



Tegiwa Civic Championship 2016

Sporting & Technical Regulations

PUBLISHED VERSION - Page 1 of 6 - Issued 24/02/2016

1: SPORTING REGULATIONS - GENERAL

1.1: TITLE & JURISDICTION:

The **TEGIWA CIVIC CHAMPIONSHIP** is organised and administered by the 750 Motor Club Ltd in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

1. **MSA Championship Permit No:** CHR2016/037
2. **MSA Championship Grade:** C.
3. **Race Status:** Clubmans / National B.

1.2: OFFICIALS:

1. **Co-Ordinator:** G.Groombridge, The Conservatory Suite, Donington Park, Castle Donington, Derbyshire, DE74 2RP

☎ 01332 814548; ✉ giles@750mc.co.uk.

2. **Eligibility Scrutineer:** B. Blackmore

3. **Championship Stewards:**

R.Knight K. Messer I.Sowman

1.3: COMPETITOR ELIGIBILITY:

1. Entrants must:
 - (a) be fully paid up valid membership card holding members of the 750 Motor Club and
 - (b) be Registered for the Championship and
 - (c) be in possession of a valid MSA Entrants Licences.
2. Drivers and Entrant/Drivers must:
 - (a) Be current Members of the 750 Motor Club and
 - (b) be Registered for the Championship and
 - (c) be in possession of valid Competition (Racing) National B Licence, as a minimum
 - (d) A professional driver, in possession of a valid Licence (featuring an E.U. flag) and medical, issued by the ASN of a member country of the European Union, or comparable country. ((H)26.2.1. applies)
 - (e) If participation in the Championship requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.
3. All necessary documentation must be presented for checking at all rounds when signing-on.

1.4: REGISTRATION:

1. All competitors must register for the championship by returning the Registration Form with the Registration Fee and requested dyno sheet to registrations@civic-cup.co.uk prior to the Final Closing date for the first round being entered.
2. The Registration Fee is £175 payable upon registration.
3. Registration numbers will be the permanent Competition number for the Championship.

1.5: CHAMPIONSHIP ROUNDS:

The **TEGIWA CIVIC CHAMPIONSHIP** will be contested over the following rounds:

Date	Circuit	Round/s
02 April	Oulton Park	2
24 April	Brands Hatch	2
22 May	Croft	2
17 July	Anglesey	2
21 August	Silverstone International	2
10 September	Rockingham	2
2 October	Donington Park GP	2

1.6: SCORING:

1. Points will be awarded to Competitors listed as classified finishers in the Final Results as follows:- 25; 22; 20; 18; 16; 14; 12; 11; 10; 9; 8; 7; 6; 5; 4; 3. All other finishers-2; all other starters - 1. Fastest lap per class - 1 point subject to a minimum of 2 starters in class. If there are less than 6 starters in any class, points will be 18; 15; 12; 10; 8;.
2. The totals from all qualifying rounds run (excluding any races which are abandoned and which are not replaced) less 1 will

determine the final championship points positions.

3. Ties shall be resolved using the formula in (W)1.3.4. in the current MSA Yearbook.
4. Where the race distance has been reduced (2.6.) it shall still count as a full points scoring round.
5. Competitors not registered for the Championship may be permitted on an individual round basis and will:
 - (a) be deemed "Guest Competitors"
 - (b) not score points and for the purpose of points scoring will be ignored
 - (c) qualify for Event awards
 - (d) comply with the eligibility criteria as prescribed in Article 1.3. above, with the exception of 1.3.1. (b) and 1.3.2. (b), as appropriate

1.7: AWARDS:

1. All awards are to be provided by the Organising Club unless agreed otherwise.
2. Per Round: Trophies to 1st, 2nd and 3rd.
3. Championship: Trophies, subject to a minimum of 5 race starts, to:-
 - 1st, 2nd, 3rd overall & in each class.
 - Best Prepared car.
4. Presentations: Awards will be presented at the end of each event, and/or at the end of the Championship at the designated presentation ceremony.
5. Entertainment Tax Liability: {deleted}
6. If Provisional Results or Championship Tables are revised after any presentations and these revisions affect the distribution of awards the Competitors concerned must return them to the organisers in good condition within 7 days.

2: CHAMPIONSHIP EVENT MEETINGS & RACE PROCEDURES

1. ENTRIES:

1. Competitors are responsible for sending in correct and complete entries with the correct entry fee prior to the closing date for entries before each event.
2. Incorrect or incomplete entries (Including Driver to be Nominated Entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Meeting Organiser receives the missing or corrected information or fee.
3. Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Meeting Organisers in writing. D25.1.12. applies.
4. The Entry Fee for each event shall be specified in the SRs and on the entry form.
5. Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin.

