

1: SPORTING REGULATIONS - GENERAL

1.1: TITLE & JURISDICTION:

The **TEGIWA Type R Trophy** is organised and administered by the 750 Motor Club Ltd in accordance with the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Series Regulations.

1. **MOTORSPORT UK Series Permit No: RS2019/025**
2. **MOTORSPORT UK Series Grade: N/A.**
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. **Series 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 Series and
 - (c) be in possession of a valid MOTORSPORT UK Entrants Licences.
- 2 Drivers and Entrant/Drivers must:
 - (a) Be current Members of the 750 Motor Club and
 - (b) be Registered for the Series 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 Series 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 Series. 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 series by returning the Registration Form with the Registration Fee and requested dyno sheet to the Series Co-Ordinator, prior to the Final Closing date for the first round being entered.
2. The Registration Fee is £85 payable upon registration.
3. Registration numbers will be the permanent Competition number for the Series.

1.5: SERIES ROUNDS:

The **TEGIWA Type R Trophy** will be contested over the following rounds:

Date	Circuit	Round/s
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1.6: SCORING:

Being a non-championship series of races, no points are awarded.

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. Series: N/A
4. Presentations: Awards will be presented at the end of each event.
5. Entertainment Tax Liability: {deleted}
6. If Provisional Results or Series 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: SERIES 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 (MOTORSPORT UK Regulations Q4.5).
3. At Double Header Race Meetings the grid for the second race will be set from the second fastest practice times.

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:-
 - 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 MOTORSPORT UK 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 MOTORSPORT UK, 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 MOTORSPORT UK 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. (MOTORSPORT UK 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 competitors are required to carry an on board in car camera with a wide-angle lens that records to an SD (or micro-SD) card in a minimum resolution of 960 x 720 pixels. Recordings from the cameras may be used where there is an incident which is subsequently brought before the Clerk of the Course for investigation. The decision to review any such video recording is at the discretion of the Clerk of the Course, the Stewards of the Meeting, the Championship Stewards or the Championship organisers.

- It is the competitor's sole responsibility to ensure safe installation and effective operation of the camera equipment. At all times cameras must be fitted in accordance with MOTORSPORT UK regulations and be approved by the Chief Scrutineer in accordance with J.5.20.5.
- Cameras must be mounted in a central to left position with the steering wheel in clear view.
- In the event that no recording is available on request (other than due to a proven defect with the equipment) sanctions may be applied which can include a 5-place grid penalty if a recording is not available after practice. In the event of recordings not being available after a race sanctions can include time penalties, disqualification from the results and disqualification from the meeting. The burden of proof to establish the cause of any failure will lie with the competitor.

3: SPECIFIC SERIES REGULATIONS

In the event of any rounds being oversubscribed the Organising Club may, in liaison with the Series 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 series points.

At each Round of the series Race 1 grid positions will be determined

by each competitor fastest lap time in Qualifying. At double header meetings, the grid positions for Race 2 will be determined by second fastest qualifying times.

4: SPECIFIC SERIES PENALTIES:

In accordance with Section C of the current MOTORSPORT UK Yearbook

4.1: INFRINGEMENT OF TECHNICAL REGULATIONS:

1. Arising from post practice Scrutineering or Judicial Action: Minimum Penalty: The provisions of MOTORSPORT UK Regulations: C3.3.
2. Arising from post race Scrutineering or Judicial Action: Minimum Penalty: The provisions of MOTORSPORT UK 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 SERIES PENALTIES:

1. In the case of a driver being excluded from a race, the Clerk of Course will impose the penalties set out in MOTORSPORT UK Regulation C3.5.1 a & b and may impose the penalty set out in MOTORSPORT UK Regulation C3.5.1 c.
2. In order to maintain standards of conduct, the Series Organisers will monitor all Officials/Observers reports of adverse behaviour at race meetings. If any individual is included on two such reports during one racing season the Series 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 MOTORSPORT UK Regulation Q.12.6.
4. Any Competitor who is penalized under the Series Sporting Regulations at any stage of a Series event and receives an allocation of penalty points on their race license in accordance with MOTORSPORT UK 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 Series 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. Series Stewards are also empowered to consider any request from the Series co-ordinator to penalize any Competitor for any breach of Series regulations and, after holding a formal hearing if they deem it necessary, to impose a penalty in accordance with MOTORSPORT UK 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 Series Stewards as appropriate;
 - a) Reprimand
 - b) Fine. The may be also applied in the case of a driver receiving three reprimands from the Series Stewards in one season.
 - c) C) Time or Grid Penalties
 - d) D) Suspension from all or part of the Series. This may also be applied in the case of a driver receiving two fines from the Series Stewards in one season.

