

## 2018 GLOBAL MX-5 CUP JAPAN SPORTING REGULATIONS

The 2018 GLOBAL MX-5 CUP JAPAN (hereinafter referred to as “This Series”) shall be organized in conformity with the JAF National Sporting Regulations in compliance with the International Sporting Code of the Federation Internationale de l’Automobile and its Appendices, this racing regulation issued by the B-Sports GLOBAL MX-5 CUP JAPAN Secretariat (B-Sports), Supplementary Regulations of Each Event, and the Regulations of Each Circuit. All the participants shall have thorough knowledge of and comply with these regulations and shall be responsible for following the instructions of each Event organizer and the race officials. The ultimate clause of these regulations is Japanese version, and if any doubt about the interpretation occurs, Japanese version shall be used.

### Article 1: Schedule

This series will be held as the JAF Regional Championship "2018 Honshu Touring Car Championship" on the following schedule.

Series	Date	Race Time	Venue
Round 1	April 15 <sup>th</sup> (Sun.)	45 min.	Sportsland SUGO (Miyagi Pref.)
Round 2	June 10 <sup>th</sup> (Sun.)		Twin Ring Motegi (Tochigi Pref.)
Round 3	July 1 <sup>st</sup> (Sun.)		Suzuka Circuit (Suzuka, Mie Pref.)
Round 4	August 19 <sup>th</sup> (Sun.)		Okayama International Circuit (Mimasaka, Okayama Pref.)
Round 5	September 24 <sup>th</sup> (Mon./Holi.)		Fuji Speedway (Shizuoka Pref.)

\*The dates and contents are subject to change.

\*The detailed timetable shall be informed in the form of the official notice.

### Article 2: Classes

1. For this racing series, the races will be conducted with the following two classes.

Global Class	<u>A class where all eligible drivers can participate, aiming for the world’s best MX – 5 driver.</u> <u>The "2018 GLOBAL MX - 5 CUP JAPAN" champion and</u>
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	<u>the "2018 Honshu Touring Car Championship" champion throughout the annual series shall be decided.</u>
Emblem Class	<u>A class aimed at pure enjoyment of the race.</u> <u>Up to 2 drivers shall be registered for one vehicle and at least one pit-in during the race shall be compulsory.</u>

2. It is not permitted that different drivers drive one car in the different classes respectively on the same race day. Also, it is not permitted that one driver participate in the multiple classes on the same race day.
3. At each event, a class may be added, changed and/or cancelled. Also, if the number of entries in each class is less than 25 cars, the race may be cancelled, combined, and/or shortened in the race distance.

Article 3: Eligibility

1. All the entrants and drivers must possess the licenses issued by JAF.
2. All the drivers must possess the JAF national driver's license A or higher or the international driver's license B or lower. Also, the condition for the first driver of the Emblem Class is having no professional level background.
3. Based on the JAF Public Notice No.2009-080, the holder of the license issued by a foreign ASN may be permitted to participate. In that case, the holder shall be the subject of the classification but not the subject of event awards, series awards, and/or special prizes.

Article 4: Entries

1. Annual entries
  - ① Annual entry means that a team (entrant) appoints a driver and declares the participation in all the Events of the Global Class before the season starts, and the team must make the registration application to B-Sports according to the designated manners and method. The consumption tax notation thereafter shall be at the 8% tax rate.
  - ② If the team with annual entry changes the contents of its entry, the team shall

inform B-Sports secretariat of the changes during the entry application period of the event which the team enters with changes made. The change of drivers is permitted, but it is only when there is no change of entrant.

- ③ The period to accept the annual entries shall be from February 1<sup>st</sup>, 2018 to February 28<sup>th</sup>, 2018. After this period, only the race-by-race (spot) entries shall be accepted.
2. Race-by-race (spot) entries (any entered teams other than the teams with annual entries)
  - ① This is for the team(s) whose entry is accepted by applying for the participation in each event during the entry application period designated by each event. The team must make the registration application to B-Sports according to the designated manners and method.
  - ② The entrant must designate and register one (1) driver per car (1 or 2 drivers for the Emblem Class) during the entry application period. Also, the changes of the driver name and vehicle name may be reflected on the official program by the end of the entry application period.
  - ③ The period to accept the race-by-race (spot) entries shall be from 40 days until 20 days prior to the date of an Event for each Event. Any entries after this period shall not be accepted.
3. The column for the name of the registered car in the entry form must include the letters of either "MX-5", "Roadster (in Japanese letters)", or "ROADSTER"
4. If any Entered Team wishes to change the contents of the entry, the administrative fee for making changes shall not be charged, provided that any changes are notified to B-Sports Office according to the designated form and method within the entry application period for the Event that it wishes to participate with changes (40 days to 40 days prior to the date of the Event for each Event). If it wishes to make any changes after that period, the procedure in accordance with the Supplementary Regulations of each Event shall be taken and the prescribed administrative fee for making changes shall be needed. Change of drivers will be permitted, only if there is no change of Entrants.

1. Entry fees

Annual entry fee: 540,000 yen (including tax / for 5 events)

Race-by-race entry fee: 162,000 yen (including tax / for 1 event)

\*The joint test will be held at Sportsland SUGO and Fuji Speedway about a month before the opening day of the first and fifth rounds. The details such as the schedule shall be notified separately.

\*The race entry fee includes the entry fee for race week exclusive session (about 1 hour), entrance passes of registered drivers (1 to 2) / team crews (up to 5), vehicle permits for the competition vehicles and service cars (up to 4).

\*In addition to the above, the annual race entry fee includes the joint test entry fee.

2. Insurance

① Supplementary Regulations of each event shall be observed.

② If there is no provision for this in the Supplementary Regulations of each event, the following regulations shall be observed.

- If anyone has already had the insurance valid for the concerned race for 9 million yen for the driver and 4 million yen for the pit crew, he/she shall report that.
- If the amount of the insurance does not satisfy the above-mentioned amount, the person must take out the insurance policy designated by the organizer of each event for the deficit.

3. Unless the race will be canceled, any participation fees and insurance that have already been paid shall not be refunded. However, if the race is canceled and/or the participation has not been accepted due to any reasons including, but not limited to, being left out of the quota, the administrative fee for the refund of 1,080 yen (including tax) will be subtracted, and 108,000 yen per Event that has been canceled for the annual entry fee and the full amount for others shall be refunded.