2. **BRIEFINGS:** Organisers should notify Competitors of the times and locations for all briefings in the Final Instructions for the meetings. Competitors must attend all briefings.

3. QUALIFICATION PRACTICE:

1. Should any Practice session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session; the decision of the Clerk of the Course shall be final.
2. Each driver shall complete a minimum of 3 laps in the car to be raced, and in the correct session, in order to qualify (MSA Regulations Q4.5).
3. At Double Header Race Meetings the grid for the second race will be set from the results of the first race with the Top 10 in "reverse" order..

4. **RACES:** Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race ((Q)5.4.) (1.6.4. above applies)

5. STARTS:

1. All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet.
2. The start will be via Standing start. The minimum Countdown procedures/audible warnings sequence shall be:-



Tegiwa Civic Championship 2016

Sporting & Technical Regulations

PUBLISHED VERSION - Page 2 of 6 - Issued 24/02/2016

- I. 1 minute to start of Green Flag/Pace Lap - Start Engines/Clear Grid.
 - II. 30 Seconds - Visible and audible warning for start of Green Flag/Pace Lap.
 - III. A five second board will be used to indicate that the grid is complete.
 - IV. The red lights will be switched on five seconds after the board is withdrawn.
3. Any car removed from the grid after the 1 minute stage or driven into the pits on the Green Flag lap shall be held in the pitlane and may start the race after the last car has passed the startline or pitlane exit, whichever is the later to take the start from the grid.
4. Any driver unable to start the Green Flag/Pace lap or start are required to indicate their situation as per MSA Regulation (Q)12.13.2. In addition any driver unable to maintain grid positions on the Green Flag Lap, to the extent that ALL other cars are ahead of them, may complete the Green Flag lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.
5. In the event of any starting lights failure the Starter will revert to use of the National Flag.

6. SESSION RED FLAG: Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the Startline and RED FLAGS will be displayed at the Startline and at all Marshals Signalling Points around the Circuit. This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pit lane, during practice, and to the starting grid area, during a race, unless otherwise directed by officials. Cars may not enter the Pits unless directed to do so. Work on cars already in the Pits must cease when a race is stopped.

7. PITS, PADDOCK & PITLANE SAFETY:

- 1 Pits & Paddock: Competitors must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.
2. Pitlane: The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take all due care and respect the pit lane speed limits.
3. Refuelling: May only be carried out in accordance with the MSA General Regulations, the Organising Club Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.
4. Speed Limit: Pit Lane Speed Limit will be 60 km/h.

8. RACE FINISHES: After taking the Chequered Flag drivers are required to:

- I. progressively and safely slow down
- II. remain behind any competitors ahead of them,
- III. return to the Pit Lane Entrance/Paddock Entrance as instructed,
- IV. comply with any directions given by Marshals or Officials
- V. keep their helmets on and harnesses done up while on the circuit or in the pitlane.

9. RESULTS: All Practice Timesheets, Grids, Race Results are to be deemed Provisional until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures. (MSA regulation (D)26.3.)

10. TIMING MODULES: The 750 Motor Club utilises AMB transponder-based timing and competitors must have a compatible transponder fitted and working and advise the race organisers of its number prior to the event. The transponder is a TRANX 260 Direct Powered and is available from HS Sports Ltd – 01260 275708.

11. QUALIFICATION RACES: If any event is oversubscribed the Organising Club may at their discretion run Qualification Races.

12. OPERATION OF SAFETY CAR: {deleted}

13. ONBOARD CAMERAS: All car entered MUST run an on board camera and have footage available if requested.

3: SPECIFIC CHAMPIONSHIP REGULATIONS

In the event of any rounds being oversubscribed the Organising Club may, in liaison with the Championship Coordinator, at their discretion run Qualification races as per 2.11 of these regulations. Alternatively at double header race meetings, should there be sufficient space within the timetable, the Organising Club may divide the grid after qualifying into 3 separate Groups. The Groups will then form 3 races whereby each competitor participates in two races. All 3 races will be eligible for full championship points.

At each Round of the championship Race 1 grid positions will be determined by each competitors fastest lap time in Qualifying. At double header meetings, the grid positions for Race 2 will be determined by the finishing order in Race 1. In all races Class A cars will be gridded behind the Class B cars and start after a 10 second delay.

4: SPECIFIC CHAMPIONSHIP PENALTIES:

In accordance with Section C of the current MSA Yearbook

4.1: INFRINGEMENT OF TECHNICAL REGULATIONS:

1. Arising from post practice Scrutineering or Judicial Action: Minimum Penalty: The provisions of MSA Regulations: C3.3.
2. Arising from post race Scrutineering or Judicial Action: Minimum Penalty: The provisions of MSA Regulations: C3.5.1 (a) and (b). For infringements deemed to be of a more serious nature the Clerk of the Course will invoke the provisions of Regulation C3.5.1 (c).