5: TECHNICAL REGULATIONS

5.1: INTRODUCTION:

a) The following Technical Regulations are set out in accordance with the MOTORSPORT UK 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. By

registering from the series, you agree to abide to regulations and random checks in paddock by Type R Trophy officials and by scrutineers. 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 MOTORSPORT UK 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 MOTORSPORT UK 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 Type R Trophy** is for Competitors participating with the Honda Civic EP3 Type R produced from 2001 to 2005. Only European Specification cars are permitted. 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.

The Tegiwa Type R Trophy 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, and outlawed in future regulations. **IF ITS NOT IN THESE REGULATIONS IT IS NOT PERMITTED.**

5.3: SAFETY REQUIREMENTS:

Roll cages: All cars must use the Safety Devices H035-X or the H035-S bolt in roll cage.

Other: Extinguishers must comply with MOTORSPORT UK 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 MOTORSPORT UK 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. Seam welding is strictly forbidden, Cutting, grinding, drilling, or acid dipping to remove components or material from the chassis is strictly forbidden.

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). 1 single hole per tow wire is permitted in the front/rear bumpers.

5.6: BODYWORK:

1. Modifications Permitted:

1. General: Mandatory fitment of laminated windscreen. All other windows must remain OEM glass. The addition of safety film to the glass is permitted.
2. Interior: Driver's seat must be replaced with a competition seat fitted to the original 4 mounting points. Passenger seat, floor coverings, roof lining, radio/stereo units speakers may be removed. Tools must be removed. Spare wheels must be removed. The original dashboard must be retained, localised trimming of the dashboard to fit the roll cage is permitted. Additional and/or replacement instruments are not permitted with the exception of an aftermarket oil pressure and temperature gauge, shift lights and a lap timer; Steering wheel may be changed. Electric winding mechanisms must remain, all weather strips/channels must be retained. It is not permitted to

remove the standard heating system air conditioning may be removed. Heater ducting maybe be removed apart from the windscreen ducts. An interior rear-view mirror must be fitted. Interior door panels may be removed, central locking and manual interior door lock switches must be disabled.

3. Ballast mounting plate is compulsory as listed in Appendix 1.

4. Exterior: Wing mirrors must be original but glass 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 material and shape.

5. Silhouette: No alterations to standard apart from the fitting of a front splitter, which may not protrude from the front bumper by more than 50mm. Additional aerodynamic devices are not permitted.

6. 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 70mm above the ground, the car being in normal racing trim with the driver aboard. A gauge of 70mm 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 apart from the front lip and splitter.

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 of the wheel arch but the inside lip may be. 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:

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 with the exception that the cylinder bores must remain standard and the original size, no over boring is permitted even to allow the reclaiming of engines.

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 one of the series designated Rolling Roads (See Appendix 2.) The maximum permitted power is:

215 BHP @ the flywheel

Cars exceeding this figure may be permitted to race (up to a maximum of 223bhp) but must carry a weight penalty of 6kgs per (nearest whole) bhp over this figure. This will be applied to the minimum weight see 5.14. For example, a car that produces 218bhp will need to meet a minimum weight of 1220kg + 18kg.

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 must be original. It is strongly advised to fit an aftermarket sump baffle.

2. Modifications Prohibited:

Any other than those permitted in 5.7.1. The standard cam chain 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 removal of metal by grinding or modification of the engine loom is prohibited.

3. Location:

Position and mounting method must be standard for the model being

raced. OE or the aftermarket engine mount kit listed in Appendix 1 must be used.

4. Oil/Water cooling:

Water radiators are free. Oil coolers are not 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 aftermarket parts listed in Appendix 1. No other modifications are permitted. The crankcase breather may vent directly to a catch tank and any holes in the air filter housing associated with the breather system may be blanked off.

6. Exhaust systems:

Exhaust manifold must remain standard, the catalytic converter and the exhaust system (excluding the manifold) may be replaced by the system listed in Appendix 1. It is strictly forbidden to fit any type of exhaust restrictor in the system or to cover or coat any part of it. The catalytic converter must be fully functional, all exhaust gasses must pass through the catalytic converter, emissions testing may be carried out to ensure compliance.