Article 6: Duties (roles) and authority of the Race Director and the Stewards of the Meeting Driving Adviser

1. The Race Director shall work in permanent consultation with the Clerk of the Course.

The duties (roles) of the Race Director are to make recommendations based on his own judgment on the race management and judgment items during the Event to the Clerk of the Course and to aim for the standardization of race management and

judgment standards at the Event. However, the Race Director delegates to the Clerk of the Course the authority to make final judgment on race management and judgment

①To receive report on the allocation of the officials involved in the operation, the deployment situation of the operation equipment, the safety management system etc. from the race secretariat and make correction suggestions as necessary.

②To accompany the Clerk of the Course at the Race Control, meetings and briefings during all the sessions.

③The Race Director shall make suggestions to the Clerk of the Course in accordance with the FIA International Sporting Code and these Regulations for the following items. In this case, the Clerk of the Course shall respond in consultation with the Race Director.

1) To adhere to or change the timetable.

2) To suspend and conduct the starting procedure for restarting all the practice sessions and the race.

3) To stop any competition vehicle in all the practice sessions and the race.

4) To make Judgment concerning infringements occurred in all the practice sessions and the race.

5) To conduct the starting procedure of the race.

6) To deploy and withdraw the Safety Car in the race.

7) To re-examine the competition vehicles, and request a physical examination of the driver.

## 2. Stewards of the Meeting Driving Advisor

An experienced professional driver or a former professional driver, or a person with the experience of the Clerk of the Course shall take this role. Its role is to assist the Stewards of the Meeting mainly by advising on the following:

①On-track actions of drivers and competitors.

②Assisting when the Stewards of the Meeting deliberates on driver penalties etc. In addition, the Advisor must attend the meetings of the Stewards of the meeting but does not have the right to vote.

## Article 7: General Undertakings

1. All the persons, entities and organizations are allowed to participate in this series competition(s) on condition that they comply with all the rules and regulations.
2. During the event, all the personnel concerned with the entries must comply with the regulations in the same way as the entrants and their agents.

3. Entrants, team representatives, drivers, team crew and the guests must act in a well-ordered manner and never attack nor insult each other and/or the race officials verbally.

Article 8: Observance of Entrants

1. An entrant is responsible for everyone involved in his/her participation to observe and follow all regulations and rules.
2. Entrants and drivers as well as all the personnel concerned with the vehicles must ensure that their cars conform to the Technical Regulations and the safety regulations throughout the competition.
3. Presenting a car for scrutineering is considered a declaration that the car conforms to all the regulations.
4. Entrants, drivers, team crew and their guests must always bear correctly the credentials issued.
5. Unauthorized use of the credentials including the car passes is revealed, it shall be reported to the Stewards of the Meeting and a penalty that will be reflected on the race result shall be imposed strictly.
6. No pets (except for those based on the Assistance Dogs Laws as well as those that have equal missions) are allowed to enter the paddock and pit area, and no one under the age of 16 are allowed to enter the pit lane during all the sessions.

Article 9: Eligible Vehicles, Display of Competition Number, and Driver's Equipment

1. Official Scrutineering etc.
  - ① Participating vehicles must be vehicles that conform to the technical regulations set out separately.
  - ② The Official Scrutineering will be conducted in a designated scrutineering area according to the timetable indicated in the official notice.
  - ③ The vehicle has to undergo an official scrutineering at a designated official scrutineering site within a specified time. Vehicles that do not take the official

scrutineering, vehicles deemed inappropriate for participation as the result of scrutineering, and vehicles that do not respond to the improvement order by the Chief Scrutineer cannot participate in the competition.

④Treatment for any vehicles that are late for the specified time shall be taken by the Clerk of the Course to the Stewards of Meeting.

⑤When accompanying an assistant/assistants to the vehicle taking an official scrutineering in the inspection area, they must be a participant or a mechanic registered by nomination.

⑥At the time of official scrutineering (driver's equipment check time), each driver must undergo the inspection by scrutineer for driver's equipment and arm restraint prepared according to JAF Domestic Sporting and Technical Regulations Part 4 Appendix "Appendix for Driver's Equipment Participating in Racing Competition" by bringing them or wearing them.

⑦"GLOBAL MX - 5 CUP JAPAN TECHNICAL PASSPORT" will be issued to vehicles which passed the official scrutineering, and the change of vehicles shall be prohibited.

⑧In any case, vehicles that have passed the official scrutineering must not be taken out of the paddock of the circuit of the Event. Also, all work to the vehicle must be done only in its own pit or designated vehicle maintenance facility. However, if it is necessary to take the vehicle out of the paddock unavoidably, it is possible to take the vehicle out to other areas than the paddock provided that the team applies for the takeover to the Race Secretariat within one hour after the end of the official qualifying and get permissions from the Chief Scrutineer of the Event and the Clerk of the Course of the Event.

In this case, in order for the participating vehicle to continue the competition, it must visit and pass the re-scrutineering within the specified time. In order to take re-scrutineering, the team must pay ¥21,600 as re-scrutineering fee in advance to the Race Secretariat. This fee will not be refunded even if the vehicle does not pass re-scrutineering.

⑨Vehicle impound during competition takes place only after the end of the race.

⑩Chief Scrutineer has the authority to inspect participating vehicles from time to time even outside of the official scrutineering time, and any participants who do not respond to this inspection will be penalized.

2. The car numbers will be allocated by B-Sports taking the request of the entrants (from 1 to 999) and the previous usage. The car number shall be written in the font and the size designated by B-Sports and shall be affixed in the designated place on the participating car provided separately.

3. Participants must provide B-Sports and each Event organizer with the advertising space. They shall attach sponsor stickers, badges etc. specified by B-Sports and the organizer to the designated places of participating vehicles and racing suit set out separately.

Article 10: Maximum continuous driving time of the Emblem class drivers

1. The maximum continuous driving time of one (1) driver of the Emblem Class must not exceed two thirds of the original race duration.
2. Regardless of whether there is a driver change or not, the continuous driving time is regarded as reset when the pit stop is performed.

Article 11: Official Qualifying

1. One official qualifying session will be held at each event, and drivers (for the Emblem Class, all registered drivers) must participate in the official qualifying session.
2. Cars to be used for the official qualifying session shall be limited to the cars passed the official scrutineering.
3. Standard time to qualify is 130 % of the best time achieved by the first qualifier and it may not be slower than that.
4. The Clerk of the Course may interrupt the official qualifying session by showing the red flag in order to secure the safety on the track, to clean the track, or to allow the recovery of the cars on the track if necessary.  
Even when the official qualifying session is interrupted this way, no protest regarding the influence on the qualification of the drivers and the cars may be accepted.  
Any cars going off the track during the official qualifying are permitted to run in the following official qualifying session only if they go back to their own pits on their own during the qualifying session concerned.  
However, any cars that are specified to have caused the red flag are not permitted to enter the track again. The driver(s) who is specified to have caused the red flag may be subject to penalty(s).
5. The order of the official qualifying session is decided in the order of the fastest lap

time recorded by each driver (for the Emblem Class, the fastest lap time among all registered drivers). If two or more drivers record the identical fastest lap time, the driver who recorded the lap time first will be given the priority, and the order will be decided in this way.

