# CANADIAN AUTOMOBILE SPORT CLUBS
# ONTARIO REGION

## Appendix O, Section B – Miata Canada Cup

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These regulations are intended to assist in the conduct of Competitions and to further general safety. They are a guide and in no way guarantee against injury or death to participants, spectators or others. No express or implied warranties of safety or fitness for a particular purpose shall be intended or result from publication or compliance with these regulations. By applying for a competition licence and/or by entering a competition event, all participants are deemed to have understood and accepted these terms, including that motorsport is inherently dangerous and it is each participant's obligation to meet and maintain compliance with all regulations to reduce the risk of death or injury to self or others, recognizing that such risk is inherent to the sport and cannot be completely eliminated.

***Red bold, italics text* indicates significant changes or amendments.**

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# APPENDIX O, SECTION B - MIATA CANADA CUP

## 1 DEFINITION

1.1.1 The Miata Canada Cup class is a single-make racing championship for Mazda Miata/MX-5 cars. The Spec Miata (SM) class is intended to provide the membership with the opportunity to compete in low cost, production-based cars with limited modifications, suitable for racing competition.

1.1.2 The rules are designed to allow modifications beyond a stock configuration but are restricted enough to keep competition on a level playing field. Fine tuning of vehicle performance shall be accomplished by weights and restrictor plates.

1.1.3 The vehicle identification number (VIN) shall correspond with the model year automobile classified. VIN plates or stampings shall remain in place. There must be at least one VIN plates or stamping on the dashboard or chassis that corresponds with the model year automobile classified.

## 2 VEHICLE ELIGIBILITY

2.1.1 The Miata Canada Cup class is limited to the first three generations of Miata's.

- NA Miata (1990 to 1997)
- NB Miata (1999 to 2005)
- NC Miata (2006 to 2015)

## 3 VEHICLE GROUPS

3.1.1 The Miata Canada Cup groups are as follows:

- Group 1 (MCC1)
  - early cars from 1990 to 2005,
  - Mazda designation NA and NB,
- Group 2 (MCC2)
  - later cars from 2006 to 2015,
  - Mazda designation NC,
- Group Unlimited (MCCU)
  - Mazda Miata ND series from 2016 or newer
  - or cars that have been modified beyond the spec rules of MCC1 and MCC2

3.1.2 MCC1 (NA and NB chassis) shall be classified by the engine variant installed in the car. The 4 variations of permitted engines are as follows: NA 1.6L, NA 1.8L, NB1 1.8L and NB2 1.8L. These engines are all readily identifiable by simple visual inspection.

3.1.3 MCCU cars can run with any engine configuration from any manufacturer.

## 4 TECHNICAL REQUIREMENTS

### 4.1 General

These rules are drawn from Sports Car Club of America (SCCA) Spec Miata rules. Competitors may follow those class rules to ensure continuity between series unless specified within.

MCC1 - SCCA GCR's Spec Miata (SM) for cars 1990 to 2005

MCC2 - SCCA GCR's Spec MX5 (SMX) for cars 2006 to 2015

In this inaugural year many of the restrictive rules that are present in the US Spec Miata series may not be followed or enforced.

## 4.2 Engine

4.2.1 No modifications to this engine are allowed, except where specifically authorized within these rules. This includes, but is not limited to, all fuel injection and engine management components.

4.2.2 Cooling and lubrication systems may be upgraded to improve engine longevity.

4.2.3 Throttle Restrictor plates: The throttle restrictor plate sizes are subject to change amid the season to adjust for competition.

**MCC1**

NA 1.6L (90-93) no restrictor plate
NA 1.8L (94-97) no restrictor plate
NB1 1.8L (99-00) 38 mm restrictor plate
NB2 1.8L (01-05) 40 mm restrictor plate

**MCC2**

NC – 05-15 no restrictor plate

4.2.4 Cold air intakes may be installed.

4.2.5 Exhaust systems including the engine manifold may be replaced by any aftermarket system.

4.2.6 No spec fuel requirements for this class. See Appendix K, 1.1 Permitted Fuels

4.2.7 Dynamometer testing for horsepower confirmation will not be used.

## 4.3 Transmission/Final Drive

4.3.1 Transmission and final drive ratios must remain stock. Any component available for these for Miata's available from Mazda Canada can be fitted.