4.2: ADDITIONAL SPECIFIC CHAMPIONSHIP PENALTIES:

1. In the case of a driver being excluded from a race, the Clerk of Course will impose the penalties set out in MSA Regulation C3.5.1 a & b and may impose the penalty set out in MSA Regulation C3.5.1 c.
2. In order to maintain standards of conduct, the Championship Organisers will monitor all Officials/Observers reports of adverse behavior at race meetings. If any individual is included on two such reports during one racing season the Championship Organisers will request the Clerk of Course at future race meetings to consider specific observation of that driver's conduct.
3. The Clerk of Course may impose a "Stop-Go" or "Drive through" penalty during a race in accordance with MSA Regulation Q.12.6.
4. Any Competitor who is penalized under the Championship Sporting Regulations at any stage of a Championship event and receives an allocation of penalty points on their race license in accordance with MSA Regulations, will receive a grid slot penalty at the next round in which they compete following the allocation of penalty points, equal to the number of penalty points which were allocated. Double headers will be considered as two separate rounds; however if the decision to allocate penalty points is delayed such that further round/s of the Championship have taken place since the offence, the grid slot penalty will be implemented at the next round in which they compete after the allocation of the penalty points. The penalty will mean that a Competitor will be moved back grid slot places from their grid position (e.g. if a Competitor with a three grid slot penalty had a qualifying time that was good enough for pole position then the Competitor will start fourth on the grid). If for any reason the imposition of this grid penalty is impractical (such as the competitors qualifying time, starting from the pit lane etc.) or the offence occurs at the final meeting of the season, a time penalty of 5 seconds will be added to the elapsed time of the Competitor.
5. Championship Stewards are also empowered to consider any request from the Championship co-ordinator to penalize any Competitor for any breach of Championship regulations and, after holding a formal hearing if they deem it necessary, to impose a penalty in accordance with MSA Regulation C.2.1.1 (subject to the rights of appeal provided for in Section C.)
6. One or more of the following may be imposed by the Championship Stewards as appropriate:
 - a) Reprimand
 - b) Fine. The may be also applied in the case of a driver receiving three reprimands from the Championship Stewards in one season.
 - c) Time or Grid Penalties
 - d) Suspension from all or part of the Championship. This may also be applied in the case of a driver receiving two fines from



the Championship Stewards in one season.

5: TECHNICAL REGULATIONS

5.1: INTRODUCTION:

a) The following Technical Regulations are set out in accordance with the MSA specified format and it should be clearly understood that if the following texts do not clearly specify that you can do it, you must work on the principle that you cannot. The fact that some modifications are mentioned as prohibited does not imply that others are allowed.

b) **STANDARD:** The word 'standard' used within these technical regulations as a description of components is to be interpreted as per 'Standard Part' defined in Section B – Nomenclature & definitions in the MSA Blue Book. Checking will be by comparison to spare parts supplied by the manufacturer's official agent or by any other means necessary to ensure compliance.

c) **STANDARD PATTERN:** The phrase 'standard pattern' used within these technical regulations as a description of components is to be interpreted as per 'Standard Part' defined in Section B – Nomenclature & definitions in the MSA Blue Book. Checking will be by comparison to spare parts supplied by the manufacturer's official agent or by any other means necessary to ensure compliance.

5.2: GENERAL DESCRIPTION:

The **Tegiwa Civic Championship** is for Competitors participating in variants of the Honda Civic & CRX produced from 1990 to 2011. Only cars with the chassis codes EP3 and FN2 may be used in the 2000cc class. There are no restrictions on the trailing of cars to/from the circuit. All vehicles must be of sound construction and mechanical condition and be well maintained. There is no requirement for an MOT Certificate, Road Tax or Insurance.

Cars will run in two classes:-

Class A: Models using the 1600cc B16 engine.

Class B: Models using the 2000cc K-Series engine.

The Tegiwa Civic Championship technical regulations are intended to allow competitors to produce race cars that are safe, affordable and of a near identical level of performance, with the emphasis placed firmly on driver ability. Competitors are therefore asked to keep this in mind when building or modifying race cars and are encouraged to seek guidance from the organiser where appropriate. A modification that gives a performance advantage at a high financial cost will almost certainly be illegal, or possibly outlawed in future regulations.

