

MX-5 Club of NSW Sprint Championship

Technical Rules 2025

INTRODUCTION

Only modifications specifically mentioned in these rules are allowed – **if it isn't mentioned, you can't do it!** In exceptional circumstances, an application for a one-off ruling on an additional modification may be made to motorsport@nsw.mx5.au, stating the justification for the exception. The committee reserves the right to verify vehicle weight and power output or to reclassify vehicles if anomalies are identified in competition results.

CATEGORIES

All classes with the exception of Class 5 MX-5 Open consist of 10 categories to cover all MX-5 models and editions. Those 10 categories are:

Category	A	B	C	D	E	F	G	H	J	K
Models/ Editions	NA6	NA8 & NB8A/B/ C/D	ND15 A/B	NB SE	NC RC	NC & NDRFA	ND20A	NDRFB	NB SP	ND20B

MODIFICATIONS ALLOWED IN ALL CLASSES

- **Standard, Clubman, Modified Classes**
 - Tyres must be commercially available in Australia and comply with the definition of Road Tyres in the Motorsport Australia NSW Supersprint Championship Technical Regulations. Not restricted by UTQG rating and R-specs are permitted.
 - Acceptable aerodynamic accessories are factory or equivalent boot spoilers, front lips, side/rear skirts only
 - Commercially available pump fuel with a maximum octane rating of 98RON.
- Roll-over protection (Motorsport Australia Schedule J)
- Any driver/passenger seat (Motorsport Australia Schedule C)
- Race harness (Motorsport Australia Schedule I)
- Any brake pad material
- Slotted and cross-drilled rotors
- Braided brake lines

CLASS 1 MX-5 STANDARD

The definition of a Standard car is as it would have left the factory i.e. no performance enhancing modifications. Special editions such as NA8 Clubman, 10AE, RS, etc are eligible for Standard Class provided they are as delivered in the Australian market. OEM equivalent replacements are permitted for wearing parts such as shock absorbers, bushes, bump-stops. Examples of non-adjustable OEM equivalent shock absorbers are Bilstein B6, Koni STR.T, KYB Premium. OEM equivalent bushes and bump-stops include soft polyurethane. Wheel diameter and width must be as delivered in the Australian market, except that all NAs and NB8B/C/Ds are permitted 15" wheels with the original width. Tyre width must be within ± 10 mm of placard specification. **Wheel alignment within the OEM range is permitted.** No engine modification beyond factory specification reconditioning. **Advancing timing on NAs by adjusting cam angle sensor position within OEM range is permitted.**

CLASS 2 MX-5 CLUBMAN

The Clubman class is for vehicles that are road registered with limited common modifications and includes any permitted modifications from Standard class. No engine modification beyond factory specification reconditioning. Wheel diameter may be ± 1 ". Wheel and tyre width may be $+1$ ". **As all naturally aspirated NBs and NA8s are in Category B, the maximum tyre width permitted for all these models is 230mm and wheel width is 7.5" and wheel diameter is 17".** Any OEM engine swap from another variant within the vehicle model (ie NA, NB, NC, ND) must be declared for class review. Vehicle weight reduction not permitted below standard equipment level.

Maximum of 8 points from the modifications listed below are permitted:

- 1-point – Non-standard adjustable shock absorber e.g. Bilstein B8, Koni Sport, KYB AGX, etc
- 1-point – Non-standard suspension spring
- 2-points – Coilovers (adjustable shock plus spring combination)
- 1-point – Non-standard sway bars
- 1-point – Non-standard LSD (diff ratio change is permitted with this mod)
- 1-point – Standard LSD in NA8 Clubman or 10AE
- 1-point – Camber adjusters and bushings - extended lower ball joints, eccentric bushes and bushes of alternate material to standard are permitted, no adjustable control arms.
- 1-point – Additional non-model specific chassis bracing e.g. strut bar, chassis rails
- 1-point – Standard gearbox from another variant within the model (NA, NB, NC, ND)
- 1-point – Standard brakes from another variant within the model (NA, NB, NC, ND)
- 1-point – Non-standard bodywork – Limited to larger front spoiler, larger rear spoiler (no front splitter or rear wing)
- 1-point – Cold Air Intake – any modification prior to the throttle body
- 1-point – Non-standard exhaust header/downpipe
- 1-point – Non-standard exhaust mid-pipe and/or muffler
- 2-points** – Any ECU/ECU software upgrade – naturally aspirated cars only
- 1-point – Non-standard intercooler and piping (turbo cars – other induction modifications are not permitted)
- 1-point – Modified flywheel, e.g. lightened

CLASS 3 MX-5 MODIFIED

The Modified class is for vehicles that can be road registered, with limited engine performance modifications. Permitted modifications are all those allowed for Clubman, Motorsport Australia NSW Supersprint Championship Type RM rules, plus the additional Modified list of exceptions below. Roll-over protection is encouraged in all cars. Vehicle weight reduction is not permitted below standard equipment level, with the exception of soft-top removal when a hard-top is fitted.

- Road registration not required but must be capable of being registered
- Wheel/tyre width +2"
- Individual Throttle Body (ITB) intakes
- Non-standard bodywork – Rear bumper cut-out allowed
- Non-standard ECU and software – naturally aspirated and turbo cars
- Conrods may be replaced with dimensionally equivalent aftermarket items

Turbo vehicles are limited to factory OEM turbo models. Power output is limited to 155rwkW for NB SE and 180rwkW for NB SP. Turbos and turbo manifolds may not be replaced.

No engine capacity modification beyond factory specification reconditioning.

CLASS 4 MX-5 OPEN

Roll-over protection is required. Any wheel/tyre, including slicks. Any 4-cylinder Mazda inline engine. Any aerodynamics, induction, exhaust, drivetrain, suspension, lightening, bracing, brake mods. Any commercial fuel or racing fuel, including E85 ethanol-blended fuel (Motorsport Australia Schedule G).

2 Categories – Naturally aspirated, Forced induction

2025 Technical Rules Document Changes from 2024

Updates following competitor feedback are highlighted.

- All classes - opened up tyre choices (R-specs permitted); benchmarks have been adjusted based on Standard records including R-specs
- All classes - braided brake lines permitted
- All classes - fuel requirements are clarified.
- Standard - OEM equivalent replacements and tuning options defined more clearly
- Clubman - maximum points increased from 5 to 8; standard LSD on NC and ND is not counted as a modification; wheel and tyre size for Category B clarified; ECU modification 2-points.
- Super Clubman - merged with Clubman
- Modified - benchmarks reduced from 5.5% to 4% below Standard because Standard benchmarks now include R-specs; clarification of engine modification limitations and weight reduction.