



Spec MX-5 Challenge Sporting Regulations

2020.30.4 EDITION ©

10/16/2020

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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, but include many others. 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 MX5 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

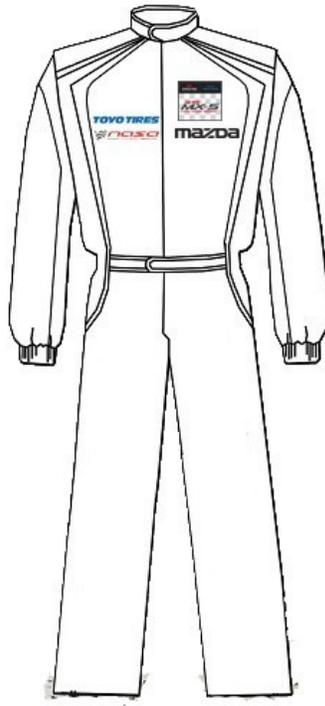
All competitors are recommended to have the following logos displayed on their suit for the duration of each event. Patches will be provided by the series; embroidery is also acceptable in the correct size.

Left Chest

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

Right Chest

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



Car Livery

All cars must have decals as required by the sanctioning body for each race. These are specified in the GCR for the relevant sanctioning body.

In addition, to qualify for sponsor contingency money, points and prizes, cars must carry the following decals in the specified positions:

- Mazda logos on rear fenders and front bumper (may appear on bumper cover or on bumper structure cover plate)
- Toyo Tires logos on front and rear bumper cover corners and on rocker panels
- Pagid Racing logos on rocker panels
- Spec MX-5 Challenge logos on windshield eyebrow, upper rear section of front fenders, and rear center bumper cover

For consistency, the following guidelines are preferred:

- Note: ideally car minimum weight should appear on the rocker panels directly below the number plate (if used)
- The number plate is optional, but preferred
- Car numbers on driver's right side of windshield, center rear section of front fenders and rear license plate recess
- Driver's surname on windshield below number

An example of these logos and other decals with approximate placement is shown in this diagram (note the blue and black background areas are indicative of the free area that may differ between cars):



For driver convenience, these Series-required decals are available as a kit in the Spec MX-5 Parts Store. Similarly, vector art is available on the Spec MX-5 site.

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 Vehicle Technical Specification set by Mazda Motorsports and Spec MX-5 Challenge. These supplementary rules are available on specmx-5.com under Competitor Info/Rules. In the event of a conflict between STL or ST5 rules or this document and Mazda VTS, the Mazda VTS will prevail for Spec MX-5 Challenge races.

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 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 or crew member found tampering with a car during tech or after tech to gain an advantage will result in the driver being suspended immediately from the series. Penalties for technical infractions are specified in the technical rules.

Tire Rules

Cars in the Spec MX-5 Challenge are limited to running two new (sticker) sets of tires per race weekend (not including any optional test day). In the event that a driver damages a tire or wheel, and there is a safety concern, the Series Director may allow 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 7 events on the Spec MX-5 Challenge regular season 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. The Series Director controls the final starting grid and may make adjustments for special situations including on-track incidents and technical issues (e.g. Timing & Scoring technical issues). In the event qualifying is not completed, grid order will be based on current point standings.

The grid for Race 2 will, if allowed by the sanctioning body, be set by the faster of:

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

- each driver's fastest lap from the second qualifying session if there is one

Points System

The Spec MX-5 Challenge points system is different from the points systems commonly used in road racing. Therefore, please read the rules carefully.

Overall, a driver must choose to score points in one of the four competitions: East Regional Series, West Regional Series, National Series, Invitational. The only exceptions to this are:

- Regional Series competitors who run both East and West events, will automatically be ranked in the Region where they rank the best based on their top finishes.
- Drivers may switch from a Regional Series to the National Series prior to the start of the National Series season.

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.* Points registration occurs with Spec MX-5 Challenge, LLC and is used for series administrative, support, award 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*. To register points for Regionals, drivers must submit information and payment to Spec MX-5 Challenge, LLC. There is a form on the SpecMX-5.com website for event registration. Remember, *registration is a separate activity from race entry*.

Any driver who is registered for at least one Regional, and runs at least one race, will be qualified for the Spec MX-5 Challenge Championship.

Registration for Regional Series regular season events involves a fee of \$150 per event (in advance) or \$300 per event (if registered after the event). Registration for the Championship requires a fee of \$1000, in advance. Note that Mazda offers a contingency payment of \$150 *per race* for drivers who finish in the Top 15 in each race and who attend the championship. This is intended to defray the cost of registration.

Points may be registered here: <https://specmx-5.com/forms/>

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

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

Two (2) bonus points will be awarded for each registered Regional race started, up to a maximum of 10 bonus points per driver.

A maximum of 5 *races* per driver will be scored toward the Spec MX-5 Championship, counting the best 5 finishes each driver has.

