



Spec MX-5 Challenge Sporting Regulations

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Spec MX-5 Challenge, LLC
2500 McHale Court Suite 100A
Austin, TX 78758
<http://www.specmx-5.com>
512-994-0656

Spec MX-5 Challenge

Sporting Regulations for the Spec MX-5 Challenge are a combination of the rules set forth by Spec MX-5 Challenge and the hosting sanctioning body for each Event Weekend (NASA CCR, SCCA GCR, IndyCar, etc.). The rules below are specific Spec MX-5 Challenge rules. If a rule doesn't appear below, refer to the hosting sanctioning body's rule book for clarification. If there is a conflict between Spec MX-5 Challenge rules and sanctioning body rules, the Spec MX-5 Challenge specific rules will be the default for the purposes of awarding points.

SOCIAL MEDIA POLICY

Social media includes all means of communicating or posting information or content of any sort via digital applications or on the Internet, including any social network, blog, podcast, journal or diary, personal web site, web bulletin board or a chat room, whether or not associated or affiliated with Spec MX-5 Challenge, as well as any other form of electronic communication. The most common forms of social media are Facebook, Twitter, Instagram, SnapChat and YouTube. Even though these forums may seem informal, as a Competitor or Official of Spec MX-5 Challenge you are still expected to act professionally always. Ultimately, you are solely responsible for what is posted online. Always be fair and courteous to others. Nevertheless, if you decide to post complaints or criticism, avoid using statements, photographs, video or audio that reasonably could be viewed as malicious, obscene, threatening or intimidating, that disparage others or that might constitute harassment or bullying. Examples of such conduct might include offensive posts meant to intentionally harm someone's reputation or posts that could contribute to a hostile work environment based on race, sex, disability, religion or any other status protected by law, rule or policy. Inappropriate postings that may include discriminatory remarks, harassment, and threats of violence or similar inappropriate or unlawful conduct will not be tolerated and may subject you to disciplinary action up to and including suspension. Make sure you are always honest and accurate when posting information or news, and if you make a mistake, correct it quickly. Remember that the Internet archives almost everything; therefore, even deleted postings can be searched. Posts are "on the record" and available to the media, public, sponsors, and other business partners and subject to discovery in litigation matters. Express only your personal opinions. Never represent yourself as a spokesperson for Spec MX-5 Challenge.

Spec MX-5 Challenge Executive Committee

The Spec MX-5 Challenge Executive Committee has total executive authority over all Spec MX-5 regions, officials, and all matters of any nature pertaining to Spec MX-5 Challenge issues, except as otherwise stated in this subsection. The Executive Committee will make judgments, definitions, determinations, clarifications, and settle all presented appeals. The decisions of the Executive Committee are the final rulings and cannot be appealed.

Spec MX-5 Challenge Series Director

The Spec MX-5 Challenge Series Director assigned to the Event Weekend has total executive authority over the Event Weekend, for all matters of any nature pertaining to Spec MX-5 Challenge points issues. The Series Director will make judgments, definitions, determinations,

and clarifications. The decisions of the Series Director can be appealed to the Executive Committee.

Event Race Director/Stewards

The Race Director/Stewards will be set in place by the hosting sanctioning body pertaining to that race event. The Race Director/Stewards will make judgments, definitions, determinations, and clarifications. The decisions of the Race Director/Stewards can be appealed to the Spec MX-5 Challenge Series Director. However, in some cases the Spec MX-5 Challenge Series Director does not have the authority to overrule the host sanctioning body (e.g. a ban on a driver for sanctioning body rules infractions or a ban on a driver based on health considerations).