5.3: SAFETY REQUIREMENTS:

Roll cages: All classes must use a cage with a minimum of six points of attachment as shown in MSA drawing K6 / K6a with at least one compulsory 'side-entry' bar on both the driver and passenger side of the car. A list of approved rollcages for cars in Class B can be found in Appendix 1.

Extinguishers must comply with MSA regulation K 3.1.2 a). Seat belts must be FIA homologated and as per K2.1.2, 2.1.3. or 2.1.4.

5.4: GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

All cars must comply with the requirements of sections J and Q19 of the current MSA Yearbook. All cars must be of sound construction and mechanical condition and be well maintained. MOT Certificate, Road Tax or Insurance are not required.

5.5: CHASSIS:

No chassis stiffening is permitted except that derived from the fitting of the roll cage and from seam-welding of the shell. Aftermarket front or rear strut braces are permitted. Towing eyes must be fitted front & rear and must have a minimum internal diameter of 60mm; (note the tow eye may be of either a suitable rigid or flexible material bolted to the chassis).

5.6: BODYWORK:

1. Modifications Permitted:

1. General: Mandatory fitment of laminated windscreen. All other windows (not sunroof) may be replaced with Lexan. The addition of colourless safety film to the glass is permitted.

2. Interior: Driver's seat must be replaced with a competition seat

fitted in accordance with K2.2. Passenger seat, floor coverings, roof lining, radio/stereo units speakers and associated wiring may be removed. Tools must be removed. Spare wheels must be removed. Additional and/or replacement instruments are permitted; replacements must occupy the position of the original. Steering wheel may be changed. Airbags must be removed. Glass sunroofs must be removed or replaced as per MSA regulation Q19.14.6. Electric window winding mechanisms may be replaced by a manual window winding mechanisms, all weather strips/channels must be retained. It is permitted to remove the standard heating, air conditioning and ventilation system. If the standard heating system is removed then a windscreen demisting solution must be installed. An interior rear view mirror must be fitted to the left of the driver (or right if the car is left hand drive). Interior door panels may be removed, central locking and manual interior door lock switches must be disabled.

3. Exterior: Wing mirrors are free. The standard engine bay cover locking mechanism must be disabled; only bonnet pins may be used to secure the engine bay cover in the closed position. Replacement body panels must be of original shape but may be of a different material and thickness. In Class A front and rear lips to the bumpers are free, and aftermarket sideskirts may be fitted. In Class B a single canard may be fitted either side of the front bumper.

4. Silhouette: No alterations to standard with the exception of the approved bodykits listed in Appendix 1. A front splitter may be fitted but may not extend by more than 50mm from the bumper or extend further back than the rear sub frame mounts. Additional aerodynamic devices are not permitted.

5. Ground Clearance: It is permitted to alter the ride height. Under no circumstance can any part of the bodywork, or of the suspended part of the car excluding the exhaust system, be below a horizontal plane passing 65mm above the ground, the car being in normal racing trim with the driver aboard. A gauge of 65mm may be used by Scrutineers before or after races or practice to check the ground clearance; the vehicle may be stationary or moving during any testing.

2. Modifications Prohibited:

1. General: The exterior of the car must be standard for the model being raced.

2. Interior: A full width dashboard must be used.

3. Exterior: It is not permitted to increase the width of the wheel arch by the addition of material to, or the deformation of, the outside or inside of the wheel arch. Bonnet must remain in the normal position and, when closed, must not have any non-standard gaps at any of their edges. Fitment of tape, sealant or addition of any material of any type to close body gaps (e.g. bonnet to wing) is prohibited.

4. Silhouette: Any in contravention of 5.6.1.4.

5. Ground Clearance: Any in contravention of 5.6.1.5.

5.7: ENGINE:

Class A: B16 - 1600cc all variations

Class B: K20a and K20Z4 - 2000cc

All internal engine parts must be standard or standard pattern parts, it is the competitor's responsibility to ensure that no prohibited modifications have been carried out if they are using an engine not assembled by them. No other modifications are permitted beyond the repair or adjustment processes specifically specified by the manufacturers' workshop manual.

Cars must be required before the season to have their engine and ECU sealed and attend a rolling road test. Cars will be required (at the driver's expense) to attend the championship designated Rolling Roads (See Appendix 2.) The maximum permitted power is:

Class A) 195BHP @flywheel

Class B) 230BHP @flywheel

Vehicles exceeding this figure by more than 2% may be subject to disqualification from the championship or further technical checks. Any vehicle exceeding the figure that is permitted to race will be subject to a weight penalty of 12KGs for every 1Bhp (up to a maximum of 8bhp over).



1. Modifications Permitted:

No modifications are permitted beyond the repair or adjustment processes specifically specified by the manufacturers' workshop manual. Replacement of valves, valve guides and valve seats must be with parts of standard pattern and material. Flywheels are free.