6. The lap time the driver attained on the respective lap while driving under the yellow flag situation during the official qualifying session might not be taken as the official qualifying result.
7. If the number of qualified cars is less than the number of cars that are allowed to start in the race set in the Supplementary Regulations, the drivers who could not achieve the above-mentioned qualifying lap time and the drivers who could not run in the official qualifying session may present the petition to start the race to the Stewards of the Meeting.

The Stewards of the Meeting may allow the respective driver(s) to start the race based on the petition submitted by the driver(s). However, the following conditions shall be met.

- ① Cars that have already qualified shall not be excluded.
- ② Those cars are considered to have the ability to achieve the qualifying time.
- ③ It is guaranteed that those drivers know all the safety features (such as knowledge of the circuit).

(The concerned petition shall be submitted to the Race Secretariat within 30 minutes after the publication of the provisional result.)

#### Article 12: Pit Stop Regulation

1. When entering the pit, drivers shall signal the following cars by hand or turn signal, proceed on the deceleration lane while slowing down from the pit lane entry, enter the stop lane after fully slowing down and stop in front of their own pits.
2. Pit lane speed limit is the one set by each circuit.
3. The number of team personnel allowed to work in their own pit area is the maximum of 3 members registered as team crew or the driver.
4. For the Emblem Class cars to enter the pit during the race, after stopping in front of their own pits, they must stop the engines for 1 minute or more. The stopping time

shall be measured by each team and the race official will not give any specific instructions, but the penalty will be imposed in case of breach of stopping time. This is not the case during the qualifying of the Global Class and the Emblem Class.

5. For the Emblem Class, only when the arriving driver helps the departing driver to wear the seatbelt, he/she will not be included in the number of personnel for the pit work.
6. For the Emblem Class, the engine must be stopped during the change of drivers. Stopping time for the change will not be specifically set.
7. Except for the pit work, team crew is prohibited to stand in the stopping area outside of the pit. Also, the personnel allowed to enter the signaling platform is the registered team crew only.
8. During the competition, the use of water and ice to cool the tires and radiators, refueling and filling the oil and fluid in the pit are prohibited.

#### Article 13: Starting Grid

1. The number of cars allowed to take the starting grid shall be stated in the Supplementary Regulations under the homologated condition of the concerned circuit.
2. The starting grid will be set in the 1 X 1 staggered formation. The 1 X 1 staggered formation is applicable only to the stationary condition, and the 2 X 2 formation will be applied for the grid in the rolling start
3. The pole position will be allocated to the competition vehicle that achieved the fastest lap time in the official qualifying session.

#### Article 14: Starting Procedure

1. The rolling start is taken for the starting method. The Safety Car will be used as the leading vehicle for the rolling start.
2. Starting Procedure will start 3 minutes before the start of the formation lap, and the

procedure will be displayed with boards showing 1 minute and 30 seconds before the start. These boards will be displayed with warning sounds.

① 3 minutes to start Board

Everyone except for drivers and race officials shall leave the track.

② 1 minute to start Board

Engines are started by the drivers on board.

③ 30 seconds to start Board

After this signal, a green flag will be waved in front of the grid, at the same time all cars will start the orderly formation lap led by the official leading car. At the end of the field, an official closing car will follow.

More than one formation lap may be conducted.

④ If any cars cannot take their appointed grid positions or cannot start from the grid and start from the pit, they will wait at the pit road exit and are allowed to start with the pit exit light turning green after all the cars start and the last car of the field passes the pit exit.

⑤ If any cars are unable to start the formation lap, the drivers are to take their hands off the steering wheel and signal to the official. The official supervising the concerned row will wave a yellow flag. In this case, after all the other cars left the grid, only the officials may push the car on track to start the engine. After this, the car(s) will join the formation lap but must not overtake the other cars.

⑥ Any cars unable to start the formation lap successfully or keep the position of the grid order in the middle of the formation lap shall drive at the back of the field without overtaking other cars. Any cars unable to keep up with the speed of the closing car shall go behind the closing car autonomously and go back to their own pits.

⑦ The signal lights at the start line will turn red when the formation lap starts and the yellow flags will be waved at all the marshal posts.

⑧ The start signal will be given by means of a starting signal (green lights) activated under the control of the Clerk of the Course. The race will start when the red lights at the start line turn to green, but the cars must not overtake each other until they cross the start line.

⑨ If any problems arise during the formation lap, the red lights will remain on the start signal and yellow flags will be waved at all marshal posts. When this procedure is taken, all the cars will proceed to one more formation lap (with the speed of all the cars being kept). If the additional formation lap is conducted, the lap will be included in the race time.

- ⑩ Only in the exceptional circumstances, the race may be started behind the Safety Car in accordance with the FIA International Sporting Code Appendix H “Safety Car” start.

Article 15: Finish of the Race and Classification

1. The signal of the race finish is displayed at the control line on track immediately when the overall leading car has covered the scheduled race time.
2. The classification will be given only to the drivers who have received the checkered flag at the control line on track after completing the final lap. However, in case of red flag situation, this will not apply.
3. If the signal of the race finish (the checkered flag) is given before the leading car completes the scheduled race time, the race will be deemed to have finished at that time. Also, if the signal of the race finish is delayed, the race will be deemed to have finished when the leading car should have completed the scheduled race time.
4. Any cars that have completed the final lap but not reached 70 % (round down to the nearest whole number) of the number of laps covered by the winning car will not be classified.

Article 16: Safety Car

Safety cars are deployed as necessary according to the provisions of Appendix H of the FIA International Sporting Code. The following operation shall be allowed.

1. Safety Car during the race is basically "to join the track from the pit lane", as set out in Appendix H of the FIA International Sporting Code, but in order to deal with accidents that occur at the start and immediately after the start, it is permitted to change the standby location of the Safety Car only for one lap. However, if the standby location is changed, the organizer must notify stakeholders through official notice and briefing thoroughly.
2. When the race is neutralized by the Safety Car during the race, the procedure will be principally taken as specified in the FIA International Sporting Code "The safety car shall be used at least until the car in the lead is behind it and all remaining cars are

lined up behind the leader (hereinafter abbreviated)”, but in the case where the car in the lead that was once caught enters the pit, taking the situation of the race into consideration comprehensively, at the discretion of the Clerk of the Course, it is permitted to restart the race with the car running immediately after the SC taking the car as the leader.

