

# 2010 MX-5 Cup Technical Bulletin 1



**To:** MX-5 Cup Participants  
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**Regarding:** 2010 Pro Racing Regulations



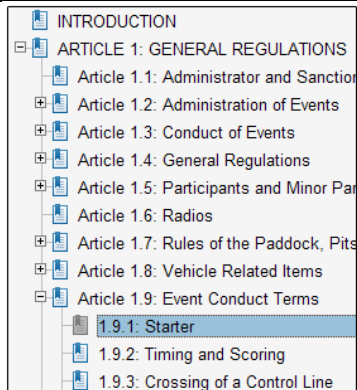
The 2010 Pro Racing Regulations are now available online at <http://www.scca.com/contentpage.aspx?content=69>. Print copies will be mailed to competitors with registered vehicles.

SCCA Pro Racing has significantly revised the PRR for 2010. A number of changes were made with the intent to make the rulebook easier to use for returning competitors, and easier to understand for new competitors.

This Technical Bulletin summarizes the major changes to the PRR related to MX-5 Cup, and is only intended to assist in understanding the changes to the PRR.

**Reading this Technical Bulletin is not an adequate substitute for reading the 2010 PRR.**

## Electronic Version



The PRR posted online will be updated throughout the season to reflect changes made in Technical Bulletins. We recommend using the electronic version as it will provide users a complete, up to date PRR.

The bookmarks available in the electronic version can now be expanded an additional level, to aid in quickly locating rules.

References to other PRR Articles are highlighted in green, and can be clicked to jump directly to the referenced Article.

## Article 3 Restructuring

Article 3 has been restructured into a more logical order. This is intended to make the PRR easier to read for new competitors, and to make regulations easier to find for returning competitors and officials. The series specific Article for World Challenge Sanction has been similarly restructured.

Below is an outline of the new structure of Article 3. Articles have been moved from the 2009 location in accordance with this structure. Specifics on Article renumbering and relocation will not be provided in this bulletin, questions can be directed to the Technical Department.

### Article 3.1: Purpose and Intent

An overview of the Playboy Mazda MX-5 Cup series.

### Article 3.2: Points and Awards

Regulations regarding points or awards.

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## **Article 3.3: General Procedures**

Procedures primarily for off track activity: Team Representative, Number Registration, Event Registration, Parking and Paddock, Pit Assignments, Rules Change Requests.

## **Article 3.4: Competition Procedures**

Procedures primarily for on track activity: Practice, Qualifying, Race, Starts, Tire Usage, Lights, etc.

## **Article 3.5: Series Identification and Presentation**

Decals, patches, flags, and vehicle appearance.

## **Article 3.6: Vehicle Eligibility**

Which vehicles are eligible to compete in MX-5 Cup, and an overview on permitted modifications.

## **Article 3.7: Safety**

Required vehicle safety modifications.

## **Article 3.8: Competition Configuration**

Required vehicle modifications and equipment: Transponders, Tires, Fuel, GPS Monitoring, Video, etc.

## **Article 3.9: Authorized Modifications**

Permitted vehicle modifications.

## **Article 3.10: Technical Procedures**

Procedures for enforcing specific Articles.

## **Rule Changes: Article 3**

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Below is a summary of major changes to rules in Article 3. Text from the 2009 PRR is **highlighted blue**, new text for the 2010 PRR is **highlighted red**.

### **Article 3.1.3**

Change the article from:

...the vehicle and all of its relevant parts and assemblies shall be stock for the 2006, 2007 and 2008 Mazda MX-5 Miata with the sport package and suspension kit.

To:

...the vehicle and all of its relevant parts and assemblies shall be stock for the 2006 - 2010 Mazda MX-5 Miata with the sport package and suspension kit.

### **Article 3.3.5**

Add the following Article:

#### **3.3.5: Rules Change Requests**

3.3.5.1: Requests for changes to the PRR must be made in writing using the PRR Change Request form available on the Series Website.

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## Article 3.3.6

Change text from:

Standard "rolling starts" will be used for all races (see Appendix N).

To:

Either a rolling start or standing start may be used. See Appendix N for procedures.

## Article 3.4.5

Add the following Article:

### 3.4.5: Post-Race Ceremonies

3.4.5.1: At the conclusion of each race, the top three finishers, as well as any award winners announced over the official race control frequency, shall attend winner's circle ceremonies as directed by SCCA Pro Racing. Drivers participating in any celebration involving the spraying of any liquids shall remain on the victory podium/rostrum. Drivers spraying any participants, photographers or staff that are not on the rostrum/podium may be penalized.

3.4.5.2: Following the post-race awards ceremony, the top three finishers are required to attend a post-race press conference as directed by SCCA Pro Racing and series officials.

## Article 3.4.8

Add the following Article:

### 3.4.8: Light Use

3.4.8.1: In low visibility (e.g. sunset, rain) headlights and tail/rain lights shall be turned on.

