

MX-5 Club of NSW Sprint Championship

Class Benchmarks 2026

Introduction

The MX-5 Club of NSW Sprint Championship is designed to provide a simple and fair set of rules that allows a driver of any MX-5 model to compete in one of four different classes, depending on their level of modification. These rules were first introduced at the start of 2020, to coincide with the change to a calendar year-based competition season, and have been improved annually.

In the previous rules which applied up to the end of 2019, cars within each class were 'equalised' by allowing differing levels of modifications. The idea was to achieve similar performance on the track. The effectiveness of this strategy was somewhat questionable. Another major limitation was the lack of uniformity in the technical rules across different models – especially for the multiple variants of NC and ND models.

The basic principle of the Championship is to score each driver based on their fastest lap time compared with a benchmark for their particular MX-5 model and modification level. The division of Classes in the rules is based upon a specified level of modification allowed for all models. Within each Class, models of MX-5s are grouped into Categories. Each Category of MX-5 within a Class is assigned a benchmark time from which a score is calculated. Each circuit has its own set of benchmarks which are calibrated from real historical lap records.

For each driver at a round, their Class score is determined from their benchmark time, divided by their fastest lap time, multiplied by 100 to give a percentage score. For example, a Amaroo Circuit time of 70.839s in a Standard NC soft-top compared to the benchmark of 66.1s, achieves a score of 93.31%. In the same Class, a Standard NA6 with a time of 73.082s compared to the benchmark of 68.5s, achieves a score of 93.73%. In this example, the NA6 driver is ranked ahead of the NC driver in Standard Class because they achieved a higher percentage score.

Trophies for first, second and third in each Class will be awarded based on an annual point score whereby points will be awarded at each event as follows:

Place	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17+
Points	25	22	20	18	16	14	12	10	9	8	7	6	5	4	3	2	1

One round per year is excluded from the total points attained by each driver, for the round at which they accrued the least points. This is referred to as a drop round.

Class Structure

Four Classes have been defined:

1. MX-5 Standard
2. MX-5 Clubman
3. MX-5 Modified
4. MX-5 Open

These classes have uniform technical rules which state what modifications are allowed within each of the classes. Within each of these classes, models of MX-5s are grouped into Categories based on benchmark lap times. Where possible, historical lap records have been used to set these benchmarks. Where this data has not been available, factory power-to-weight ratios have been used to extrapolate a benchmark time. Analysis has shown that this is a reasonable predictor of benchmarks where optimal lap records do not exist. The benchmarks for Clubman are 1.0% faster than Standard, and Modified are 2.5% faster than Standard. The rationale is that higher levels of modification are expected to make a car increasingly faster than the base model. Optimal lap records for each class were used to calibrate the relative differences between classes. Refer to the appendices for a more detailed explanation of how this analysis was performed.

Class Numbers

These are the numbers that should be used to indicate your class when entering MX-5 Club Track Days.

Class	Class Description	Category	Models
1A	Standard MX-5 - 1	A	NA6
1B	Standard MX-5 - 1	B	NA8, NB8A/B/C/D
1C	Standard MX-5 - 1	C	ND15A/B
1D	Standard MX-5 - 1	D	NB SE
1E	Standard MX-5 - 1	E	NC RC
1F	Standard MX-5 - 1	F	NC, NDRFA
1G	Standard MX-5 - 1	G	ND20A
1H	Standard MX-5 - 1	H	NDRFB
1J	Standard MX-5 - 1	J	NB SP
1K	Standard MX-5 - 1	K	ND20B
2A	Clubman MX-5 - 2	A	NA6
2B	Clubman MX-5 - 2	B	NA8, NB8A/B/C/D
2C	Clubman MX-5 - 2	C	ND15A/B
2D	Clubman MX-5 - 2	D	NB SE

