

1. Philosophy and Intent

- 1.1. The MX-5 Cup Championship is a circuit racing category intended to provide 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 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.
- 1.4. Competitors are expected to avoid contact wherever possible. Accidental contact may occur; however deliberate or careless contact is inconsistent with the intent of the Championship.
- 1.5. Vehicles that demonstrate a sustained and significant performance advantage over the remainder of the field may be reviewed by the Category Organiser and may be excluded from competition following consultation with the relevant competitor and with reasonable notice.

2. Eligibility

- 2.1. All vehicles must hold a current Motorsport Australia Vehicle Logbook and comply fully with these Technical Regulations.
- 2.2. Eligible vehicles are limited to:
 - 2.2.1. Mazda MX-5
 - 2.2.2. Mazda Miata
 - 2.2.3. Eunos Roadster
 - 2.2.4. Fiat 124 Spider
 - 2.2.5. Abarth 124 Spider
- 2.3. Vehicles must retain the original production VIN corresponding to the base vehicle.
- 2.4. A vehicle is defined as an MX-5 if it is visually recognisable as a Mazda MX-5 and retains the original MX-5 production bodyshell and core structural elements.
- 2.5. Vehicles originally constructed as purpose-built race cars are not eligible.
- 2.6. All eligible vehicles, regardless of class, must comply with the power to weight requirements specified in Section 8.7

3. Bodyshell and Floorpan

- 3.1. The original production bodyshell must be retained.
- 3.2. The original floorpan and firewall must remain in their original location and general profile.
- 3.3. Minor modification to the floorpan is permitted for:
 - 3.3.1. Exhaust clearance
 - 3.3.2. Transmission clearance
 - 3.3.3. Seat mounting
 - 3.3.4. Roll cage installation
- 3.4. Structural relocation or reshaping of the firewall that provides a performance, weight distribution, or packaging advantage is not permitted.
- 3.5. Chassis rails must remain in their original location and orientation.
- 3.6. Strengthening of the bodyshell for safety or durability is permitted.

4. Body Panels and Exterior Modifications

- 4.1. The external appearance of the vehicle must remain recognisably that of the base production vehicle when viewed from the front, side, rear, and above.
- 4.2. The following panels may be replaced with composite materials:

- 4.2.1. Front bumper/bar
- 4.2.2. Bonnet
- 4.2.3. Front guards
- 4.2.4. Doors
- 4.2.5. Bootlid
- 4.3. Composite panels must retain the original external shape, dimensions, and general profile of the production component.
- 4.4. Bonnet and boot lids may have internal bracing removed but must remain securely latched.

5. Windows and Glazing

- 5.1. The front windscreen must be laminated glass.
- 5.2. All other glazing may be removed or replaced with clear polycarbonate of minimum 3 mm thickness.
- 5.3. Side windows may be fixed in place.

6. Aerodynamic Devices and Body Kits

- 6.1. Aerodynamic devices are permitted subject to class restrictions defined in the Sporting Regulations. Where no specific restriction is listed, aerodynamic devices are unrestricted.
- 6.2. Body kits may include:
 - 6.2.1. Front splitters or lips
 - 6.2.2. Rear spoilers or wings
 - 6.2.3. Side skirts
 - 6.2.4. Wheel arch flares
- 6.3. All aerodynamic devices must be securely mounted and must not present a safety hazard.
- 6.4. Movable or active aerodynamic devices are not permitted. Aerodynamic devices that are adjustable are permitted, provided that no adjustment is possible from within the car while the vehicle is on track.

7. Suspension, Wheels and Tyres

- 7.1. Suspension layout must remain consistent with the original production configuration.
- 7.2. Suspension components, bushings, springs, dampers, and anti-roll bars are free.
- 7.3. Suspension mounting points may be reinforced and may be relocated within the original general location.
- 7.4. Wheels:
 - 7.4.1. Wheel diameter, width, and offset are free
 - 7.4.2. Wheel mounting method is free
- 7.5. Tyres:
 - 7.5.1. Tyre type and construction are defined by class in the Sporting Regulations.
 - 7.5.2. Re-treaded tyres are not permitted
 - 7.5.3. Tyre warmers or pre-heating devices are not permitted
- 7.6. Wheels and tyres must be compliant with Motorsport Australia Schedule E.

8. Engine

- 8.1. The engine must be a Mazda or Fiat piston engine.
- 8.2. Engine capacity is unrestricted.
- 8.3. Forced induction, including turbocharging or supercharging, is permitted
- 8.4. Rotary engines are not permitted
- 8.5. Internal engine modifications are free
- 8.6. The engine must remain located forward of the original firewall.

- 8.7. Power to Weight
 - 8.7.1. All MX5 Cup vehicles must be constructed so that the vehicle has a minimum racing weight of 2.0 kilograms per horsepower, measured at the engine flywheel.
 - 8.7.2. Racing weight is defined as the weight of the vehicle including the driver, all fluids, and equipment as presented in the race.
 - 8.7.3. Engine power may be assessed by methods approved by Motorsport Australia, including dyno testing or other means deemed appropriate by the Stewards.
 - 8.7.4. Any vehicle found to be non-compliant with the minimum power-to-weight requirement may be excluded from results or reclassified, at the discretion of the Stewards.

9. Transmission and Driveline

- 9.1. Vehicles must remain rear-wheel drive.
- 9.2. Gearbox, clutch, flywheel, bellhousing, mounts, driveshafts, and final drive are free
- 9.3. An operable reverse gear is mandatory
- 9.4. Conversion to front-wheel drive or all-wheel drive is not permitted

10. Fuel, Lubrication and Cooling Systems

- 10.1. Fuel system is free.
- 10.2. Fuel tanks and pumps must be isolated from the cockpit except for pass-throughs.
- 10.3. Oil and coolant systems are free but must be located outside the cockpit.

11. Electrical System

- 11.1. Electrical systems are free.
- 11.2. Vehicle must have functional brake lights and tail lights.
- 11.3. One operable windscreen wiper is required.

12. Brake System

- 12.1. Brake system is free.
- 12.2. A dual-circuit system is mandatory to allow braking on at least two wheels in case of failure.

13. Interior Requirements

- 13.1. Interior trim may be removed, except the upper crash pad.
- 13.2. Driver's seat must remain entirely on the OEM side of the car.
- 13.3. Steering wheel position must not exceed 150 mm rearward of OEM location.
- 13.4. Pedals and column positioning are free.

14. Safety Compliance

- 14.1. All vehicles must comply with Motorsport Australia Schedule A, B, C, and J.
- 14.2. The minimum roll cage requirement is a compliant half cage structure as defined in Schedule J.
- 14.3. A full six-point roll cage compliant with Schedule J is recommended.

15. Category Signage

- 15.1. The official MX-5 Cup windscreens banner must be applied before any on-track session.
- 15.2. All other category decals as supplied by the Category Manager must be correctly affixed.
- 15.3. Vehicles not displaying correct signage may be excluded unless otherwise approved by the Category Manager.