3.4.8.2: In wet conditions, if a car produces a trail of water spray its tail/rain lights shall be turned on

## Article 3.5.2.3

Change Article from:

Gear coatings are allowed in transmissions/differentials. Micropolishing of internal transmission and differential components is permitted. Transmissions/differentials will no longer be required to be sealed. The TECHNICAL MANAGER and/or his representatives may inspect transmissions/differentials at any time. It is prohibited to modify any internal part of a transmission/differential other than the above mentioned coating of gears.

To:

NO treating, polishing or coating transmission, differential or axle components is permitted. Transmissions/differentials will no longer be required to be sealed.

## Article 3.5.3.10

Change Article from:

Only stock, unmodified 2006-2008 front uprights are allowed. 2009 uprights are NOT approved.

To:

Only stock, unmodified 2006-2008 front uprights are allowed. 2009-10 uprights are NOT approved

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## Article 3.5.5.4

Add the following Article:

3.5.5.4: Filing, buffing, or any other disguising of tire sidewall is prohibited. The use of tire warmers, chemical treatments, or any means to artificially enhance tire performance is prohibited.

## Article 3.5.11

Change Article to:

### 3.5.11: PARTS CLAIMING

The following parts may be claimed: Engine (see Article 3.5.12), Transmission, Differential, Front Dampers, Rear Dampers, Intake Manifold, Throttle Body, Exhaust Header, Exhaust System, Emission Harness.

Any car classified as a finisher may claim a part from another car. Teams must post the claim in writing no later than 30-minutes after the end of the race, along with cash, or a check, for the Claiming Fee to be given to the team having their parts claimed. The TECHNICAL MANAGER will determine when the claimed parts will be removed from the claimants' car.

Claiming fee for a part shall be 110% of the current Racer Net price from MAZDASPEED on the date the part is claimed.

Claimed parts will be inspected by the TECHNICAL MANAGER. If the parts are found to be in compliance they will be delivered to the team that claimed them. Those parts may then be used again in the series.

## Article 3.6.1.7

Change the Article from:

The stock/unmodified ECU (Mazda refers to the ECU as a PCM) shall be used. The ECU will generally be flashed with the correct calibration during the annual inspection, and periodically thereafter. If an updated calibration is released by Mazda, teams may obtain the most current calibration from a Mazda service department, or from the SCCA Pro Racing staff. All teams must provide an auxiliary power source to the ECU that is not disconnected when the Master Electrical Cut-off Switch is turned off. This is to keep all recorded data stored within the ECU. Teams having questions about hooking up auxiliary power to the ECU should contact Mazdaspeed. If the recorded data is not available when requested by SCCA Pro, penalties may be issued.

To:

The stock/unmodified ECU shall be used. The Technical Manager at his discretion, may require selected cars to utilize an SCCA Pro Racing provided ECU. Tampering either electrically or mechanically with an SCCA ECU is strictly prohibited. Tampering with an SCCA supplied ECU may result in disqualification, loss of all points and money earned at that event, and a fine of up to \$10,000.00.

All teams must provide an auxiliary power source to the ECU that is not disconnected when the Master Electrical Cut-off Switch is turned off. This is to keep all recorded data stored within the ECU. Teams having questions about hooking up auxiliary power to the ECU should contact MAZDASPEED. If the recorded data is not available when requested by SCCA Pro, penalties may be issued.

Team owned ECUs will generally be flashed with the correct calibration during the annual inspection, and periodically thereafter. If an updated calibration is released by Mazda, teams may obtain the most current calibration from a Mazda service department, or from the SCCA Pro Racing staff

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## Article 3.8.9: Body

Add the following Article:

3.8.9.1: MX-5 Cup cars must be fitted with 2009-2010 bodywork. Grill part number NH18-50-1T1B must be used. Contact MAZDASPEED (800-435-2508) for required part numbers. Competitors wishing to enter a car for a single event only may continue to utilize 2006-2008 body work; however those cars will not be awarded championship points.

## Rule Changes: Article 1 and Appendices

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Below is a summary of major changes to rules in Article 1. Text from the 2009 PRR is highlighted blue, new text for the 2010 PRR is highlighted red.

### All Articles

Change all instances of "Court of Appeals" and "court" to "Board of Appeals" and "board."

### Article 1.4.1

Change the first sentence from:

Only properly entered and licensed drivers meeting Article 1.5 shall be allowed to drive in timed sessions.

To:

Only properly registered Car/Driver Combinations with drivers licensed per Article 1.5 shall be allowed to drive in timed sessions. Car/Driver Combinations which are in not compliant with the PRR may not be allowed on track in timed sessions.

### Article 1.4.4.15

Change the final sentence from:

The TECHNICAL MANAGER's decisions are final and non-protestable.

To:

The decisions of the TECHNICAL MANAGER are final and may not be protested or appealed.

### Article 1.5.8.2

Change Article from:

Drivers issued an FIA License by a Foreign ASN must possess a letter of authority from their ASN giving permission to race in the U.S., and must also possess an International Medical Card (available from their ASN).