2E	Clubman MX-5 - 2	E	NC RC
2F	Clubman MX-5 - 2	F	NC, NDRFA
2G	Clubman MX-5 - 2	G	ND20A, NC 2.5L
2H	Clubman MX-5 - 2	H	NDRFB
2J	Clubman MX-5 - 2	J	NB SP
2K	Clubman MX-5 - 2	K	ND20B
3A	Modified MX-5 - 3	A	NA6
3B	Modified MX-5 - 3	B	NA8, NB8A/B/C/D
3C	Modified MX-5 - 3	C	ND15A/B
3D	Modified MX-5 - 3	D	NB SE
3E	Modified MX-5 - 3	E	NC RC
3F	Modified MX-5 - 3	F	NC, NDRFA
3G	Modified MX-5 - 3	G	ND20A, NC 2.5L
3H	Modified MX-5 - 3	H	NDRFB
3J	Modified MX-5 - 3	J	NB SP
3K	Modified MX-5 - 3	K	ND20B
4N	Open MX-5 - 4	N	Naturally Aspirated
4T	Open MX-5 - 4	T	Forced Induction
5O	Member, non-MX-5	O	
6V	Non-member	V	

Technical Rules

Please refer to the separate document which describes the technical rules for each Class.

The intent of this class structure is to provide a logical progression in terms of technical development from a standard road-going MX-5 through various levels of modification up to a dedicated MX-5 race car. The step between Classes, whilst not entirely uniform, is intended to achieve a steady progression in terms of performance potential, and the level of cost needed to achieve that potential.

MX-5 Standard road cars must be standard, apart from safety modifications and very limited allowance with tyres.

MX-5 Clubman Class is intended to be firstly road cars, with some modifications making them more suited to track days. The Clubman Class is intended to be a 'mildly' modified road car with a relatively small number of common (mainly suspension) modifications allowing a cost-effective upgrade to the standard model.

The NSW Supersprint Type RR category goes beyond Clubman class. It is not feasible to exactly align Clubman with Type RR as the level of modifications permitted is much greater than is deemed desirable for Clubman, but does not allow some common modifications that are permitted in Clubman. Club competitors wishing to compete in the Type RR category in the NSW Supersprint Championship should read the Type RR rules carefully as there are differences from the MX-5 Clubman rules.

MX-5 Modified Class is primarily defined by the NSW Supersprint Type RM rules, with the exception that MX-5 Modified Class cars are not required to be road registered, and ITBs (Independent Throttle Bodies) are explicitly allowed. Competitors in the MX-5 Modified Class therefore need to be intimately acquainted with the NSW Supersprint Type RM technical rules.

MX-5 Open Class aligns with Type 2R (CAMS 2F), Type 2S (CAMS 2B), Type RM or Type TA in the NSW Supersprint rules.

The final decision concerning which Class any particular car fits into is at the discretion of the Motorsport Secretary whose decision is final.

Cars that don't fit within these rules

There are a few MX-5s that don't fit neatly into these new rules. These are covered in this section.

Factory turbo MX-5s

Under the current technical rules, NB SE and NB SP models compete in Standard and Clubman Classes if they comply with the specifications for those classes. Any SE or SP cars not complying with Standard or Clubman rules will compete in the Modified Class, even if they don't fit within the NSW Supersprint Type RM rules, and will use the Modified SP benchmark time. Note that turbo modifications are not permitted in Clubman.

Other forced induction MX-5s

MX-5s that have been modified with the addition of after-market turbocharging or supercharging are eligible for Open MX-5 Class only.

2.5L NCs

Given that road registered 2.5L NCs are very uncommon, they will be dealt with on an individual basis. 2.5L NCs are permitted to compete in all Classes except Standard. The benchmark time for each Class is derived using a power figure of 128kW and kerb weight of 1135kg to estimate a Standard benchmark from which the usual scaling is applied to work out a benchmark for the Class the car is competing in (Clubman or Modified).

Benchmark Times

Tables published on the Club website define the Categories within each Class, and the progression in benchmark times between Standard, Clubman, and Modified Classes.

<https://nsw.mx5.com.au/motorsport/club-track-days/benchmark-times>

Open Class is treated differently – just naturally aspirated and forced induction. The theory is that the level of modification is such that a distinction between models is less important. It is acknowledged that there is still expected to be a difference (for example an NB to an ND), but experience with MX-5 Cup indicates that all models can be competitive in their class.

Benchmark times for Open Class are based on lap records for naturally aspirated and forced induction MX-5s at club track days or MX-5 Cup. Where these times are slower than the fastest times for Modified classes, the Modified benchmark is used for category N (NA) and category T (FI) is set at 2% faster.