Drivers may combine points from East and West Regional events; but, note that the 5-race limit and 10 bonus point limit apply to the driver, not per Series (e.g. you cannot do 5 races East and 5 races West and add up points from 10 races). In addition, drivers will be ranked for carryover points in the Region in which they count the most races for points-scoring purposes. If a driver has the same points in two regions, the Series will apply the points to the Region where the driver will have the best ranking.

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 5 races to bonus points from up to 5 races. The highest point total (for 5 races plus bonus points) 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 based on a ranking using the sum of the race points (best 5 races) and bonus points earned in the regular season, by region. Thus, a driver who has run 6 races in the East will use the sum of the points from his or her best 5 East races and 10 bonus points to determine his/her carryover ranking. A driver who has run 4 events, 2 in the West and 2 in the East will be ranked based on the best 5 races selected from those Regions. If 3 or more of those race are from the East, then the driver will be ranked in the East. If 3 or more of those races are from the West, the driver will be ranked in the West. The top-ranking Regional

competitors in both the East and the West are each awarded 60 carryover points, P2 receives 59, P3 receives 58 and so on. Drivers who are tied in regular season points will be awarded the same number of carryover points.

Regular Season Points System: National Series

To score points in the *National Series*, drivers must run with an Approved National Series Shop (note: not all Preferred Shops for car building are Approved for the National Series) and must be pre-registered, with payments completed and contracts signed, for the events in which they run. Similarly, Approved Shops must have completed contracts with the Spec MX-5 Challenge, LLC to run National Series events and must have paid the requisite fees. Drivers or their shops on their behalf must declare their intent to run in the National Series and complete paperwork and fee submission prior to the first National Series event to have their points counted.

National Series drivers must sign a contract with their approved shop for the complete Series (4 regular season events and Championship). National Series drivers who fulfill their contracts will then be *registered* for the Marquee events in the National Series, assuming payment and contract compliance by their approved shop. This registration covers prizes and series administration for Spec MX-5 Challenge Series. Drivers must, however, additionally *enter* all National Series events via the sanctioning body in charge of the event track rental, safety and administration (e.g. SCCA, NASA, SVRA).

National Series points during the regular season will be assigned for each race finish among National contestants 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 7 races. The top-ranking competitor is awarded 60 carryover points, P2 receives 59, P3 receives 58 and so on. Competitors with the same number of regular season points will be ranked the same and receive the same number of carryover points.

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 has entered but 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

To score points in *Spec MX-5 Challenge Marquee events that include Invitational competitions* (Invitationals), drivers must run with an Approved Invitationals Shop (note: not all Preferred Shops for car building are Approved for Invitationals) and must be pre-registered, with payments completed and contracts signed, for the events in which they run. Similarly, Approved Shops must have completed contracts with the Spec MX-5 Challenge, LLC to run Invitational events and must have paid the requisite fees. Drivers or their shops on their behalf must declare their

intent to run in a given Invitational, and complete paperwork and fee submission, prior to the event to have their points counted.

Registration fees for Invitational events covers prizes and series administration for Spec MX-5 Challenge Series. Drivers must, however, additionally *enter* all Invitational events via the sanctioning body in charge of the event track rental, safety and event administration (e.g. SCCA, NASA, SVRA).

Invitational points during the regular season will be assigned to drivers for each race finish among all Invitational contestants at the event as follows: 1st – 28, 2nd – 27, 3rd – 26, 4th – 25, 5th – 24 and so on if there are more than five contestants. If there are fewer than 3 Invitational drivers at an event, Invitational points will be assigned from this same schedule, but based on finishing position among Regional drivers. Thus, if a Regional driver finishes a race in P1 and an Invitational driver finishes one position behind, but ahead of the next Regional driver, then the Invitational driver will earn 27 points for that race. The official finishing positions of the Regional drivers will not be affected.

Invitational drivers may also score points for teamwork, clean driving and social media. A single driver or multiple drivers may be awarded 1 point for teamwork. Similarly, one driver or multiple drivers may be awarded 1 point for clean driving. If an Invitational driver is determined to have caused an avoidable on-track incident, for example, he or she will not earn this award (when being an invited racer to pilot a team's car, there is a high level of importance and burden to take care of the equipment and the equipment of other drivers). One driver may also be awarded 1 point for social media. A driver may earn all three awards or the awards may be distributed among drivers in any combination. These points are awarded for the event, not per race. At a given event, any or all of these awards may be withheld if no driver or drivers meet the criteria.

At the end of the season, Invitational drivers will be ranked based on their best single event. The top-ranking competitor is awarded 59 carryover points, P2 receives 58, P3 receives 57 and so on. Competitors with the same number of regular season points will be ranked the same and receive the same number of carryover points.

Invitational drivers may only count two races from a single event toward the ranking for carryover points; their bonus points from that event will also carryover. All points scorers in each Invitational event will qualify for the Championship. Drivers should be aware that many more drivers may qualify for the Championship than there are rental cars available. Rental cars owned by the Series will be assigned to drivers previously renting Series cars in order of carryover points earned. If there is a tie among these top drivers, the Series reserves the right to break the tie taking into account racing performance and awards and other factors of benefit to Series competition. Any drivers who use non-Series cars will have to arrange a rental car to run the Championship either from a regular season shop or from private sources.

