



**CANADIAN AUTOMOBILE SPORT CLUBS
ONTARIO REGION**

Appendix N, 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 N, SECTION B - MIATA CANADA CUP

1 DEFINITION

- 1.1.1 Miata Canada Cup (**MCC**) is a single-make racing championship for Mazda Miata/MX-5 cars. The **Miata Canada Cup** series 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.
- 1.1.4 Cars shall fully comply with the CASC-OR Race Regulations, Appendices I, J, K, L, and M.

2 VEHICLE ELIGIBILITY

- 2.1.1 The Miata Canada Cup series permits competition with the following Miata chassis:
- NA Miata (1990 to 1997)
 - NB Miata (1999 to 2005)
- 2.1.2 **MCC vehicles** shall be classified by the engine variant installed in the car. The 4 variations of permitted engines are as follows: NA 1.6L (**B6-ZE**), NA 1.8L (**BP-ZE**), NB1 1.8L (**BP-4W**) and NB2 1.8L (**BP-Z3**). These engines are all readily identifiable by simple visual inspection.

3 TECHNICAL REQUIREMENTS

3.1 General

Where possible, these regulations align with Sports Car Club of America (SCCA) Spec Miata class, but the final specifications are only the technical regulations documented herein. The SCCA regulations are only indicated as a reference.

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

3.2 Engine - **General**

- 3.2.1 **All engines and internal components used in rebuilding or refurbishment must have been offered for sale by Mazda in the US or Canada for the correct year and VIN of car, except as otherwise provided for in these rules. This rule prevents use of aftermarket parts or Mazda parts of incorrect specification or application.**
- 3.2.2 No modifications to the engine are allowed, except where specifically authorized within these rules. This includes, but is not limited to, all fuel injection and engine management components.
- 3.2.3 **The engine block may be decked/milled to achieve the factory specified compression ratio for the engine year.**
- a) **NA 1.6L (90-93; B6-ZE) 9.5:1**
 - b) **NA 1.8L (94-97; BP-ZE) 9.0:1**
 - c) **NB1 1.8L (99-00; BP-4W) 9.5:1**
 - d) **NB2 1.8L (01-05; BP-Z3) 10.0:1**

- 3.2.4** *The fuel pump and filter must be a Mazda or OEM equivalent part. Any adjustable mechanical fuel regulator may be used but must not be mounted in the cockpit.*
- 3.2.5** *The oil pan must be as supplied by Mazda and unmodified. The windage tray must be used and must be unmodified. Oil filters are unrestricted and may be relocated. Lubrication system may be upgraded to improve engine longevity, such as add-in oil pan baffles.*
- 3.2.6** *The water pump must be a Mazda or an OEM equivalent part. The water pump pulley must be the stock Mazda part and must be unmodified. Any radiator may be used but must be mounted in the original location and maintain the same plane as the original core. Cooling systems may be upgraded to improve engine longevity, such as coolant reroute.*
- 3.2.7 No spec fuel requirements for this class. See Appendix K, 1.1 Permitted Fuels.
- 3.2.8 Dynamometer testing for horsepower confirmation may be used at the discretion of the organizers.
- 3.2.9** *The stock, unmodified Mazda flywheel must be used. The minimum weights including pilot bearing are as follows:*
- a) NA 1.6L (90-93; B6-ZE) 17.6 lbs
 - b) NA 1.8L (94-97; BP-ZE), NB1 1.8L (99-00; BP-4W), NB2 1.8L (01-05; BP-ZE): 17.0lbs
- 3.2.10** *Only the stock OEM pressure plate or the ACT pressure plate (Mazdaspeed part #: 0000-0205401-SS (1.6L) or 0000-0205404-AC (1.8L)) are permitted. The unmodified pressure plate must be bolted directly to the stock, unmodified flywheel (see Section 3.2.8). Alternative clutch lines are permitted and must not serve any other purpose.*

3.3 Engine - Intake

- 3.3.1 Throttle Restrictor plates: The throttle restrictor plate sizes are subject to change amid the season to adjust for competition. **All air entering the engine must pass through the restrictor plate.**
- a) NA 1.6L (90-93; B6-ZE) no restrictor plate
 - b) NA 1.8L (94-97; BP-ZE) no restrictor plate
 - c) NB1 1.8L (99-00; BP-4W) 38 mm restrictor plate
 - d) NB2 1.8L (01-05; BP-Z3) 40 mm restrictor plate
- 3.3.2** *NA 1.6L engines may replace the stock air box with a cone-style air filter assembly. The OEM airflow meter may be opened and adjusted but not modified. The air flow meter may be re-positioned but must remain attached to the unmodified factory intake tube. The plastic intake tube may be covered or wrapped. The Air Flow Meter (AFM) may be converted to Mazda Motorsports EAFM (Emulated Air Flow meter) part # 0000-10-6900. The kit must be unmodified and used in its entirety.*
- 3.3.3** *The air filter element is unrestricted. All 1.8L engines must use a restrictor plate as-per Section 3.3.2. NB2 1.8L engine may replace air intake tube with the 1999 air intake tube part # BP4W-13-331B.*
- 3.3.4 *Fuel injectors must be stock Mazda OEM parts, correct for the model year of the engine.*