Changes for 2026

1. Benchmarks for One Raceway and SMP GP circuits have been adjusted for new lap records in 2025.
2. The competitiveness of Clubman and Modified in the outright Sprint Championship has been improved by:
 - a. Clubman benchmarks are now only 1.0% faster than Standard (vs 2.0% in 2025), and
 - b. Modified benchmarks are now only 2.5% faster than Standard (vs 4.0% in 2025).
3. SMP Amaroo benchmarks have been tweaked slightly.
4. Slight adjustments to kerb weights based on new data (Appendix A) have resulted in subtle changes to benchmarks for NB, NB SE, NC RC, NB SP.

Scoring

MX-5 Club track days are 'supersprint' format, meaning that the fastest lap time for each competitor over the course of the day will be used for calculating the result for that competitor.

Details of scoring for the MX-5 Motorsport Championship have been defined in the introduction, but any changes will be notified before the start of the season.

Adverse Conditions

The benchmark times described in the earlier section are based on optimal track conditions. Events that are adversely affected by rain or high heat will obviously produce slower lap times. This is accounted for in the scoring system as points are based on the ranking of benchmark percentage scores achieved under the conditions on the day.

New Circuits

Where a round of the Motorsport Championship is conducted on a circuit not covered by the benchmark times described above, there may not be historical lap times to set benchmarks for the new circuit. Benchmarks for the new circuit will be extrapolated from a known track of similar style. Adjustments will be made in subsequent seasons as historical records are built up for the new track.

Adjustments to Benchmark Times and Categories

Benchmark times and categories will be adjusted annually prior to the start of each season, based on the scores in the previous season. Revisions to all benchmark times (including when the adjustments are made) will be the responsibility of the Motorsport Secretary or delegate. The decision of the Motorsport Secretary is final.

Appendix A – Factory power and weight figures

Model	Description	Years	Power (kW)	Kerb weight (kg)	kg/kW
NA6	1.6L NA 5-speed	1989-1993	85	955	11.2
NA8	1.8L NA 5-speed	1993-1997	98	980	10.0
NB8A	1.8L NB 5-speed	1998-2000	106	1026	9.7
NB8B	1.8L NB 6-speed	2000-2002	107 *	1085	10.1
NB8C/D	1.8L NA 6-speed	2002-2005	107	1086	10.1
NB SP	1.8L NB turbo 6-speed	2002	157	1119	7.1
NB SE	1.8L NB turbo 6-speed + LSD	2004-2005	121	1093	9.0
NC	2.0L NC soft-top 6-speed	2005-2012	118	1105	9.4
NC RC	2.0L NC Roadster Coupe	2006-2014	118	1152	9.8
ND15A	1.5L ND 6-speed Series 1	2015-2018	96	1009	10.5
ND20A	2.0L ND soft-top 6-speed Series 1	2015-2018	118	1033	8.8
NDRFA	2.0L ND RF 6-speed Series 1	2016-2018	118	1080	9.2
ND15B	1.5L ND 6-speed Series 2	2019-2021	97	1012	10.4
ND20B	2.0L ND soft-top 6-speed Series 2	2019-2026	135	1035	7.7
NDRFB	2.0L ND RF 6-speed Series 2	2019-2026	135	1087	8.1

Notes:

- Data sourced from Mazda Australia specifications or, where unavailable, Redbook.
- NB8B was originally quoted as 113 kW, and power “reduced” to 107 kW for the NB8C due to corrected test procedures. Dyno-day testing confirmed no difference in power at the wheels for NB8B and NB8C models.
- Kerb weights for NC and ND models are based on the launch versions.