To:

Drivers issued an FIA License by a Foreign ASN must possess a letter of authority from their ASN giving permission to race in the U.S. They must also possess an International Medical Card (available from their ASN) and submit a copy of their medical history and physician's examination.

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## Article 1.5.9.2

Change second from last requirement on the list from:

Driver must have competed in at least three (3) National events, or equivalent, in the past 12 months prior to application, or have a letter of recommendation from another SCCA Pro Racing recognized sanctioning body and a resume of experience.

To:

Driver must have competed in an SCCA Pro series, or at least three SCCA Club Racing National events, or equivalent, in the past 12 months prior to application, or have a letter of recommendation from another SCCA Pro Racing recognized sanctioning body and a resume of experience.

## Article 1.7.10 and Article 1.7.11

Change Article 1.7.10 from:

All pit spaces are "claimed" on a first-come, first-served basis, except as provided for in individual series, or individual event, regulations. To stake a "claim," display a board with your number on the pit lane side of the pit wall or pit rail to indicate your pit location. Display of a number board in this manner is a valid means of "staking claim" to that particular pit space as well as a means of assisting the SCCA Pro Racing staff working the pit lane. Disputes will be settled by the CHIEF STEWARD.

To:

Pit spaces will be assigned by the series officials and must be used during all official sessions.

The previously specified procedure was not used by any SCCA Pro Racing series. The related Article 1.7.11 is deleted.

## Article 1.10.6.2

Change Article from:

The TECHNICAL MANAGER may order the inspection and disassembly of any entered automobile to ascertain its conformance with the PRR.

To:

The TECHNICAL MANAGER may order the inspection and disassembly of any entered automobile at any time or location of his choosing to ascertain its conformance with the PRR.

## Article 1.10.12

Add a new Article:

### 1.10.12: SERIES MANAGER

1.10.12.1: Shall serve as the liaison between the scheduled race tracks, competitors, SCCA Pro Racing, and series vendors.

1.10.12.2: Shall coordinate and oversee the operations of all SCCA Pro Racing Staff and volunteers on race weekends.

1.10.12.3: Shall develop and disseminate, via email and website posting, event schedules, supplemental regulations, and any other pertinent information concerning race weekend activities.

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## Article 1.11.2.3.3

Add the following to the end of the Article:

The Chief Steward may, during a competition, summon a car to pit lane for an infraction and held in the penalty box for a period up to one minute. Such penalties shall be served under green course conditions. Following a caution period the penalized car must receive the green flag on course before entering pit lane.

## Article 1.12.5

Change Article from:

Distribution of awards shall commence after the period for receiving protests has elapsed. When a protest which would affect distribution of awards has been lodged, distribution of any awards affected by the protest shall be withheld until it has been settled. The CHIEF STEWARD, when notified of intentions to appeal his decision, shall order awards, which may be affected by the outcome of the appeal, to be withheld pending the decision of the Court of Appeals. During this time, the results of the competition shall be considered provisional.

To:

Distribution of awards shall be provisional with final distribution held until all protest, appeals, etc. are passed or settled.

## Article 1.13.1

Change Article from:

Provided that all available protest procedures have been exhausted, any entrant, or other participant, shall have the right to appeal to the SCCA Pro Racing Court of Appeals appointed as per Section 1.13.5; 1) Any decision, or penalty, rendered by the CHIEF STEWARD in which he, or it, was named as a party, or 2) Any decision concerning a protest filed by such entrant or participant. The SCCA Pro Racing President, and/or the chairman of the court of appeals shall, in their sole discretion, determine whether an appeal is well-founded, and shall be heard by the court, and whether the appeal fee should be returned, or forfeited. The decision whether, or not, to hear an appeal, and the ultimate decision by the Court of Appeals shall be final, binding and not subject to further appeal, or legal process.

To:

The appeal process exists to decide only those matters for which a reasonable decision could not be achieved through available procedures. Provided all such procedures have been exhausted, any entrant or other participant shall have the right to request an appeal regarding: 1. Any, decision or penalty rendered by the Chief Steward in which they were named as a party. 2. Any decision concerning a protest filed by such entrants or participants, except as decided by the Technical Manager (see Article 1.12.3.1).

The SCCA Pro Racing President shall, at his sole discretion, determine whether an appeal shall be heard by the Board of Appeals, and whether the appeal fee should be returned, or forfeited. The decision whether or not to hear an appeal, and any decisions by the Board of Appeals shall be final, binding and not subject to further appeal or legal process

Due to time constraints, logistics and year-end award banquets, appeals may not be heard concerning decisions at the final events of the year.

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## Article 1.13.6

Change the fourth sentence from:

The Parties may present their case personally, be represented by an advocate, or may submit the case to the court on documents without personal appearance.

To:

The parties may present their information to the committee themselves, via their team representative, or in written documents.

## Appendix C

Add the following text:

All fire systems shall be serviced and recertified by the manufacturer every two years.