4.3.2 For MCCU any form of traction control is prohibited.

## 4.4 Chassis

4.4.1 The suspension can be upgraded with any shock, spring or sway bar combination. They must use production mounting points.

4.4.2 Bushing upgrades and extended ball joints are permitted.

## 4.5 Brakes

4.5.1 Stock or OEM equivalent brake rotors must be used and adhere to the following specifications:

**MCC1**

Front 255mm vented.
Rear 250mm solid
ABS system must be disabled or removed.

**MCC2 and MCCU**

Unlimited
ABS system remains intact.

4.5.2 Parking Brake can be removed.

4.5.3 Brake pads and fluids are free.

## 4.6 Wheels and Tires

- MCC1 wheel width maximum allowed 9", tire width maximum allowed 225mm.

- MCC2 wheel width maximum allowed 9", tire width maximum allowed 245mm.
- MCCU wheel width max 11", tire width max 275mm.
- The wheel/tire combination must fit within the bodywork.
- DOT compliant tires with a treadwear rating greater than 180 must be used.

## 4.7 Body/Structure

4.7.1 Group MCC1 and MCC2

- The goal is to have all cars maintain their production look and feel.
- All cars must run with both the front door windows fully open (i.e. fully down).
- Fenders and wheel openings shall remain unmodified. It is permitted to roll under or flatten any interior lip on the wheel opening for tire clearance. Non metallic inner fender liners may be removed.
- OEM rear spoilers and rocker panel moldings are permitted.
- Windshield Clips/Rear Window Straps are permitted and recommended.
- Convertible tops and attaching hardware shall be completely removed. Cars may compete with the Mazda factory detachable hard top in place (latches shall be replaced with positive fasteners and rear pin attachment mechanisms must be used or replaced with positive fasteners), but it is not mandatory. It is allowed to attach the hard top to the upper windshield bar of the roll cage.
- Body side moldings and wheel opening trim pieces may be removed.
- The plastic trim on the hood may be removed.
- Hood and trunk clips are permitted. Stock hood and trunk latches may be disabled or removed.
- Ducting may be added to provide fresh air to the driver compartment.
- To improve driver exit through the window area, the driver vent window and vent window supporting frame may be removed as an assembly. If removed, ducting may be in the passenger side vent window only.
- Fog lamps may be removed. If fog lamps are removed, lamp openings in the front fascia must be blocked to not allow air flow through the opening. Any means of blocking air flow shall not serve any other purpose.\
- A minimum of two (2) of the brake lights must be in working order.

4.7.2 Group MCCU

- Any car with aero modifications outside of stock will be required to run in this group.

## 4.8 Interior

4.8.1 All interior trim components such as carpets, seats, cargo bins, seat belts, floor mat, firewall insulation/blanket, sound deadener patches, undercoating, radio systems, speakers, dome lights, grab handles, sun visors and their insulating and attaching materials, must be removed. Other than to provide for the installation of required safety equipment or other authorized modifications, no other driver/passenger compartment alterations or gutting are permitted.

4.8.2 Stock dash systems can be graded or replaced by any aftermarket “race dash)

## 4.9 Weight

4.9.1 Minimum weights are subject to change amid the season to adjust for competition.

- NA 1.6L engine 2275lbs
- NA 1.8L engine 2400lbs
- NB1 1.8L engine 2400lbs
- NB2 1.8L engine 2450lbs

All cars to be weighed with driver, after qualifying or race sessions.

4.9.2 Ballast may be added to the vehicle providing that all the following conditions are met:

Additional weight must serve no other purpose than to increase the weight of the vehicle. This additional weight shall be known as “ballast.”

Ballast must be made of solid metal and must be installed securely.

All pieces of ballast must be bolted within the passenger compartment, through the floor pan on the passenger side of the cockpit or ballast may be secured using all 4 Mazda OEM passenger seat mounting bolt holes.

### 4.10 Class Sponsor Decals

4.10.1 Display of the Miata Canada Cup Class contingency decals which will be distributed to all teams shall be mandatory. The description and required orientation of the mandated decals shall be specified via special bulletin.

### 4.11 Data Acquisition

4.11.1 Data acquisition devices are allowed.

### 4.12 Video Cameras

4.12.1 Video is allowed but not mandatory for the class.