## Article 17: Suspending and Resuming the Race

In case the accident causes the circuit to be closed, if the race need to be suspended due to the fact that the continuation of the competition is dangerous due to weather or other reasons, the Clerk of the Course will give an order to display red flag at all Marshal Posts and red light (suspension light) on the control line.

### 1. Suspension of the Race

①When the signal for suspension (red flag) is given, the overtaking is prohibited and the pit exit is closed. All cars must immediately proceed slowly to the grid behind the red flag line and stop at the staggered formation irrespective of the position of the leading car. Entering the pit at this point is prohibited.

The grid at the time of restarting the race is based on the order in which the cars stopped at the red flag line.

②If there are any cars that are not able to return to the grid due to the track being closed or the like, those cars will be returned to the grid in that order as soon as the track becomes available.

The grid at the time of restarting the race shall be arranged in the order of crossing the final control line at the time the race is suspended, and the Stewards of the Meeting shall approve it.

③The procedure during the race suspension is as follows.

1) The timekeeping system does not stop and the time management of the lap monitor shows the continuation of the race.

2) A penalty will be imposed to any cars that entered the pit lane or any cars pushed out of the grid to the pit lane after the race was suspended after the race resumed. For any cars that have already been at the pit entry or pit lane when the signal to suspend the race is displayed, they are allowed to stop at their pit as regular pit-in cars and will not be penalized.

3) Only the registered team staff and race officials are permitted access to the grid.

### 2. Resuming the Race

- ①The suspension is kept as short as possible, and as soon as the time of restart is known, the teams will be informed through the pit broadcast etc.
- ②When the restart of the race is decided, the “5 minutes to” restart is signaled by "paddock broadcasting" and "monitor display", and the restart procedure will be started.
- ③The Safety Car, which is the lead car of the restart, is placed not in front of the first car behind the red flag line but in front of the leading car in the original race ranking. This is the signal that any cars which are in front of the leading car of the initial race ranking will start the engine and take behind the restart file by making one lap together with the 5 minutes to the restart signal as well as by the race officials’ guidance
- ④Only for any cars that were regularly entered the pit at the time of the red flag suspension, if they were able to be aligned at the pit exit at the time when the "5 minutes to the restart" signal was given, they are permitted to take the rear of the file according to the preceding paragraph ③.
- ⑤The race will be resumed with the signal of the green light of the start signal and with the Safety Car lead. All cars following the Safety Car shall leave the grid and the race resumes with a neutralized lap.  
The formation will consist of the cars arriving at the rear of the file with the initial race leader in front making 1 lap 5 minutes before the restart and the cars already in the pit for the regular pit-in that are able to leave the pit 5 minutes before.
- ⑥Any drivers who are delayed without being able to start from the grid at the time of re-start with the Safety Car lead must take the rearmost of the file behind the Safety Car.  
In the case where two or more drivers are involved, they should be arranged in the order of the grid at the rearmost of the file.
- ⑦Safety Car shall enter the pit after at least one lap, except in the following cases.
- 1) All cars have not been aligned behind the Safety Car.
  - 2) If the situation requiring further intervention has occurred in a row.
- ⑧During this lap the FIA International Sporting Code Appendix H Chapter 2. 9. Safety Car Operation procedures 2.9.15, 2.9.16, 2. 9.17 and 2. 9.18 will be applied.
- ⑨If the race cannot be restarted, the race result at the end of the previous lap of the lap in which the signal of suspension was given will be adopted.

Article 18: Impound

1. Cars subject to classifications shall enter Parc Ferme specified in the Event Supplementary Regulations under the supervision of the race officials and those cars

shall be impounded there until the official result will be announced unless otherwise instructed by the Stewards of the Meeting.

2. Only race officials in charge have access to Parc Ferme. Drivers who drove into Parc Ferme after the race shall leave there immediately, and no one is permitted to enter Parc Ferme and touch the impounded cars unless the Stewards of the Meeting permit.

Article 19: Protest

Protest may be made in accordance with the JAF National Sporting Regulations Article 12.

Article 20: Ceremonial clause and press conference

1. The provisional podium ceremony to be held after the race of each Event is mandatory to attend all the prize winning drivers. In addition, the prize winning drivers are not allowed to refuse to wear the cap provided by the designated vehicle manufacturer and the cap of the designated tire manufacturer properly to attend the ceremony.
2. If an official award ceremony is held after the race of each Event, all the prize winning drivers are obliged to attend it unless there are unavoidable circumstances. Also, the prize winning drivers are not allowed to refuse to properly wear the cap of the designated tire manufacturer received at the provisional podium ceremony to attend the ceremony.
3. If an official press conference is held at each Event, the designated person(s) must attend.

Article 21: Use of Radios

1. If a team will have communication using the radio equipment (including antenna) inside the circuit during the Event, they must have radio communication in the way that complies with the Radio Law in Japan (If this is specifically provided in the Event Supplementary Regulations, the Event Supplementary Regulations will have the priority over this provision).

Also, the use of radio equipment of Motorsport Radio Association (MoSRA) is strongly recommended.

2. For the use of the radio equipment, the details of the radio must be submitted to the organizer via B-Sports and get the permission in advance. Any entrants who deviated from the submitted contents and was policed due to the violation of the Radio Law will be imposed a penalty of up to disqualification.
3. B-Sports shall grasp the radio frequencies used by the teams at the same time have the right to disclose a part of radio communication to public as part of performance depending on the situation.

Article 22: Awards for Each Event

1. Awards for each class at each Event will be as follows.

① Global Class

Classification	Organizer Awards	Prize Money
1 <sup>st</sup>	Trophy, JAF medal	500,000 yen
2 <sup>nd</sup>	Trophy, JAF medal	250,000 yen
3 <sup>rd</sup>	Trophy, JAF medal	100,000 yen
4 <sup>th</sup>	Trophy	70,000 yen
5 <sup>th</sup>	Trophy	50,000 yen
6 <sup>th</sup>	Trophy	30,000 yen

② Gentleman Class

Classification	Organizer Awards
1 <sup>st</sup>	Trophy, JAF medal
2 <sup>nd</sup>	Trophy, JAF medal
3 <sup>rd</sup>	Trophy, JAF medal
4 <sup>th</sup>	Trophy
5 <sup>th</sup>	Trophy
6 <sup>th</sup>	Trophy

2. Awards for each Event will be limited in accordance with the number of cars in each class participating in the race. Number of award winners is up to 6<sup>th</sup> position and 50 % of the number of participating cars (rounded down to the nearest whole number, and the event award will not be available if it is one car).