3.4 Engine - Exhaust

- 3.4.1** *No coatings are permitted on the interior or exterior of the manifold. Heat wrapping is prohibited.*
- 3.4.2** *The OEM exhaust header may be replaced.*
- 3.4.3** *The exhaust system beyond the front down pipe may be replaced. The replacement must be a single pipe design with a maximum outer diameter of 2.3 inches. The exhaust system must follow the OEM path forward of the rear subframe. The catalytic converter may be gutted, removed, or replaced by a replacement pipe. The exhaust system must end after the rear subframe.*

3.5 Engine – *Electrical*

- 3.5.1 *Only a stock, unmodified Mazda ECU is permitted. No circuit modifications are permitted in the engine or exhaust electrical harness. Damaged harnesses may be repaired*
- 3.5.2 *The alternator may be OEM equivalent. It must not be externally regulated or disabled in any way other than by the OEM ECU or master kill switch.*
- 3.5.3 *Ignition coils must be stock and unmodified Mazda parts. Spark plugs and wires are unrestricted. Ignition timing is unrestricted within stock adjustment capability. For NB2 1.8L engines, it is permitted to alter the ignition timing either by elongating the mounting holes of the stock crankshaft position sensor trigger wheel or by replacing it with the Mazda adjustable trigger wheel, part # 0000-10-5100-AJ.*

3.6 Transmission/Final Drive

- 3.6.1 *The transmission including internal and final drive gear ratios must remain stock for the year of the engine. Any component available for these for Miata's available from Mazda Canada can be fitted.*
- 3.6.2 *Only Mazda OEM differentials (1990-2005) are permitted and are not required to match the engine year. The 4.30:1 ratio must be retained. Reinforcement of the differential housing ears is permitted.*
- 3.6.3 *Constant velocity joints, axle shafts, boots, and all associated parts must be an OEM part.*

3.7 Chassis

- 3.7.1 The suspension can be upgraded with any shock, spring or sway bar combination. They must use production mounting points.
- 3.7.2 Bushing upgrades and extended ball joints are permitted.

3.8 Brakes

- 3.8.1 Stock or OEM equivalent brake rotors must be used and adhere to the following specifications:
- Front 255mm vented.
 - Rear 250mm solid
 - ABS system must be disabled or removed.
- 3.8.2 Parking Brake can be removed.
- 3.8.3 Brake pads and fluids are free.

3.9 Wheels and Tires

- a) Maximum allowed wheel width: 8", *maximum allowed* wheel diameter: 15", maximum allowed tire width: 225mm.
- b) The wheel/tire combination must fit within the bodywork.
- c) DOT compliant tires with a minimum treadwear rating of 200 must be used. Only one set of 4 tires permitted per weekend. All 4 tires in the set must be marked before the qualifying session. The marked tires are the only tires permitted for the weekend. If a tire is damaged and needs to be replaced, it must be presented to the Scrutineers. The Scrutineers shall examine the tire and determine if the tire should be replaced. If approved, the new tire will be marked and used for the rest of the weekend. A competitor that uses an unmarked tire for the qualifying or race sessions shall be reported to the Stewards.

3.10 Body/Structure

- 3.10.1 Group MCC
- a) The goal is to have all cars maintain their production look and feel.
 - b) All cars must run with both the door windows fully open (i.e. fully down *or removed*).

- c) 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.
- d) OEM rear spoilers and rocker panel moldings are permitted.
- e) Windshield Clips/Rear Window Straps are permitted and recommended.
- f) Convertible tops and attaching hardware shall be completely removed. Cars may compete with a detachable hard top, Mazda OEM or aftermarket copy and subject to approval by the Chief Scrutineer, 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.
- g) Body side moldings and wheel opening trim pieces may be removed.
- h) The plastic trim on the hood may be removed.
- i) Hood and trunk clips are permitted. Stock hood and trunk latches may be disabled or removed.
- j) Ducting may be added to provide fresh air to the driver compartment.
- k) To improve the driver's 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.
- l) 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.
- m) A minimum of two (2) of the brake lights must be in working order.
- n) Battery location must remain stock.
- o) OEM or equivalent driver and passenger side door mirrors must be fitted.**

3.11 Interior

- 3.11.1 All interior trim components such as carpets, seats, cargo bins, seat belts, floor mat, firewall insulation/blanket, sound deadener patches, 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.
- 3.11.2 Modifying the transmission tunnel to accommodate race seats is permitted.
- 3.11.3 Stock dash systems can be graded or replaced by any aftermarket "race dash".

3.12 Weight

- 3.12.1 Below are the minimum weights, which includes the driver. The minimum weights are subject to change during the season to adjust for completion.
 - a) NA 1.6L engine 2275lbs
 - b) NA 1.8L engine 2400lbs
 - c) NB1 1.8L engine 2400lbs
 - d) NB2 1.8L engine 2450lbs

Selected cars will be weighed after qualifying and race sessions at the discretion of the event scrutineer.

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

Ballast must serve no other purpose than to increase the weight of the vehicle.

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.

Ballast must be fully compliant with CASC-OR Race Regulations, Appendix M – Car Preparation, Sections 7.2.

3.13 Class Sponsor Decals

- 3.13.1 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.

3.13.2 *All MCC vehicles must display their minimum required weight and restrictor size so that it is visible to the scrutineers.*

3.14 Data Acquisition

3.14.1 Data acquisition devices are allowed.

3.15 Video Cameras

3.15.1 *Front-facing cameras are* mandatory.