials as required.
- 17.2 A Driver Standards Advisor (DSA) or Driver Standards Officer (DSO) may be appointed by the Category Manager, in consultation with the Clerk of the Course, to assist in managing driving standards and to provide input on incidents.
- 17.3 The Category Manager and any appointed DSA or DSO are considered Officials of the Category for the purposes of these Sporting Regulations.

## **18. Invited Cars and Guest Drivers**

- 18.1 MRA may approve invited cars or guest drivers to compete in designated rounds.
- 18.2 Invited cars must comply with the General Requirements for Automobiles and hold a Motorsport Australia logbook and may be required to meet additional conditions specified by MRA.
- 18.3 Unless otherwise stated in a Bulletin, invited cars and guest drivers will not be eligible to score Championship Points.
- 18.4 MRA may nominate particular invited classes or demonstration groups that will compete on track with MX-5 Cup but will be classified separately.

## **19. Code of Conduct and Penalties**

- 19.1 All competitors and drivers must comply with the Motorsport Australia National Integrity Framework, including the Motorsport Australia Code of Conduct and Social Media Policy, and any venue or event specific code of conduct applicable at a round.
- 19.2 Driving standards will be managed under the Motorsport Australia Judicial Procedures in the National Competition Rules and the Circuit Race Standing Regulations. On track incidents will be investigated by the Clerk of the Course and Stewards, with input from the Driver Standards Advisor (DSA) or Driver Standards Officer (DSO) where requested.
- 19.3 In addition to any Event penalty imposed by the Clerk of the Course or Stewards, MRA may apply Championship penalties, including loss of Championship Points or exclusion from Championship awards, for repeated or serious breaches of driving standards or conduct.
- 19.4 MRA may also decline or withdraw a competitor's invitation to enter future rounds of the Championship where, in the opinion of MRA, their conduct is inconsistent with the spirit of the Championship.

## **20. Amendment of Regulations and Bulletins**

- 20.1 The Stewards may amend, supplement or clarify these Sporting Regulations and the associated Technical Regulations at any time by issuing an Event Bulletin.
- 20.2 If necessary, the Sporting or Technical Regulations may be amended from time to time. The regulations in force for any event are the published versions found of the Motorsport Australia website.