Article 23: Series Awards

1. Drivers in the Global Class who have finished the race at each Event will be given the series points based on the following table. However, the vehicle that gets the point(s) must complete more than 90% (rounded down to the nearest hundred) of the number of laps in which the winning vehicle in the race has completed.

1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>	4 <sup>th</sup>	5 <sup>th</sup>	6 <sup>th</sup>	7 <sup>th</sup>	8 <sup>th</sup>	9 <sup>th</sup>	10 <sup>th</sup>
20P	15P	12P	10P	8P	6P	4P	3P	2P	1P

2. Even if the driver participates in different cars according to the participating races, if the car meets the regulations of participating cars, points are added throughout the year.
3. Drivers can score points of 70% (rounded to the nearest whole number) of the total number of races established as championship races in order of high score from the score obtained by participating in multiple races as a series point. However, if the total number of races held is less than 5, all the races held will be subject to the series point.
4. If more than one driver gets the same series point, the person with higher ranking will be decided based on the following criteria.
  - ①The ranking is determined in descending order of the number of times of obtaining the high score within the range of the effective score (the score obtained by the target races of the series point according to the above article 3).
  - ②If the number of ① above is the same, the ranking is determined in descending order of the number of times the high score is obtained among all the scores acquired by the competitor.
  - ③If the ranking cannot be determined again by the method of ① and ② above, it is decided with the score in the final race. If the ranking cannot be determined again by the score of the final race, continue until the ranking is determined retroactively, such as the score at the competition before the final race.
5. According to the classification determined by summing up the Series points, the following awards will be awarded to the drivers.

Classification	Organizer Awards	BFGoodrich Awards	Supplementary Awards
1 <sup>st</sup>	Mazda Cup	Prize money	Right to participate in the

		500,000 yen	World Final
2 <sup>nd</sup>	Trophy	Prize money 250,000 yen	<u>Right to participate in the World Final</u>
3 <sup>rd</sup>	Trophy	Prize money 100,000 yen	
4 <sup>th</sup>	Trophy	Prize money 70,000 yen	
5 <sup>th</sup>	Trophy	Prize money 50,000 yen	
6 <sup>th</sup>	Trophy	Prize money 30,000 yen	

※JAF recognizes the highest scorer as a local championship holder and give the JAF Certificate of Accreditation and an award according to the "JAF Motorsports Awards Regulations" separately prescribed by JAF.

※Details of the right to participate in the World Final will be notified by B-Sports separately.

※If the champion declines the right to participate in the World Champion Deciding Race, the right goes to the driver in the lower position. It may go down to the 6<sup>th</sup> position, and it will not go down after that.

6. Awards for the Series will be limited in accordance with the average number of cars in each class participating in the race annually. Number of award winners is up to 6<sup>th</sup> position and 50 % of the number of participating cars (rounded down to the nearest whole number).

#### Article 24: Special Awards

##### 1. Best Over 45 Award

For the Global Class drivers who are 45 years of age or older as of January 1, 2018 (provided, however, that they will not be eligible if they show their intention not to desire it beforehand), the driver with the highest series point will be awarded a memorial shield as a prize.

##### 2. Best Rookie Award

For the Global Class drivers who will participate for the first time from the 2018 season, the driver with the highest series point will be awarded a memorial shield as a prize.

3. Best Woman Award

For the female drivers in the Global Class (provided, however, that they will not be eligible if they show their intention not to desire beforehand), the driver with the highest series point will be awarded a memorial shield as a prize.

Article 25: Matters not mentioned in these Regulations

Matters not mentioned in these Regulations shall be informed in the form of the Supplementary Regulations of each Event and its Official Notices. For the changes and interpretations of these Regulations, B-Sports will inform in the form of B-Sport Bulletins.

End of Notes

Issued by B-Sports GLOBAL MX-5 CUP JAPAN Secretariat

## 2018 GLOBAL MX-5 CUP JAPAN TECHNICAL REGULATIONS

The GLOBAL MX-5 CUP JAPAN (hereinafter referred to as “This Series”) is the motorsport where the drivers can get the best evaluation. By minimizing the possible changes to the cars with the homologated parts, the conditions will be kept equal. Any technical actions by competitors in contradiction with these principals are subject to penalty.

### Article 1: Basic Definition of the Eligible Vehicles

1. All the vehicles eligible for This Series must be original MX-5 cup cars approved by JAF as the 2018 JAF National Technical Regulations Volume 1 Chapter 13 Libre (NE), built by Long Road Racing, sold by CARROSSER Co., Ltd. and homologated with corresponding chassis number and VIN numbers, and all the changes and finishing adjustment that are not permitted by these regulations are strictly prohibited.
2. There must be no reinforcement, welding, polishing, surface treating, or re-wiring to the body.
3. All parts must be Mazda factory original parts or the homologated parts designated by B-Sports.
4. The utilization of components manufactured by Mazda for any other vehicles than MX-5 is prohibited.
5. Headlights, brake lights and turn signal lights must work properly.  
It is permitted that the rear backlights are removed.
6. Windows must be Mazda original parts.  
However, in accordance with Article 9 "Windshield" of Chapter 4 (Safety Regulations) of Part 1 of the JAF Domestic Sporting and Technical Regulations in 2018, attaching one or more colorless and transparent films to the outer surface of the window glass is permitted.
7. Installation of additional transponder(s) is not allowed during the competition period.

### Article 2: Fuels, Fluids and Filters

1. For fuel, gasoline sold at the gas station inside the circuit (no additives included) must be used. Sales certificate or receipt must be presented when B-Sports requests to submit it during the event.
2. Replacement fluids from any suppliers may be used, but the use of the following recommended products specified by B-Sports is strongly recommended.
  - Engine Oil: Castrol Edge Professional MZ 0w30
  - Differential Oil: Castrol Axle Limited Slip 90
  - Transmission Oil: Castrol SYNTRANS Transaxle 75W-90
  - Brake Fluid: Castrol React Performance DOT4
  - Engine Coolant: Maxima Cool-Aide RTU Engine Coolant
3. For the replacement filters, only the following homologated parts specified by B-Sports may be used.
  - Engine Oil Filter (part number: PE01-14-302A)
  - Transmission Filter (part number: 0000-08-5032)
  - Differential Filter (part number: 0000-08-5032)
  - Intake Air Filter (part number: PEES-13-3A0)

Article 3: Engines

1. Engines other than the ones sealed by Long Road Racing or CARROSSER Co., Ltd. must not be used.
2. Breaking the seal of the sealed engine and dismantling, inspection, maintenance and modification of it are prohibited.
3. Change of pressure to the radiator cap must not be done.
4. Processing or removal of thermostat is prohibited.
5. Only the following homologated plugs specified by B-Sports may be used.
  - NGK ILKAR7L11 (part number: PE5R-18-110)
  - DENSO ZC20HPR11 (part number: PE5S-18-110)
6. Heat insulation treatment to exhaust manifold may not be applied.