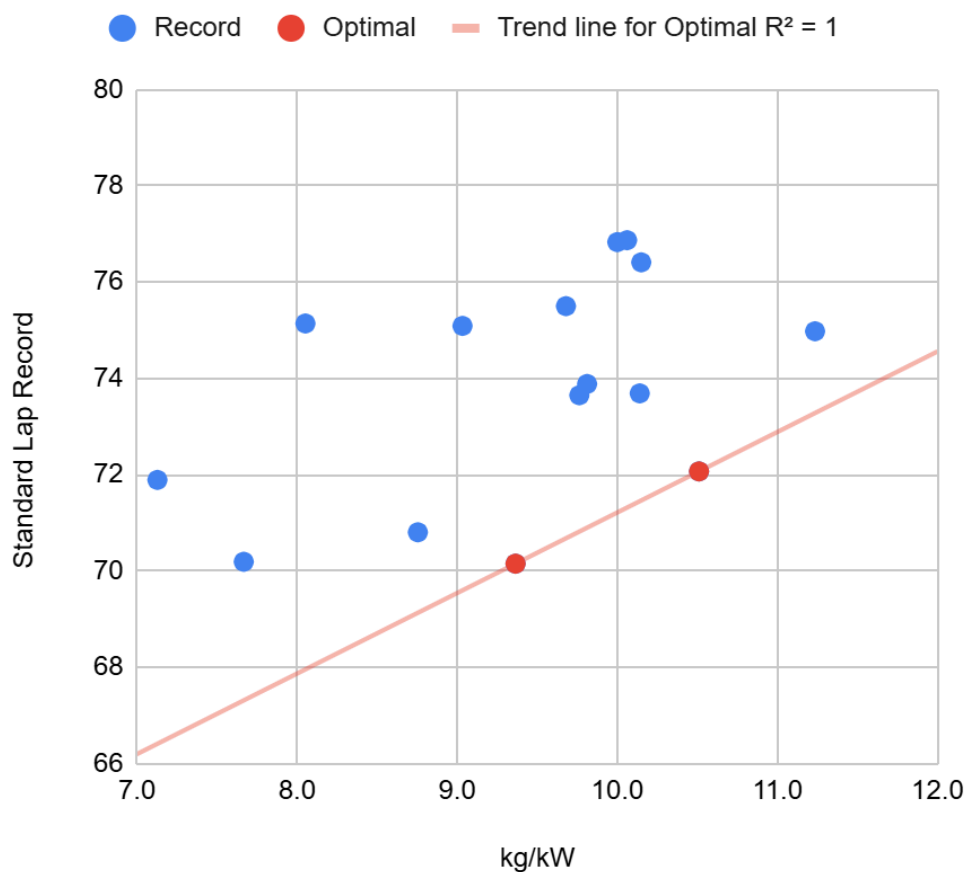
Appendix B - Club records

Standard Class Optimal Records

One Raceway - Wakefield Circuit

Model	kg/kW	Record	Date	Driver	Vehicle (tyres)
ND20A	9.4	70.150	19 Jun 2025	Jie Ren	MX-5 2005 (Super 200TW)
ND15A	10.5	72.067	1 Jun 2025	Bryan Shedden	MX-5 2015 (Super 200TW)