Suit Patches

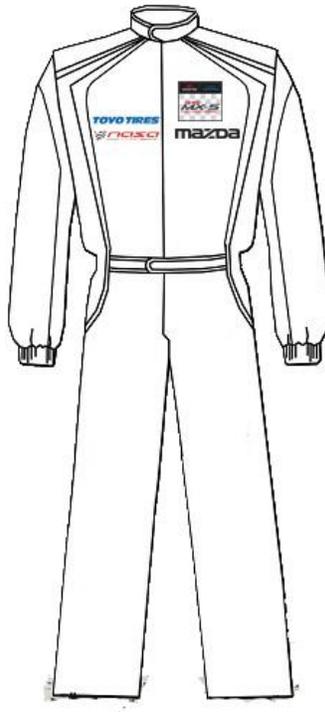
All competitors are required to have the following logos displayed on their suit for the duration of each event. Patches will be provided by the series; embroidery is also acceptable in the correct size.

Left Chest

- Spec MX-5 Challenge - upper left chest
- Mazda

Right Chest

- Space for team name
- Toyo Tires
- Sanctioning Body (NASA/SCCA)



Car Livery

TBD

Testing

The series allows testing pre-season at tracks the Series will run (assuming any necessary cars). During the Spec MX-5 Challenge season, drivers may test at tracks, either in-series or outside-of-series.

Drivers

Spec MX-5 Challenge reserves the right to add more drivers to the series at any given time. Drivers joining the series mid-season, and who have paid the adjusted full-season fees for their service level, will be assigned last place points for each race they have missed. Note that to compete for the overall championship, driver must participate in a specified number of regular season events. This number varies depending on driver's choice of National Series, Regional Series or Invitational.

Car Specifications

Cars running in the Spec MX-5 Challenge must meet the requirements for the NC-generation Mazda Spec MX-5 as described in the SCCA rules for STL class cars, when running with SCCA. When running with NASA, cars must meet the ST5 rules published from by NASA.

In addition, cars must meet the technical specification set by Mazda Motorsports and Spec MX-5 Challenge. These supplementary rules are available on specmx-5.com under Competitor Info/Rules.

Cars running in the Spec MX-5 Challenge must have video recording capability and it must be functional during qualifying and race sessions. Non-functioning video will be grounds for disqualification or penalty by the Series Director.

A tech evaluation process for cars is available from the series. All judgements about compliance or non-compliance with series rules are under the sole discretion of the Spec MX-5 Series Director.

Car Set-Up & Adjustments

Except for ride height, adjustments to set-up are free.

Car Weight

Cars will have a minimum weight with driver to equalize driver weight. This weight is 2500 lb. -- with driver and empty fuel.

Spirit of Spec Racing

Any driver found tampering with a car during tech or after tech to gain an advantage will be suspended immediately from the series.

Tire Rules

Cars in the Spec MX-5 Challenge are limited to running two new (sticker) sets of tires per race weekend. In the event that a driver damages a tire or wheel, and there is a safety concern, the Series Director may allocate a used replacement tire. The Series Director will have final say in if a tire may be replaced or not.

Rain Tire Rules

The Series Director will make the decision to utilize rain tires or slicks prior to each session, and all drivers will be required to run the same type of tire.

Radio Rules

Radio communications are allowed during practice, qualifying and each race.

Race Structure

The format for each event weekend will be dictated by the hosting sanctioning body (SCCA/NASA/SVRA/etc.), but typically each event weekend will consist of 3 days on track as follows:

Day 1: A test day (generally hosted by the track or sanctioning body)

Day 2: One Qualifying session and Race 1

Day 3: Race 2

Each race will have a split start from other classes, if possible. Spec MX-5 Challenge is a multiclass racing series. No driver can gain an “unfair” advantage from an out of class competitor during qualifying or race sessions (ruled by Spec MX-5 Series Director).

Spec MX-5 Challenge has a goal of allowing competitors to double-dip at regular season Marquee events (the 11 events on the Spec MX-5 Challenge calendar). This means that the Series has a goal of running “Spec MX-5 Challenge” races in a separate run group from the run group in which 2020 Spec MX-5 cars are normally classed (STL in SCCA and ST5 in NASA). So, for example, if an SCCA event has STL class cars running in Group 3, then Spec MX-5 drivers may *optionally* run their cars in STL in Group 3. No Spec MX-5 Challenge points are scored in STL or Group 3. In this example, the Spec MX-5 Challenge race might be assigned to Group 1. Those Group 1 races will be the points-scoring races for Spec MX-5 Challenge cars during that weekend.