2. Modifications Prohibited:

Any other than those permitted in 5.7.1. The standard cambelt cover/s must be retained. It is specifically prohibited to modify inlet ports, exhaust ports and combustion chambers in any way, and all must remain as cast. Camshaft profiles and cam timing must remain as standard

3. Location:

Position and mounting method must be standard for the model being raced.

4. Oil/Water cooling:

Water radiators are free. Oil coolers are permitted.

5. Induction Systems:

Forced induction is not permitted. The induction system up to, but not including, the throttle body may be replaced with any of the parts listed in Appendix 1. No other modifications are permitted. The crankcase breather may vent direct to a catch tank and any holes in the air filter housing associated with the breather system may be blanked off. FN2's may use the inlet and throttle listed in Appendix 1.

6. Exhaust systems:

Exhaust systems must exit at the rear of the vehicle. Exhaust manifold and system may be replaced with any of the parts listed in Appendix 1. It is strictly forbidden to fit any type of exhaust restrictor in the system.

7. Ignition systems:

Class A: The standard ECU may be replaced by a Hondata S300 ECU and control map supplied by SW Motorsports with the part number SW-HD-S300. The JDM ECU may also be used. Plug leads and spark plugs are free.

Class B: EP3 cars must use a Hondata K100 ECU supplied SW Motorsports with the part number SW-HD-K100. FN2 cars must use a standard ECU that has been reflashed with a Hondata Flashpro control map with the serial number FP-DL-100048. Plug leads and spark plugs are free.

8. Fuel delivery systems:

Fuel pumps, fuel lines and swirl pots are free.

5.8: SUSPENSIONS:

1. Permitted modifications:

All Classes:

The original suspension configuration must be retained. Anti-roll bars are free but must not be adjustable by driver when seated.

Aftermarket suspension bushes are permitted.

Class A cars:

Aftermarket coil-over dampers are permitted providing they offer rebound adjustment only. Damper bumpstops are free, but must be fitted. It is intended that all classes will eventually run specified dampers and for this reason competitors are encouraged to use off-the-shelf rather than custom solutions. Springs are free. Aftermarket top suspension mounts are permitted. Front camber arms, rear camber arms, toe adjusting arms and rear lower control arms are all free.

Class B cars:

The only permitted aftermarket dampers are listed in Appendix 1. Damper bumpstops are free, but must be fitted. Springs are free. Aftermarket top suspension mounts are permitted. Rear camber arms and rear lower control arms are free.

Prohibited modifications:

Modifications to the suspension pick-up points are prohibited; this includes the 'slotting' of suspension strut mounting points. Blade type and cockpit adjustable anti-roll bars are prohibited.

3. Wheelbase:

The wheelbase must be standard for the model being raced; there is a tolerance of 2mm on the dimension.

5.9: TRANSMISSIONS:

1. Permitted modifications:

All Classes: Limited Slip Differentials are permitted but must be items produced by MFactory, both the torsen and plated type MFactory

units are permitted. The part numbers are listed in Appendix 1.

Class A: the gearbox casing must be standard for the model being raced, the final drive is free, the gearbox must retain synchro engagement. The short gear ratio kit listed in Appendix 1 is permitted. Clutch cover and plate are free but must be single plate only.

Class B: the Gearbox must be standard for the model (i.e EP3, FN2) being raced and UK specification only. Clutch cover and plate are free but must be single plate only.

2. Transmissions & Drive ratios:

The use of any electronic traction control device is prohibited.

5.10: ELECTRICS

1. Exterior Lighting:

Must be as per standard fitment and to EC requirements and be fully operational. Lights must be taped to MSA regulations.

2. Rear Warning Light:

An LED rear fog light to EU regulation 7, an FIA homologated LED rear warning light, or an LED stop light to EU regulation 38 is mandatory and must be fitted within 10cms of the centreline of the rear window. Non integral rear fog lights may be removed. Integral rear fog lights must be rendered inoperative.

3. Batteries:

No restrictions on type or location subject to MSA regulations. A battery and electric starter motor must be fitted and be capable of repetitive starts. No external (slave) batteries may be used.

4. Generators:

A fully working standard alternator and standard pulley must be fitted and electrically connected so that the standard battery charging function is providing a charge to the onboard battery.

5.11: BRAKES

1. Permitted Modifications:

Deformation or removal of back plates. Additional ducting within the overall periphery of the bodywork. Fitting of alternative brake piping/hosing and permitted, use of a brake bias valve is permitted. ABS if fitted must be disabled. Discs may be replaced by 'non-genuine' parts of standard dimensions, discs may be cross-drilled or grooved. Brake pads must be replaced by parts supplied by TEGIWA Imports (see Appendix 1)

2. Prohibited Modifications

Brake callipers must be standard for the model being raced.