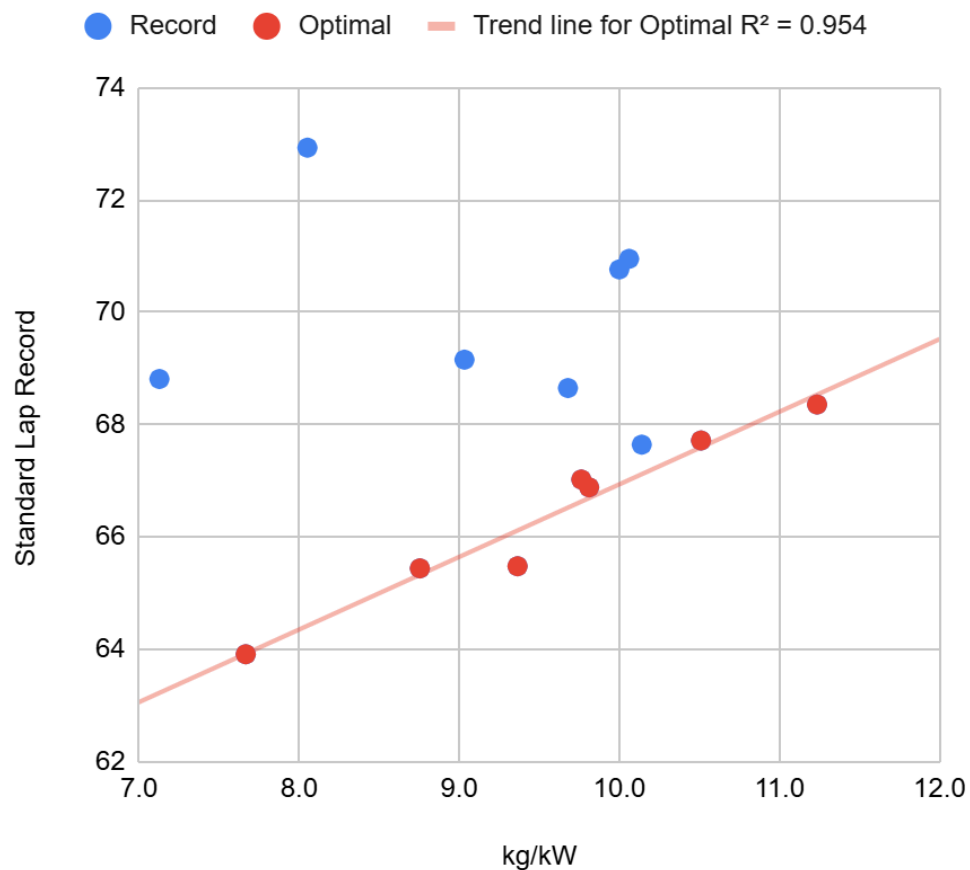
One Raceway



Sydney Motorsport Park Amaroo Circuit

Model	kg/kW	Record	Date	Driver	Vehicle (tyres)
NA6	11.2	68.356	28 Jul 2013	Bryan Shedden	MX-5 1992 (R-spec)
10AE	9.8	66.881	5 Oct 2014	Bryan Shedden	MX-5 1999 (R-spec)
NC	9.4	65.476	15 Mar 2025	Jie Ren	MX-5 2005 (Super 200TW)
NC RC	9.8	67.020	5 Oct 2014	Stewart Temesvary	MX-5 2006 (R-spec)
ND15A	10.5	67.715	21 Sep 2025	Bryan Shedden	MX-5 2015 (Super 200TW)
ND20A	8.8	65.438	18 Aug 2018	Luke Kovacic	MX-5 2016 (200TW)
ND20B	7.7	63.909	16 Jul 2023	Jie Ren	MX-5 2020 (Super 200TW)