7. Ignition systems:

Cars must use a standard ECU, remapping of any kind is strictly forbidden. Aftermarket VTEC controllers are not permitted. Spark plugs are free.

8. Fuel delivery systems:

Fuel pumps, fuel lines, fuel rail, injectors and pressure regulator must be original and unmodified. Fuel pressure must be standard and may be tested.

5.8: SUSPENSIONS:

1. Permitted modifications:

The original suspension must be retained with the exception of fitting the following after market parts.

Rear anti-roll bar may be replaced with a Tegiwa 24mm roll bar (see Appendix 1.)

Suspension bushes may be replaced with the kit listed in Appendix 1. Dampers and suspension top mounts must be replaced with the Yellow-Speed components listed in Appendix 1. Alternative top mounts are not permitted. Springs rates are free.

Rear camber arms may be replaced with aftermarket parts but they not use spherical bearings.

The fitting of Tegiwa Roll Centre adjusters as listed in Appendix 1 is permitted.

2. Prohibited modifications:

Modifications to the suspension pick-up points is prohibited; this includes the 'slotting' of suspension strut and damper mounting points. Anything in contravention of 5.8.1

3. Wheelbase:

The wheelbase must be standard for the model being raced; wheels must fit into original wings front and rear without any rolling of the arches, brackets/tabs on the wing for holding the original plastic under arch trims may be folded out of the way or removed.

5.9: TRANSMISSIONS:

1. Permitted modifications:

The standard differential may be replaced with a MFactory Helical Limited Slip Differential as listed in Appendix 1.

All: The Gearbox must be standard for the model being raced and UK / EU specification only. The only permitted ratios are as follows:

1 st	3.266
2 nd	2.13
3 rd	1.517
4 th	1.147
5 th	0.921
6 th	0.738
FD	4.764

Flywheel must be genuine Honda OEM and cannot be modified in any way. The minimum flywheel weight is 4.85kg. Clutch kits must be Honda OEM or a standard pattern item. Genuine Honda synchro rings may be replaced with Mfactory alternatives.

2. Transmissions & Drive ratios:

The use of any electronic traction control device is prohibited. Superfinishing is not allowed.

5.10: ELECTRICS

1. Exterior Lighting:

Must be as per standard fitment and be fully operational.

2. Rear Warning Light:

An rear fog light to MOTORSPORT UK regulation K5.1 must be fitted.

3. Batteries:

Battery is free but must be mounted in OE position. 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 on board battery.

5. No cutting out of excess wiring from the engine loom.

5.11: BRAKES

1. Permitted Modifications:

Deformation or removal of back plates is permitted. The standard ABS must be retained and be fully functional. Discs may be replaced by with standard pattern parts, grooved discs are permitted. Brake pads must be replaced by those listed in Appendix 1.

2. Prohibited Modifications

Brake callipers must be standard for the model being raced and in original location.

5.12: WHEELS / STEERING

1. Permitted Options:

Wheels must be either standard OEM Honda 17" x 7J or replaced with an aftermarket wheel no larger than 17 x 8J.

2. Wheel bearings must be standard or pattern parts.

3. Track rods may be shortened or replaced with the aftermarket part listed in Appendix 1. Trackrod ends must original or standard pattern parts..

4. Steering rack raisers are strictly prohibited.

5. If fitted with a steering lock, this should be rendered inoperative, unless the vehicle is driven to the circuit on the highway. MOTORSPORT UK regulation Q19.6.

5.13: TYRES

1. Specifications: The control tyre is the Nankang AR1 in 215/45/17 size. Any MOTORSPORT UK List 1A tyre may be used as an alternative in wet weather conditions. 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 and Bar coded by the manufacturer for use in the Tegiwa Type R Trophy, tyres without this branding will not be permitted.

3. Nominated supplier: Nankang

4. Sizes: 215/45/17

5.14: VEHICLE WEIGHT:

1220 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

1. Types: Standard tank must be fitted. A non-return valve must be incorporated in the vent system.

2. Locations: Tank must be in standard position.

3. Fuel: Only petrol as defined in Section B Nomenclature & Definitions, Pump Fuel a) section of the MOTORSPORT UK Yearbook



for the current year and complying with BS4040, BSEN228 or BS7800 may ; 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 MOTORSPORT UK approved dry break fuel sampling system.