5.12: WHEELS / STEERING

1. Permitted Options:

Class A: Wheels must be a maximum of 15" x 7J in size.

Class B: Wheels must be a maximum of 17" x 8J in size.

STEERING LOCK: If fitted with a steering lock, this should be rendered inoperative, unless the vehicle is driven to the circuit on the highway. MSA regulation Q19.6.

2. Prohibited Options.

Construction & Materials: Steel or alloy only. Magnesium wheels are prohibited.

5.13: TYRES

1. Specifications: The control tyre is the Nankang NS2R 120 compound. Tyres must retain a minimum tread depth of 0.5mm. The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited. No alteration to the tyre from the manufacturer's specification is permitted. Re-cutting, regrooving or in any other way modifying the tread pattern is not permitted. All the manufacturer's data must be clearly visible. Buffing of sidewalls to remove data is prohibited. Tyres will be branded by the manufacturer for use in the Civic Cup, tyres without this branding will not be permitted.

3. Nominated supplier: Nankang Tyre UK, Tel: 0121 5005010

4. Sizes:

Class A: Front and Rear: 205/50/15 or 195/50/15

Class B: EP3 Chassis Front and Rear: 215/45/17



Tegiwa Civic Championship 2016

Sporting & Technical Regulations

PUBLISHED VERSION - Page 5 of 6 - Issued 24/02/2016

Class B: FN2 Chassis Front and Rear 235/40/17

5.14: VEHICLE WEIGHT:

Class A: 1010 kgs including driver.

Class B: 1200 kgs including driver

Random checks will be carried out during the season and no car/driver combination shall be below this minimum weight. All minimum weights are including driver and race overalls, helmet etc.

5.15: FUEL TANK / FUEL

- Types: Standard tank must be fitted. A non-return valve must be incorporated in the vent system.
- Locations: Tank must be in standard position.
- Fuel: Only petrol as defined in Section B Nomenclature & Definitions, Pump Fuel a) section of the MSA Yearbook for the current year and complying with BS4040, BSEN228 or BS7800 may be used; fuel which exceeds the stated RON (max) levels in Appendix 1 of Section B Nomenclature & Definitions is prohibited even if it is sold/promoted as being legal for UK Competition and/or obtainable from 'roadside' pumps. The use of additives by competitors which boost the octane rating (RON) in any petrol is prohibited. At the end of practice and the race at least 3 litres of petrol from the tank of the competing car must be available to the scrutineers for analysis. Compliance with minimum weight for the car will be taken before the petrol is removed. It is recommended that competitors fit an MSA approved dry break fuel sampling system.

5.16: SILENCING:

All vehicles must comply with the relevant maximum noise limits set out in MSA Blue Book regulation J. Chart 5.18.

5.17: NUMBERS & CHAMPIONSHIP DECALS

- Positions: The race numbers for each rear side window shall be:
 - A minimum of 200mm high
 - With a stroke width of at least 20mm
 - Coloured Day-Glo yellow.
 In addition, the windscreen of all cars must display the competition number positioned on the upper area of the passenger's side of the windscreen, as follows:
 - The numerals must be at least 150mm high
 - Be in the same colour and font as those displayed on the rear side windows
 - Be placed no closer than 50mm from the lower edge of the windscreen "sun-strip" and 50mm from the side edge of the windscreen.
 750 Motor Club decals must be affixed prominently. Championship Sponsor's decals (where applicable) must be affixed in or near the positions detailed on the diagram shown in Appendix 3. 750 Motor Club and Championship Sponsor's decals must take preference to any other decals. Drivers may be requested to remove decals that are viewed as conflicting with official Championship Sponsors. Failure to comply will render the vehicle and driver ineligible to race.
- Suppliers: Sponsors and Club decals will be available at the first championship race in which the vehicle is entered.

6. APPENDICES:

Appendix 1 List of permitted non-standard parts.