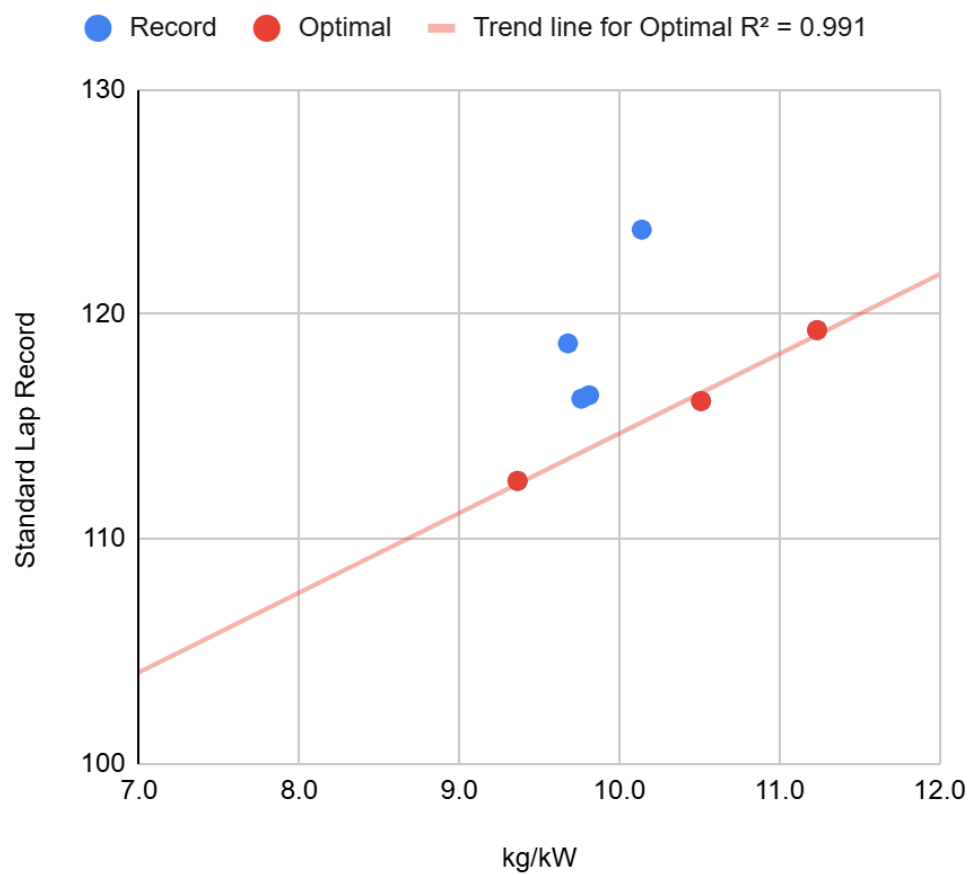
SMP Amaroo



Sydney Motorsport Park Gardner (GP) Circuit

Model	kg/kW	Record	Date	Driver	Vehicle (tyres)
NA6	11.2	119.290	14 Aug 2011	Bryan Shedden	MX-5 1992 (R-spec)
NC	9.4	112.578	16 Aug 2025	Jie Ren	MX-5 2005 (Super 200TW)
ND15A	10.5	116.131	16 Aug 2025	Bryan Shedden	MX-5 2015 (Super 200TW)

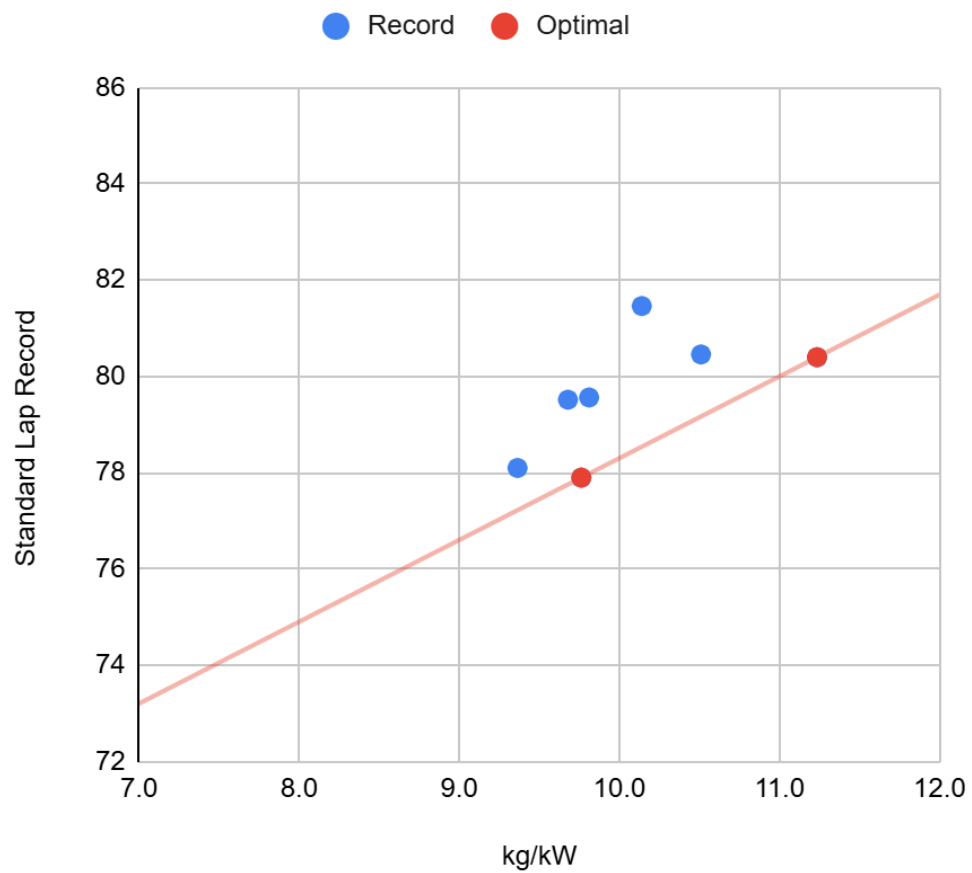
SMP GP



Sydney Motorsport Park Druitt Circuit

Model	kg/kW	Record	Date	Driver	Vehicle (tyres)
NA6	11.2	80.398	8 Sep 2013	Bryan Shedden	MX-5 1992 (R-spec)
NC RC	9.8	77.896	15 Jun 2014	Stewart Temesvary	MX-5 2006 (R Spec)