This structure of a double-dipping option will only be offered at Spec MX-5 Challenge Marquee events. At some events it may not be possible due to scheduling or group structure limitations of the sanctioning body. The Series will request a split start for Spec MX-5 cars in the Spec MX-5 Challenge races, but this is not guaranteed.

Qualifying and Starting Order

The grid for Spec MX-5 Challenge Race 1 will be determined by the fastest lap for each driver in the designated qualifying session(s). Laps may be discarded where track limit violations or other rules violations are found. In the event qualifying is not completed, grid order will be based on current point standings. The grid for Race 2 will be set by the grid the faster of:

- each driver’s second fastest lap from both the first qualifying session
- each driver’s fastest lap during Race 1.

Regular Season Points System: Regional Series

East and West Regional Series competitors must register their participation in Spec MX-5 Challenge races at Marquee events in order to receive points and to qualify for the

Championship. *Registration is a separate activity from race entry.* Race registration occurs with Spec MX-5 Challenge, LLC and incurs series administrative and prize-funding fees. Race entry occurs with the sanctioning body (SCCA or NASA or SVRA and sometimes their designated entry management firms such as MotorSportReg.com) and incurs separate fees for racetrack rental and race administration.

Drivers who have not registered their participation in Spec MX-5 Challenge races may enter and drive in those events, but *unregistered drivers will not score points or be eligible to qualify for the Championship.*

Regional season points will be assigned for each race finish as follows:

1st - 10, 2nd - 9, 3rd - 8, 4th - 7, 5th - 6, 6th - 5, 7th - 4, 8th - 3, 9th - 2, 10th - 1

A bonus point will be awarded for starting each Regional race. A maximum of 6 races will be scored toward the Championship, counting the best 6 finishes each driver has.

Drivers may not combine points from East and West Regional events.

An East Regional Champion and a West Regional Champion will be declared. Regular season finishing order will be established by adding the points from each driver's best 6 races to bonus points from up to 6 races. The highest point total (for 6 races) will be awarded first place for the regular season, the second highest will be awarded second place, and so on.

Championship Carryover Points will be the sum of the race points and bonus points (best 6 races) earned in the regular season. Thus, a driver who has run 10 races will carry over the sum of the points from his or her best 6 races including up to 6 bonus points.

Any driver who is registered for Regionals, and runs at least one race, will be qualified for the Championship.

Regular Season Points System: National Series

National Series drivers must sign a contract for the complete Series (5 regular season events and Championship). National Series drivers are then automatically *registered* for the Marquee events in the National Series, which covers administration for Spec MX-5 Challenge. Drivers must, however, *enter* all National Series events via the sanctioning body in charge of the event track rental, safety and administration (SCCA, NASA, SVRA).

National Series points during the regular season will be assigned for each race finish as follows: 1st - 30, 2nd - 29, 3rd - 28, 4th - 27, 5th - 26 and so on if there are more than five contestants.

At the end of the season, National Series drivers will be ranked based on their best eight races. The top-ranking competitor is awarded 67 carryover points, P2 receives 66, P3 receives 65 and so on.

All National Series drivers who have run at least 3 events (6 races) qualify for the Championship. A driver who is unable to compete in an event may arrange to have his seat occupied by another driver if such driver is approved by the Series. A driver who does not compete in a race or has a substitute for a race will receive last place National points for that race.

Regular Season Points System: Invitationals

Invitational points during the regular season will be assigned for each race finish as follows: 1st – 30, 2nd – 29, 3rd – 28, 4th – 27, 5th – 26 and so on if there are more than five contestants. Invitational drivers may also score points for teamwork, clean driving and social media. A single driver may be awarded 2 points for teamwork. Similarly, one driver each may be awarded 2 points for clean driving and for social media.