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 (e.g., illness, death in the family or mechanical failures in a rental car during the event). Drivers who wish to drive multiple Invitationals may apply to the

Series (contact@SpecMX-5.com) stating their reason for wanting to run in a second Invitational. Additional requirements will be applied to such applications as specified above.

Championship Event

As many as the top 60 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.

SVRA rules for flagging, contact and aggressive driving will apply, subject to approval of the Spec MX-5 Challenge Race Director. Track limits per SVRA and COTA rules will apply: COTA "out of bounds" policy is like F1; you can straddle the curbing berms, but if you place all 4 wheels over the berm, and now are completely on the green or white painted surfaces, you are out of bounds and will be penalized.

Championship Event points will be assigned for each Championship race finish as follows: 1st - 30, 2nd - 27, 3rd - 25, 4th - 24, 5th - 23, 6th - 22 and so on down with one point decremented for each position down to 30th place. The series reserves the right to deduct points as a penalty for driving infractions.

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 maximums are planned as follows, depending on participation levels:

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

If there are sufficient entries:

2nd - \$10,000 scholarship to an approved racing program (with driver choice of support by series race team)

3rd - \$6,000 scholarship to an approved racing program (with driver choice of support by series race team)

\$2,000 awarded to the highest-finishing Masters driver, provided he or she is not also a P1, P2 or P3 finisher in total points.

\$2,000 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 at the time of the Championship.

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

At least one driver, if qualified, will also be selected at large by Mazda to receive a nomination to the 2020 Mazda MRT24 Shootout.

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

Points Tie Breakers

For the East regular season and West regular season Championships, the following criteria, in order, will be used until the tie is broken to determine podium for each Regional Championship:

- Most 1st places
- Most 2nd places
- Most 3rd places
- Most 4th places and so on until the tie is broken
- If the finishing position tiebreakers do not resolve the tie, then cumulative qualifying time delta in head-head races will be used to resolve the tie.

In the event of a tie or ties for regular season points in Regional or National competition, each tied driver will be awarded the same number of carry over points to the overall Championship event. Such ties will be broken as a result of Championship competition or after the overall Championship.

In the event of a tie for overall Championship points, after the Championship races have been run, the position will be decided upon the following criteria in this order until the tie is broken:

- Championship race points total (2 races)
- Carryover points
- Most 1st place finishes (combined regular season and Championship races)
- Highest finishing position in the final Championship Races

Registering Points and Entering Championship

Contracted drivers in good standing in the National Series and the Invitationals should automatically have their regular season points registered by their supporting race shop. Drivers running the West Regional Series or East Regional series must register each event with the Series and pay additional administration fees to have points 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 or directly through your support shop. Race entry is done via the approved methods of SCCA or NASA depending on the event in question.

Entry for the Championship will be coordinated by Spec MX-5 Challenge, LLC. For the Spec MX-5 Challenge Championship event at Circuit of The Americas, drivers will pay an *entry* fee of \$1000 for the race weekend. Spec MX-5 Challenge will have its own run group for this event. In

addition, drivers will run a test day at CoTA prior to the Championship, at an entry cost of \$500. These fees cover track rental, safety, entertainment, spectator control and media.

Regional Series drivers must also *register* for the event, to support Series administration, insurance, race direction, hospitality and awards, the cost for which is \$1000. National and Invitational drivers are pre-registered but require the same entry fees.

Note that the top 15 drivers in each race can earn \$150 *per race* in Mazda contingency money if they attend the championship to offset the Championship registration and test day fees. Details are available on the Contingency page of the SpecMX-5.com site under Competitor Info/Rules.

Driving and Technical 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. A warning may be issued when the series lacks complete information. Repeat offenders, including those on warning probation, will receive increasingly higher penalties, generally in the form of points reductions. The SCCA (Appendix P of the GCR) and NASA (sections 25 and 26 of the CCR) have detailed explanations. Other sections cover other important rules. In addition, one clarification is that, although most responsibility for passing is placed on the overtaking car, abrupt changes of line during bump drafting or braking situations will be considered blocking.

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. A protest is the basic method to generate a ruling on a driving infraction.

Technical infractions should be addressed as specified in the Vehicle Technical Specification and the Terms and Conditions for Mazda Team Support Program.

The Series Director may add to, or reduce, any penalties assigned or not assigned by the hosting sanctioning body as deemed necessary for fair competition. Similarly, the Series Director may award or subtract points or take other actions independently or in contradistinction to the SCCA or NASA official rulings if that is the most fair way to address infractions.

Drivers must be able to provide video of incidents and offer data collected from on-board systems to ensure fair driving and compliance.

Series penalties (for driving or technical infractions) may be appealed up to seven (7) days after a penalty decision is rendered.