7. Modification processing to the intake manifold and exhaust manifold mounts must not be made.
8. For all the engine auxiliary machinery, no removal, change and modifications from the original condition at the time of delivery are allowed.  
However, in order to prevent the PCV hose from coming off, it is permitted to use commercially available hose bands, wires, tie wraps, etc. at both end plug portions of the PCV hose to prevent it from coming off.
9. Replacement of clutch discs, covers, flywheels, and bearings is permitted only with the original Mazda parts.
10. Weight saving processing to flywheels is not allowed.

Article 4: Engine Control Units (ECU)

1. Only the homologated ECUs which are sealed by Long Road Racing or CARROSSER Co., Ltd. are permitted, and re-programming the ECU is prohibited.
2. B-Sports may access and inspect the ECU programming at any time.

Article 5: Drivetrain

1. Only the homologated drivetrain parts which are sealed by Long Road Racing or CARROSSER Co., Ltd. are permitted.
2. Breaking the seal and dismantling, inspection, maintenance and modification are prohibited.
3. It is permitted to use the following homologated parts specified by B-Sports or Mazda genuine parts for the clutch disc and cover.  
- Reinforced clutch kit (part number: 0000-02-5006-SS)
4. Light weight processing of the flywheel must not be performed.
5. Transmission housing bolt

It is permitted to change the unsealed transmission housing bolt to the reinforcement bolt / nut set (part number: 0000-02 - STUD - GM) specified by B - Sports.

When the transmission housing bolt breaks and the thread portion remaining on the housing side is to be removed, repair and resealing work must be performed at CARROSSER Co., Ltd.

Article 6:           Braking device

1. For brake pads, rotors and brake hoses, only the following homologated parts specified by B - Sports can be used.
  - PAGID brake pad for front (part number: 0000-03-5106-03)
  - PAGID brake pad for rear (part number: 0000-03-5116-44)
  - Brembo brake rotor front left (part number: 0000-03-5406-LT)
  - Brembo brake rotor front right (part number: 0000-03-5406-RT)
  - Goodridge stain mesh brake hose set (part number: 0000-03-5213)
  
2. It is permitted to change the handling of the rear brake pipe to the minimum for the purpose of preventing breakage of the brake pipe at the time of tire burst.

Article 7:           Suspension

1. Only the homologated parts which are sealed by Long Road Racing or CARROSSER Co., Ltd. are permitted for the suspension kit.
  
2. Any changes and modifications to the mounting method of suspension parts are prohibited.
  
3. Breaking the sealing of the damper and dismantling, inspection and maintenance are prohibited.
  
4. It is permitted to add a commercially available large washer to the front stabilizer bracket mounting part.
  
5. Regardless of how the washer used in the fixed part of the front stabilizer link was fitted when delivered as a new car, it is permitted to change the mounting position of the washer. However, it is not permitted to change the total number and type of washers used on each side.

Article 8: Minimum Weight

1. The weight of the car (with all the fluids such as fuel, lubricants and coolants, camera(s) and any attachments such as devices for cool suits used during the competition on board) with the driver (with all the driver's equipment on) must not be less than 1,095kg (2,415 pounds) during the event. Any acts to increase the weight of fluids and ballasts in impound are prohibited.
2. Even if more than one driver is registered in the Emblem Class, all the drivers must meet the afore-mentioned provision.
3. When only the weight of the car is to be measured, the driver's weight (with driver equipment) and ballast is 100kg (220 pounds) for the purpose of calculations.
4. Homologated ballast box must be installed to all the participating vehicles during all the events.
5. If the ballast is installed in order to satisfy the minimum weight, it must be securely installed inside the ballast box, and the ballast box cover must be installed and secured.
6. If the ballast will be used, the ballast homologated by B-Sports must be used.

Article 9: Vehicle Ride Height

1. During the Event at all times, the vehicle ride height with driver wearing all the racing equipment and ballast must be more than 102mm on dry tires and 99mm on wet tires. Also, maximum tire pressure during the ride height measurement is 2.7kgf/cm<sup>2</sup> (38PSI/262bar).
2. The position to measure the minimum ground clearance shall be the distance from the rear end of the front tire to the front end of the rear tire.
3. For the measurement of the minimum weight, addition of liquid (e.g. ice or water for driver cooling system) is not permitted.

Article 10: Tires and Wheels

1. For wheels, wheel stud bolts and wheel nuts, only the following homologated parts can be used.
  - Rays wheel (17×7-1/2×40 part number: 0000-04-5806)
  - Wheel stud bolt (part number: 0000-04-5905)
  - Lug nut (part number: 0000-04-5906-LN)
  
2. Only the following homologated tires specified by B-Sports are allowed.
  - Dry tires (215/610R17 BFGoodrich g-Force slick, part number: 0000-08-5118)
  - Wet tires (20/61-17 BFGoodrich g-Force wet P2G, part number: 0000-04-5118-WE)However, dry and wet tires cannot be used at the same time.
  
3. Dry tires must be used as purchased at the tire service in the event race week in the official qualifying and the race. When B-Sports requests to submit the sales certificate or receipt during the event, it must be presented.  
However, this does not apply to the wet tires.
  
4. Dry tires that can be used from the official qualifying to the start of the race during the competition are 4 tires marked at the official scrutineering of the event to participate in.  
However, this does not apply to the wet tires.  
It is the team's responsibility to ensure that the tires are marked.
  
5. If some trouble occurs in the tire and the Stewards of the Meeting gives permission based on the application from the tire supplier, it is permitted to exchange the marked tire with another tire.  
If tire change is permitted after the qualifying to before the start of the race, penalties will not be imposed if only one tire is exchanged, but in the case of two or more exchanges, the concerned car shall take the last grid position for the race.
  