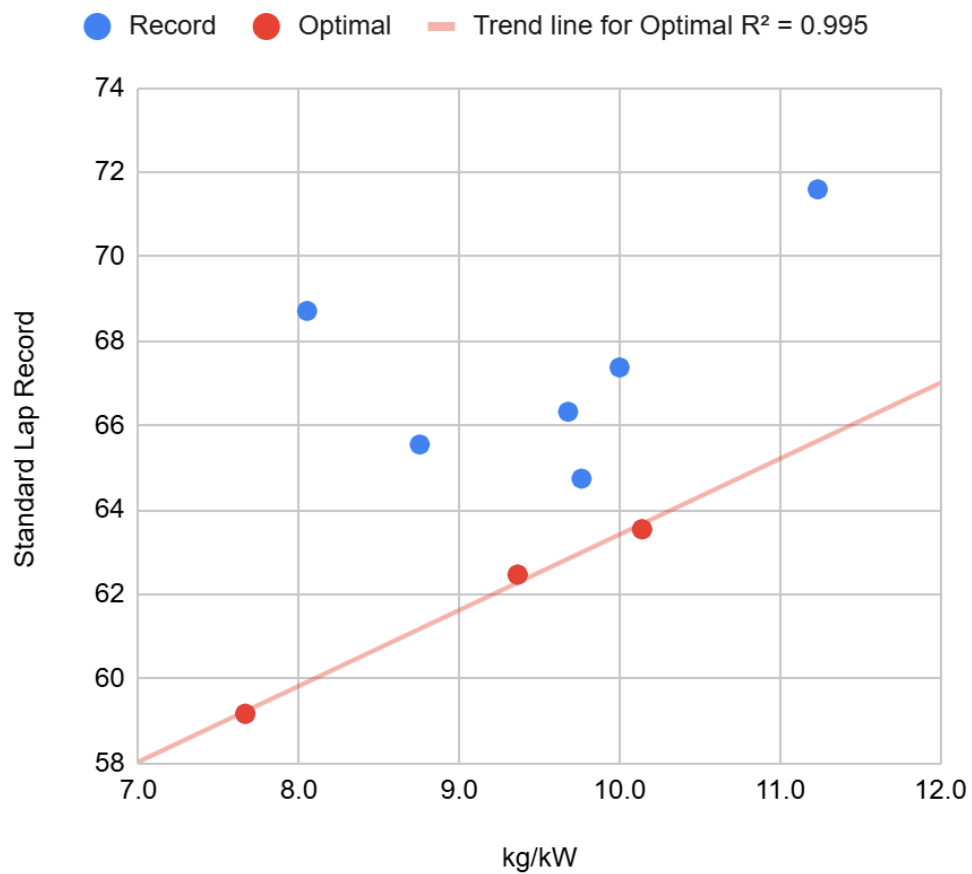
SMP Druitt



Pheasant Wood

Model	kg/kW	Record	Date	Driver	Vehicle (tyres)
NB8B	10.1	63.541	18 Oct 2020	Michael DeMaio	MX-5 2002 (Super 200TW)
NC	9.4	62.466	18 Oct 2020	Bryan Shedden	MX-5 2006 (200TW)
ND20B	7.7	59.169	13 Aug 2023	Jie Ren	MX-5 2022 (Super 200TW)