Invitational drivers may only count two races toward carryover points. The top 3 points scorers in each event will qualify for the Championship. Rental cars from the Series will be assigned to drivers in order of carryover points earned.

Drivers are limited to one Invitational. However, the Series reserves the right to allow a driver to run a second Invitational if the driver's participation will contribute something of value to the Spec MX-5 community. In addition, the Series reserves the right to allow a driver to run a second Invitational in hardship cases, for example, illness, death in the family or mechanical failures that cannot be repaired in a rental car. Drivers who wish to drive multiple Invitationals may apply to do so. Additional requirements will be applied such applications.

Championship Event

As many as the top 60 full-season drivers from the series may qualify, based on regular season carryover points, to compete head-to-head at the Championship Event.

Drivers who qualify for the Championship Event will start the Championship Event with the carryover points they earned in the regular season.

Championship Event points will be assigned for each Championship race finish as follows: 1st - 30, 2nd - 29, 3rd - 28, 4th - 27, 5th - 26, 6th – 25 and so on down to 30th place.

The Championship winner will be the driver with the highest points total based on carryover points plus Championship Race 1 points plus Championship Race 2 points.

Prize System

Spec MX-5 Challenge Champion payout is planned as follows:

1st - \$50,000 scholarship to an approved racing program (with driver choice of support by series race team)

2nd - \$25,000 scholarship to an approved racing program (with driver choice of support by series race team)

3rd - \$15,000 scholarship to an approved racing program (with driver choice of support by series race team)

\$5,000 awarded to the highest finishing Masters driver, provided he or she is not also a P1, P2 or P3 finisher in total points.

\$5,000 awarded to the highest finishing Emerging Talent driver, provided he or she is not also a P1, P2 or P3 finisher in total points.

To earn a payout, drivers must participate in the Championship event.

To earn a payout, Masters drivers must be over the age of 45.

To earn a payout, Emerging Talent drivers must be under the age of 23.

One driver, if qualified, will also be selected at large by Mazda to receive an invitation to the 2019 Mazda MRT24 Shootout.

The series reserves the right to alter these prizes at any time.

Points Tie Breakers

In the event of a tie for regular season points, the positions will be decided upon the following criteria in this order until the tie is broken to determine qualification for the Championship Event:

- Most 1st places
- Most 2nd places
- Most 3rd places
- Most 4th places and so on until the tie is broken

In the event of a tie for Championship points the position will be decided upon the following criteria in this order until the tie is broken:

- Carryover Points
- Championship Races Points Total
- Most 1st place finishes (combined regular season and Championship races)
- Highest finishing position in the final Championship Races

Registering Points

Contracted drivers in good standing in the National Series and the Invitationals will automatically have their regular season points registered. Drivers running the West Regional Series or East Regional series must apply to the Series and pay additional administration fees to be registered. Note that registration and race entry are not the same thing and that both are required. Registration is done with Spec MX-5 Challenge, LLC at SpecMX-5.com and race entry is done via the approved methods of SCCA, NASA and SVRA, depending on the event in question.

Driving Infractions

Drivers in the Spec MX-5 Challenge series are expected to race fairly and cleanly. Avoidable contact, blocking, over-aggressive driving, etc. will be penalized based on severity of offense, from points penalties to position loss, up to and including suspension. Repeat offenders will receive increasingly higher penalties.

The hosting sanction body will use their standard procedures (refer to hosting sanctioning body's rulebook and event supplemental regulations) to conduct the event, including driver infractions, flagging protocols, yellow flag procedures, etc. Drivers must follow all of the hosting sanctioning body's procedures, instructions, and directives. In addition, the Series Director may add to, or

reduce, any penalties assigned by the hosting sanctioning body as deemed necessary for fair competition.