5.16: SILENCING:

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

5.17: NUMBERS & SERIES DECALS

1. Positions: The race numbers for each rear side window shall be;

- (i) A minimum of 200mm high
- (ii) With a stroke width of at least 20mm
- (iii) 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;

- (i) The numerals must be at least 150mm high
- (ii) Be in the same colour and font as those displayed on the rear side windows
- (iii) 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. Series 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 Series Sponsor's decals must take preference to any other decals. Drivers may be requested to remove decals that are viewed as conflicting with official Series Sponsors. Failure to comply will render the vehicle and driver ineligible to race.

2. Suppliers: Sponsors and Club decals will be available at the first series race in which the vehicle is entered.

6. APPENDICES:

SEE NEXT PAGE. If it isn't on this list please contact the organise to confirm you can fit the part in question.



Appendix 1: Mandatory & Optional Parts

SKU	TITLE
MANDATORY PARTS - MUST BE FITTED TO RACE	
H035-X / H035-S	SAFETY DEVICES 6-POINT BOLT IN CAGE HONDA CIVIC TYPE R EP3 CROSS - MSA APPROVED
YS01-HD-PC014-I	YELLOW SPEED RACING PREMIUM COMPETITION COILOVERS HONDA CIVIC EP3 INVERTED
991PR-TRT / 1142PR-TRT	PBS PRORACE FRONT / REAR BRAKE PADS HONDA CIVIC EP3
FCP1444H/R FCP956H/R	FERODO DS2500/DS3000 FRONT / REAR BRAKE PADS HONDA CIVIC EP3
OPTIONAL CONTROL PARTS FROM TEGIWA OR OEM ONLY	
T-4040002	TEGIWA 70MM CAT BACK EXHAUST HONDA CIVIC TYPE R EP3
MF-TRS-05K20A-1	MFACTORY HELICAL LSD HONDA CIVIC TYPE R EP3
T-EP3-RACECAT	TEGIWA 100 CEL 70MM RACE CAT DOWNPIPE HONDA CIVIC TYPE R EP3
T-4077089	TEGIWA CARBON AIRBOX HONDA CIVIC TYPE R EP3 WITH BREATHER
TGW-103	TEGIWA HARDENED RUBBER REAR TRAILING ARM BUSHES 6PC SET HONDA CIVIC EP3
T-4077110	TEGIWA ROLL CENTRE ADJUSTER BALL JOINTS CIVIC TYPE R EP3
TI-24MMRARB	TEGIWA 24MM REAR ANTI ROLL BAR ARB KIT CIVIC EP3
MF-TRS-05K20(1A)-1	MFACTORY HELICAL LSD HONDA CIVIC TYPE R EP3 + STAGE 1 RACEPACK UPGRADE
TGW-112	TEGIWA ADJUSTABLE STEERING ARMS HONDA CIVIC EP3
TGW-105	TEGIWA REAR CAMBER ARMS HONDA CIVIC INTEGRA TYPE R EP3
KIT5288K	SUPERPRO TYPE R TROPHY CASTER INCREASE FULL BUSH KIT CIVIC EP3

Appendix 2: Approved Rolling Roads

Marlin Motor Engineers (Milton Keynes)

Unit 4-5 Wellington Place
Bletchley
Milton Keynes
Buckinghamshire
MK3 5NA
Tel: 01908 366256

TI Motorsport (Stoke)

TI Motorsport LTD
Tegiwa House
Sutherland Road
ST3 1HZ
Tel: 01782 950315

Revivals (Duxford)

Revivals Garage
Lodge Road
Thriplow, Royston
Herts
SG8 7RN
Tel: 01763 208043

Alive Tuning (Louth)

Unit 1 & 2
Meridien Centre
Belvoir Way
Fairfield Industrial Est.
Louth
Lincolnshire
LN11 0LQ
Tel: 01472 812900

750 Motor Club (Mobile Dyno)

Donington Park
Castle Donington
Derbyshire
DE74 2RP

Star Performance (Kirkcaldy)

Unit 1D Frances Industrial Park
Wemyss Road
Dysart
Kirkcaldy
Fife
KY1 2XZ
Tel: 01592 655595



Kit Includes:
 1 X TYPE R TROPHY WINDSCREEN
 BANNER
 2 X TYPE R TROPHY 1150MM
 3 X MOTUL 300MM
 3 X YELLOW SPEED 500MM

1 X RED TEGIWA 500MM
 2 X SUPERPRO 150MM
 2 X 750MC SHIELDS
 2 X NANKANG NUMBERPLATES