6. Grooving, re-grooving or any modification to the tires is prohibited. The use of tire warmers is prohibited.

Article 11: Data Logger

1. The Aim MXL2 specified by B-Sports is the only data logger allowed.
2. All data from the ECU stream must be logged in the Aim MXL2 during the official qualifying and the race at the supplied configuration file names and rates.

All recorded data during the event must be made available to B-Sports immediately when requested.

3. No data collection other than the regulated system is permitted unless specifically allowed in these regulation or the bulletin issued by B-Sports or CARROSSER Co., Ltd.
4. The change of the settings of the display and alarms of the Aim MXL2 is permitted.

#### Article 12:       Miscellaneous

##### 1. Steering Wheels

The steering wheel and boss that can be installed without change or modification of the steering shaft are free.

##### 2. Quick Release System

If it is changed to the quick release system, the quick release mechanism must be comprised of the steering wheel shaft and the concentric flange, the flange must be colored yellow by anodizing or by other durable coating and installed on the steering column behind the steering wheel, and the release must be operated by pulling the flange along the steering shaft.

##### 3. Accelerator Pedals

For the purpose of improving the safety and the operability, pedal covers may be installed.

However, they must be securely installed.

##### 4. Seats

A seat compliant with FIA Standard 8855-1999 or FIA Standard 8862-2009 shall be used. If the rails to adjust the seat are used, the ones supplied with the car from the first or supplied with the seat from the first must be used.

##### 5. Safety Belts

Safety belts must be the full harness type in compliance with the JAF National Technical Regulations “Appendix regarding the safety belts at the racing competitions” including the material and the installation method, and the shoulder straps must have the width of more than 75mm (excluding the Head and Neck Support belts).

Arm restraint in compliance with the sfi requirements shall be installed.

6. Installation of Indoor Cooling Duct

Installation of cooling duct for drivers is permitted.

However, installation that comes with changes to the external shape is not permitted.

7. Markings

The external activator of the automatic fire extinguisher system must be indicated with the mark with a letter E in red in the white circle of minimum of 10cm in diameter with red trimming.

Ignition switch and fuel pump switch must be clearly indicated in yellow so that the location can be confirmed.

Circuit breaker shall be indicated with a mark of a red spark surrounded by a blue triangle with the minimum base of 12cm.

8. Addition of Fasteners

At least two fasteners should be installed on the front hood and trunk lid at the locations as far from each other as possible. Fasteners must be clearly indicated with a red (or contrasting color) arrow. The original fastener and the device that maintains the opening (such as a damper) should be treated or removed so as not to work.

9. Addition of Camera(s)

In case that the personally-owned on-board camera(s) will be fitted, the application shall be made to the Event Promotor and the permission should be acquired. Any materials taken by this camera (or these cameras) are limited to the personal use and are not permitted to be made available to any third parties unless otherwise permitted by the Event Promotor and B-Sports. In addition, if B-Sports requests any individual to provide the material, he/she must always comply with the request. Any Participant(s) appointed by B-Sports must always accept to fit the on-board camera(s) assigned by B-Sports. The fitting work shall be done in the designated Team pit or the Paddock by the staff appointed by B-Sports. The right for the material of the footage by this camera shall be given exclusively to B-Sports.

10. For the battery, only the following homologated parts specified by B-Sports can be used.

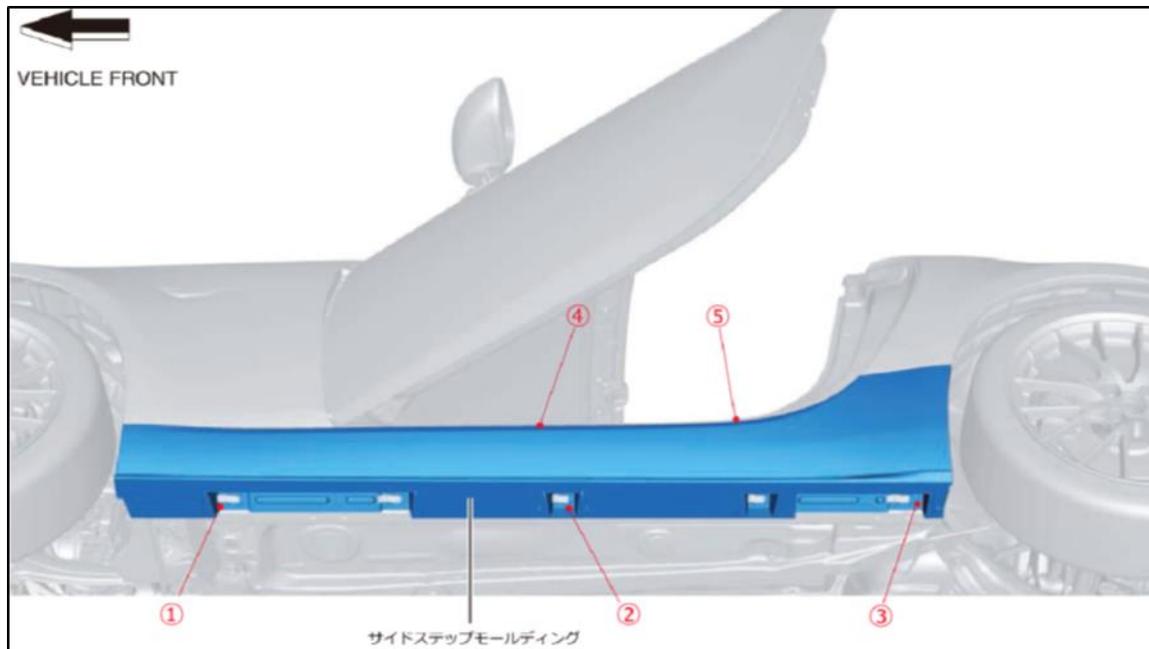
- Battery Tender lithium ion battery (part number: 0000-08-5047)

11. Front Deflector

It is permitted to remove the front deflector.

## 12. Mounting of side step molding

In order to perform the fixing of the side step molding more securely, it is permitted to add tapping screws to the place indicated below.



## 13. Rear bumper

It is permitted to change the rear bumper to genuine parts for the domestic roadster (part number: N2Y1-50-22XA 33 / N2Y1-50-22XA BB).

However, if changed, two holes for number plate mounting must be blocked securely with a cutting sheet or the like. In addition, the side reflector (part number: right NA 1 J - 51 - 5 H 0 C / left NA 1 J - 51 - 5 J 0 C) for the USA MX - 5 must be always installed.

## 14. Radiator Grill

It is permitted to change the radiator grill to genuine parts for the domestic roadster (part number: N2Y1-501T0B).

However, if changed, two holes for number plate mounting must be blocked securely with a cutting sheet or the like.

End of Notes

Issued by B-Sports GLOBAL MX-5 CUP JAPAN Secretariat

# 2018 GLOBAL MX-5 CUP JAPAN Display Regulations

## Article 1 Car Number

1. Car Number must be displayed on the following four (4) places on the body of the car. For the locations of display, please also see the Figure 1.

### ①Front

- Size of Letters: 152mm (6 inches) High
- Color of Letters: White
- Display Location: on the front windshield on the passenger seat side

### ②Sides

- Size of Letters: 203mm (8 inches) High
- Color of Letters: Black
- Size of the Base for Number: 330mm (13 inches) Wide Perfect Circle
- Color of the Base for Number: White \*It should be enclosed in black line of 6.35mm (0.25 inches)
- Display Location: Lower side on the plane surface of the front fenders and not to be separated by the doors etc.

### ③Rear

- Size of Letters: 152mm (6 inches) High
- Color of Letters: Black
- Display Location: on the rear bumper on the passenger seat side

2. Font for the Car Number must be Helvetica BOLD CONDENSED.

3. The Base for Number provided by B-Sports or produced in compliance with the established conditions mentioned above must be affixed.

4. The Letters for Number purchased from CARROSSER Co. Ltd. or produced in compliance with the established conditions mentioned above must be affixed.

## Article 2 Designated Stickers

1. The following designated stickers must be affixed on the body of the car. For the locations of display, please also see the Figure 1.

### ①GLOBAL MX-5 CUP JAPAN (for Front)

- Size: about 100mm High
- Display Color: Black base only

- Display Location: Zone at the upper end of the windshield

②MAZDA (for Front)

- Size: 559mm Wide
- Display Color: White only
- Display Location: Front Number Plate

③GLOBAL MX-5 CUP JAPAN (for Sides)

- Size of Letters: 280mm Wide
- Display Color: Black base only
- Display Location: Upper side on the plane surface of both front fenders

④MAZDA (for Sides)

- Size: 559mm Wide
- Display Color: White or Black
- Display Location: On the plane surface of both rear fenders and make sure not to be divided by doors or fuel lid, etc.

⑤RAYS (for Sides)

- Size of Letters: 250mm Wide x 44mm High
- Display Color: Blue or White
- Display Location: First from the front of both side steps  
\*Take the space of 76 mm from the tip

⑥BFGoodrich (for Sides)

- Size of Letters: 304mm Wide x 63.5mm High
- Display Color: White base only
- Display Location: Second from the front of both side steps  
\*Take the space of 76 mm from the first sticker

⑦BATTERY TENDER (for Sides)

- Size of Letters: 304mm Wide x 57mm High
- Display Color: Black base only
- Display Location: Third from the front of both side steps  
\*Take the space of 76 mm from the second sticker

⑧PAGID (for Sides)

- Size of Letters: 228mm Wide
- Display Color: White base or Black base
- Display Location: Fourth from the front of both side steps  
\*Take the space of 76 mm from the third sticker

⑨MAZDA (for Rear)

- Size: 559mm Wide
- Display Color: White or Black
- Display Location: in the center of rear bumper

2. The designated stickers provided by B-Sports or produced in compliance with the established conditions mentioned above must be affixed.

### Article 3 Driver Name

1. Driver Name must be displayed on the following 3 locations on the body of the car. For the locations of display, please also see the Figure 1.

① Windscreen: Last Name

- Size of Letters: 38mm (1.5 inches) High
- Color of Letters: White
- Display Location: Place in the space 25.4mm (1 inch) below the car number on the windshield and align the left end of it with that of the car number

② Left window: Full Name or Last Name

- Size of Letters: 38mm (1.5 inches) High or 330mm (13 inches) Wide Maximum
- Color of Letters: White or Black
- Display Location: The upper side of both doorknobs

2. The Driver Name shall be written in Roman letters and the font must be in Helvetica BOLD CONDENSED.
3. The Driver Name purchased from CARROSSER Co. Ltd. or produced in compliance with the established conditions mentioned above must be affixed.

### Article 4 Emblems

1. It is not permitted to make any modifications such as removal and/or processing to the emblems attached to the front and rear of the car.
2. If it is necessary to exchange any parts for repair etc., genuine car parts must be used.

### Article 5 Designated Patches

1. The following Designated Patches must be affixed on the racing suit. For the locations of display, please also see the Figure 2.

① GLOBAL MX-5 CUP JAPAN

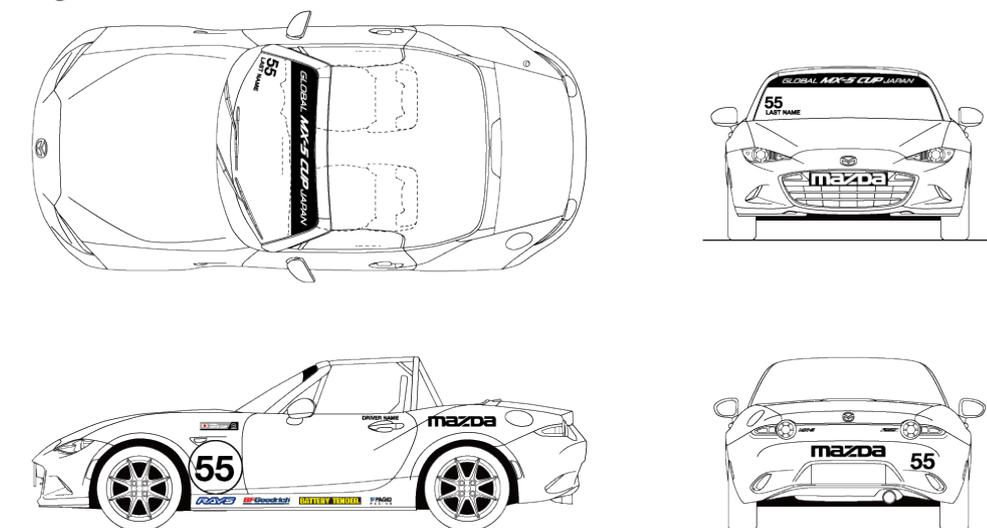
- Size: 120mm Wide x 25mm High
- Display Location: Left chest

②MAZDA

- Size: 96mm Wide x 90mm High
- Display Location: Right upper arm

2. Designated patches provided by B-Sports or produced in compliance with the established conditions mentioned above must be affixed.

<Figure 1>



<Figure 2>



End of Notes