Class A	
TEGIWA B-SERIES EXHAUST MANIFOLD 4-2-1	T-4077048
TEGIWA POWER CHAMBER INTAKE	T-4077081
TEGIWA EG/DC2 CARBON AIRBOX	T-4077093
TEGIWA EK CARBON AIRBOX	T-4077105
SKUNK2 PRO-SERIES INTAKE MANIFOLD	307-05-0290
SKUNK2 PRO-SERIES INTAKE MANIFOLD	307-05-0295
TEGIWA THERMAL INLET MANIFOLD GASKET	T-4035014
TEGIWA THERMAL THROTTLE BODY GASKET	T-4035020
TEGIWA ROLL CENTRE ADJUSTERS EG/EK	T-4077111
YELLOW SPEED DYNAMIC PRO COILOVERS EF	YS01-HD-DPS
YELLOW SPEED PREMIUM COMPETITION COILOVERS EF	YS01-HD-PC
YELLOW SPEED DYNAMIC PRO COILOVERS EG	YS01-HD-DPS
YELLOW SPEED PREMIUM COMPETITION COILOVERS EG	YS01-HD0PC
YELLOW SPEED DYNAMIC PRO COILOVERS EK	YS01-HD-DPS
YELLOW SPEED PREMIUM COMPETITION COILOVERS EK	YS01-HD-PC
TEGIWA LIGHTWEIGHT CRANK PULLEY B-SERIES	T-4035005
LEXAN WINDOW KIT	SW-P4P-EG/EK/EE/EM

HONDATA S300 SEALED ECU AND MAP

SW_HD_S300

Brake Pads

EK4 FRONT(262MM)

CC-EK-FPAD

DC2 FRONT(282MM)

CC-DC-FPAD

EK4 REAR

CC-EK-RPAD

Class B

TEGIWA EP3 EXHAUST MANIFOLD 4-2-1

T-4077050

TEGIWA FN2 EXHAUST MANIFOLD 4-2-1

T-4077049

TEGIWA EP3 CARBON AIRBOX

T-4077089

TEGIWA FN2 CARBON AIRBOX

T-4077103

SKUNK2 FN2 INTAKE MANIFOLD (FOR FN2 ONLY)

307-05-0320

SKUNK2 FN2 INTAKE MANIFOLD (FOR FN2 ONLY)

307-05-0325

TEGIWA THERMAL INLET MANIFOLD GASKET

T-4035016

TEGIWA THERMAL INLET MANIFOLD GASKET

T-4035017

TEGIWA THERMAL THROTTLE BODY GASKET

T-4035012

TEGIWA THERMAL THROTTLE BODY GASKET

T-4035018

TEGIWA ROLL CENTRE ADJUSTERS EP3

T-4077110

TEGIWA STEERING RACK RAISE EP3

T-4060001

SUPERPRO CASTER INCREASING BUSHES EP3

SPF2308K

TEGIWA CASTER INCREASING BUSHES FN2

T-4077130

TEGIWA ROLL CENTRE ADJUSTERS FN2

T-4077110-FN2

YELLOW SPEED DYNAMIC PRO COILOVERS EP3

YS01-HD-DPS

YELLOW SPEED PREMIUM COMPETITION COILOVER EP3

YS01-HD0PC

YELLOW SPEED DYNAMIC PRO COILOVERS FN2

YS01-HD-DPS

YELLOW SPEED PREMIUM COMPETITION COILOVER FN2

YS01-HD0PC

TEGIWA LIGHTWEIGHT CRANK PULLEY K20

T-4077107

MUGEN STYLE FRONT LIP EP3 (EARLY MODEL)

71110-XK2-K0S0

MUGEN STYLE FRONT LIP EP3 (LATE MODEL)

71110-XK2B-K0S0

MUGEN STYLE REAR SPOILER EP3

84112-KX2-K0S0

MUGEN STYLE GRILL EP3 (EARLY MODEL)

75100-XK2-K0S0

MUGEN STYLE GRILL EP3 (LATE MODEL)

75100-XK2B-K0S0

MUGEN STYLE FRONT LIP FN2

71110-XLRZ-K0S0

MUGEN STYLE REAR LIP FN2

84111-XKRZ-K0S0

MUGEN STYLE REAR SPOILER FN2

84112-XLR-K0S0

MUGEN STYLE GRILL FN2

75100-XLR-K0S0

FN2 RBC INLET MANIFOLD

17100-RRB-A00

SPOON SPORTS INLET MANIFOLD

17100-FN2-021

FD2 THROTTLE BODY

16400-RRC-003

BC BODYKIT TEGIWA FN2 REAR SPOILER

T-4077068

LEXAN WINDOW KIT

SW-P4P-EP/FN

HONDATA K100 SEALED ECU & MAP

SW-HD-K100

HONDATA FN2 REFLASH AND LOCKED MAP

SW-HD-FN2

Roll Cages

SW Motorsport Type One B

SW-TY-1-B

SW Motorsports Type Two A/B

SW-TY-2-A/B

SW Motorsports Type Three

SW-TY-3-F

SW Motorsports Custom Cages Clubman

SW-CC-Clubman

SW Motorsports Custom Cages FIA Multi

SW-CC-FIA-Multi

Brake Pads

Civic Cup Race Pads: Car Specific

Ferodo: DS2500

Carbone Lorraine: RC6

PBS: RACE

Additional permitted parts

(Not Class Specific)