Pheasant Wood



Clubman Class Optimal Records

Calibration of 1.0% benchmark adjustment

Model	Track	Record	Score (%)	Date	Driver	Vehicle
NA6	WP	73.660	98.5	18 Nov 2020	Jamie Martin	MX-5 1989
NB8B	WP	73.520	96.1	22 May 2022	Michael DeMaio	MX-5 2002
NC	OW	70.504	98.6	1 Jun 2025	John Karayannis	MX-5 2009
NDRFA	OW	72.214	96.2	1 Jun 2025	Tyler Schaafsma	MX-5 2017
NA6	SMPA	67.397	100.6	7 Jul 2019	Jamie Martin	MX-5 1989
NB8A	SMPA	67.329	98.7	15 Mar 2025	Gerardo Martin	MX-5 1999
NB8B	SMPA	67.670	98.2	27 Apr 2014	Gustavo Elias	MX-5 2000
NC	SMPA	65.109	100.5	16 Jul 2023	John Karayannis	MX-5 2009
NC RC	SMPA	66.439	99.2	7 Jul 2019	Glenn Thomas	MX-5 2013
NC	SMPG	113.312	98.2	16 Aug 2025	John Karayannis	MX-5 2009
NC RC	SMPG	115.317	97.7	16 Aug 2025	Glenn Thomas	MX-5 2010
NA6	SMPD	82.829	96.1	19 Oct 2025	Joshua Tkac	MX-5 1992
NC	SMPD	78.976	96.8	19 Oct 2025	John Karayannis	MX-5 2009
NDRFA	SMPD	77.743	98.3	19 Oct 2025	Tyler Schaafsma	MX-5 2017
NA6	PW	63.110	102.9	18 Oct 2020	Jamie Martin	MX-5 1989
NB8B	PW	62.753	100.5	20 Mar 2022	Michael DeMaio	MX-5 2002
NC	PW	61.066	101.0	13 Aug 2023	John Karayannis	MX-5 2009
NC RC	PW	62.830	99.3	13 Aug 2023	Sean Byers	MX-5 2010

Modified Class Optimal Records

Calibration of 2.5% benchmark adjustment

Model	Track	Record	Score (%)	Date	Driver	Vehicle
NA6	WP	72.492	98.6	7 Sep 2014	Scott McGarry	MX-5 1989
NB8A	WP	69.999	99.5	26 Nov 2017	Malcolm Steel	MX-5 1999
NB8B	WP	69.350	100.4	9 May 2011	Mark Hellmund	MX-5 2001
NB SE	WP	68.534	99.0	16 Sep 2018	Luke Kovacic	MX-5 2004
NC	WP	69.306	98.8	14 Feb 2021	Luke Kovacic	MX-5 2009
NC RC	OW	71.284	96.8	1 Jun 2025	Reece Lyndon	MX-5 2011
ND20B	OW	68.174	96.3	1 Jun 2025	Luke Kovacic	MX-5 2019
NA8	SMPA	65.429	100.0	18 Aug 2018	Dan Szwaj	MX-5 1995
NB8A	SMPA	66.165	98.9	21 Sep 2025	Kyle Robinson	MX-5 1998
NB8B	SMPA	64.419	101.6	18 Aug 2018	Gustavo Elias	MX-5 2000
NB SE	SMPA	63.426	101.0	19 Aug 2018	Luke Kovacic	MX-5 2004
NC	SMPA	63.671	101.2	16 Jul 2023	Ken Hardy	MX-5 2007
ND20B	SMPA	63.592	98.0	15 Mar 2025	Luke Kovacic	MX-5 2019
NB8A	SMPD	78.078	98.0	19 Oct 2025	Kyle Robinson	MX-5 1998
NC RC	SMPD	77.663	97.8	19 Oct 2025	Reece Lyndon	MX-5 2011
ND20B	SMPD	74.462	97.3	19 Oct 2025	Luke Kovacic	MX-5 2019
NA6	PW	60.786	105.2	18 Oct 2020	Jaxon Fraser	MX-5 1990
NB8A	PW	61.666	100.7	26 Mar 2023	Tristan Rappo	MX-5 1998
NB8B	PW	62.323	99.7	18 Oct 2020	Gustavo Elias	MX-5 2000
NC	PW	59.387	102.3	20 Aug 2022	Luke Kovacic	MX-5 2009

Open Class Optimal Records

Track	Cat.	Record	Date	Driver
OW	NA	63.750	9 Jul 2025	Jie Ren
WP	FI	62.945	2 Jun 2019	Brendan Beavis
SMPA	NA	60.110	6 Jul 2013	Daniel Deckers
SMPA	FI	58.689	24 Jun 2018	Todd Herring
SMPG	NA	101.148	18 Oct 2025	Jett Herring
SMPG	FI	99.486	18 Oct 2025	Todd Herring
SMPD	NA	70.923	26 Aug 2023	Stuart McFadyen
SMPD	FI	67.256	26 Aug 2023	Matt Fraser
PW	NA	57.630	18 Oct 2020	David Lawler