Eg Brake Master Cylinder Stopper

T-4010002

Ek Brake Master Cylinder Stopper

T-4010003

Ep Brake Master Cylinder Stopper

T-4010005

Fn Brake Master Cylinder Stopper

T-4010005-Fn

Yellow Speed Airjacks

Air-J3

Ek Silicone Intake Pipe

Ek-Intake-Pipe

Eg Silicone Intake Pipe

Dc-Intake-Pipe

Ep Silicone Intake Pipe

K-Intake-Pipe

Ep Silicone Breather Pipe

T-4077029

Fn Silicone Intake Pipe

Fn2-Intake-Pipe

B-Series Silicone Coolant Hose

B-Cool-Hose

Ep3 Silicone Coolant Hose

Ep3-Cool-Hose

Fn2 Silicone Coolant Hose

Fn2-Cool-Hose

Eg Braided Clutch Hose

Hel-Eg-C-R

Ek Braided Clutch Hose

Hel-Ek-C-R

Ep Braided Clutch Hose

Hel-Ep3-C-R

Fn Braided Clutch Hose

Hel-Fn2-C-R

Skunk2 B-Series Short Shifter

628-05-0090

Tegiwa Racespec Shifter

T-4050012

Ep3 Short Shifter

T-4050008

Fn2 Short Shifter

T-4050009

Ep3 Shifter Bushes

T-4050011

B-Series Shifter Bushes

16.1101g

B-Series Mfactory Carbon Synchros

Mfactory-B-Synch

K-Series Mfactory Carbon Synchros

Syn117-M



Tegiwa Civic Championship 2016

Sporting & Technical Regulations

PUBLISHED VERSION - Page 6 of 6 - Issued 24/02/2016

K-Tuned Throttle Position Sensor	Ktd-Tps-Hes
B-Series Engine Mount Inserts	16.1105g
Ep3 Engine Mount Inserts	Pff25-312 / 16.1110g
Fn2 Engine Mount Inserts	41aq
Steel Innovative Eg Engine Mounts	10150
Steel Innovative Ek Engine Mounts	10050
Steel Innovative Ep Engine Mounts	90650
Steel Innovative Fn Engine Mounts	Fn-Steel-Mounts
Aluminium Innovative Eg Engine Mounts	B10150
Aluminium Innovative Ek Engine Mounts	B10050
Aluminium Innovative Ep Engine Mounts	B90650
Aluminium Innovative Fn Engine Mounts	Fn-Ally-Mounts
B-Series Sump Baffles	T-4035010
Ep3 Sump Baffle	T-4035007
Fn2 Sump Baffle	T-4035008
Fd2 Oil Pump Swap	15100-Rrc-003-Kit
Exhaust O2 Bung	T-4040014
Exhaust O2 Spacer	T-4040012
Quick Release Bumper Fasteners	T-9999005
Quick Release Push Clips	T-9999005-Push
Camber Bolts	T-4015012
Hydraulic Handbrakes	Ysr-Handbrake
Eg Bumper Scoop	T-4099010
Ek Bumper Scoops	T-4099012
Fn Bumper Scoops	T-4099005
Ep Vented Bonnet	T-C-Vent-Ep3
Fn Vented Bonnet	T-C-Vent-06
Fn Lightweight Tailgate	T-C-Tailgate-Fn
Exhaust Heat Wrap	T-9977023
Dei Gold Heatproof Shield	Dei-Gold
Ep3 Steering Rack Raiser	T-4060001
B-Series Subframe Rigid Collars	T-4015014
Ep Subframe Rigid Collars	T-4015013
Fn Subframe Rigid Collars	T-4077108
Wheel Spacers	T-4077109
Fn Camber Shims	5.71652k
Fn Toe Shims	5.71652k
Quick Release Steering Boss	Srk-250b
Super Pro Caster Bushes	Spf2308k
Single Wiper Conversions Are Free	
Wiring Harness Are Free To Modify	
Dressup Light Weight Nuts And Bolts Are Free	
Dressup Oem Replacement Cf Parts Are Free	
Driveshafts Are Free	
Engine Studs Are Free	
Dash Clusters, Extra Gauges And Shift Lights Are Free	
Gear Knobs Are Free	

Appendix 2

Designated Rolling Road

Street Racers
Unit E Syston Mills,
Mill Lane,
Syston,
Leicester
Leicestershire
LE7 1NS

Appendix 3

Livery Guide, please see the diagrams below: