

2018 Civic Cup Championship

Date: 01 Feb 2018

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2018 Civic Cup Championship Regulations

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Simon Toolan

Championship Coordinator

Date



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1 SPORTING REGULATIONS – GENERAL

1.1 TITLE & JURISDICTION:

The CIVIC CUP CHAMPIONSHIP is organised by the Civic Racing Club Ltd, and administered by the British Racing & Sports Car Club (BRSCC) 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.

MSA Championship Permit No: **CHR2018/R053**
Race Status: Clubmans / **National B**
MSA Championship Grade: **C**

1.2 OFFICIALS:

1.2.1 Co-Ordinator:

Simon Toolan ☎ telephone.number; 07949 380840 ✉ email.address simon@civic-cup.co.uk

1.2.2 Eligibility Scrutineer: Kev Lewis, telephone 07738 628451 email address kev_lewis@btinternet.com

1.2.3 Championship Stewards:

Trevor Parry, Bill Shewan, Dale Wells, David Walton

Championship Stewards

(G) 2.7 Championship Stewards may only adjudicate on any disputes, irregularities or appeals arising from the approved Championship Regulations.

(G) 2.7.1 Championship Stewards are also empowered to consider any request from the Championship co-ordinator to penalise any competitor for any breach of Championship regulations after holding a formal hearing to impose a penalty in accordance with C.2.1. (subject to the rights of appeal provided for in Section C).

(W) 2.2.1 The Championship Stewards can only adjudicate upon any disputes, irregularities or appeals arising from the approved Championship Regulations. They are also empowered to consider any request from the Championship Co-ordinator to penalise any competitor for breach of Championship Regulations and, after hold a formal hearing, to impose a penalty in accordance with C.2.1, subject to the rights of appeal to the MSC provided in Section C.

1.3 COMPETITOR ELIGIBILITY:

1.3.1 Entrants must:

- (a) be fully paid up valid membership card holding members of the BRSCC and
- (b) be Registered for the Championship and
- (c) be in possession of a valid MSA Entrants Licence.

1.3.2 Drivers and Entrant/Drivers must:

- a) be current Members of the BRSCC and
- b) be Registered for the Championship and
- c) be in possession of valid Competition (Racing) National B Licence, as a *minimum*
- d) or be 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. MSA Regulation [H26.2.1 applies]
- e) or 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.

1.3.3 All necessary documentation must be presented for checking at all rounds when signing-on.

1.3.4 Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout qualifying and racing.

1.4 REGISTRATION:

1.4.1 All competitors must register as competitors for the Championship by returning the Registration Form with the Registration Fee and requested **Dyno sheet** to: registrations@civic-cup.co.uk.

1.4.2 The Registration Fee is £300 payable upon registration.

1.4.3 Registration numbers will be the permanent Competition number for the Championship.

1.4.4 **Registrations will be accepted until the final closing date for the last round.**

1.4.5 Competitors will only be able to change their registered car a maximum of once during the season.

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1.4.6 Acceptance or rejection of registration is solely at the discretion of the Civic Racing Club Ltd.

1.5 CHAMPIONSHIP ROUNDS:

The Civic Cup Championship will be contested over the following rounds:

Round	Date	Venue
1 & 2	31 Mar – 1 Apr	Silverstone (National)
3 & 4	29 Apr	Anglesey (Coastal)
5 & 6	16 Jun	Oulton Park (International)
7 & 8	8 Jul	Snetterton (300)
9 & 10	12 Aug	Castle Combe
11 & 12	9 Sept	Brands Hatch
13 & 14	13 – 14 Oct	Donington Park (National)

1.6 SCORING:

1.6.1 Points will be awarded to the Competitors listed as classified finishers in the Final Results as follows:-

1 st	2 nd	3 rd	4 th	5 th	6 th	7 th	8 th	9 th	10 th
25 points	22 points	20 points	18 points	16 points	14 points	12 points	11 points	10 points	9 points
11 th	12 th	13 th	14 th	15 th	16 th	All other Finishers		All other Starters	
8 points	7 points	6 points	5 points	4 points	3 points	2 points		1 point	

Fastest race lap - 1 point.

In the event of there being less than 6 starters, points will be awarded as follows:

1 st	2 nd	3 rd	4 th	5 th
18 points	15 points	12 points	10 points	8 points

1.6.2 The totals from all qualifying rounds held (excluding any races which are abandoned and which are not replaced) less 2 will determine the final championship points and positions unless subject to the application of any MSA Regulation [C 3.5] penalties. Drivers excluded from results for sporting infringements may not use that (those) event(s) as discarded rounds for the purpose of the overall championship placing. Drop scores must include any points for fastest lap and pole position.

1.6.3 Ties shall be resolved using the formula in (W)1.3.4 in the current MSA Yearbook.

1.6.4 Where the race distance has been reduced (2.6.) it shall still count as a full points scoring round.

1.6.5 Competitors not registered for the Championship may be permitted on an individual round basis and will:

- be deemed "Guest" Competitors
- not score points and for the purpose of points scoring will be ignored
- qualify for Event awards
- 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:

1.7.1 All awards are to be provided by the Organising Club unless agreed otherwise.

1.7.2 Per Round:

Trophies to 1st, 2nd and 3rd for each race, plus Fastest Race Lap of the day.

1.7.3 Championship:

Trophies, subject to a minimum of 5 race starts, to: 1st, 2nd, 3rd, highest placed novice and Best Prepared car.

1.7.4 Presentations:

Awards will be presented at the end of each event, and/or at the end of the Championship at the designated presentation ceremony.

1.7.5 Entertainment Tax Liability

Prize money and bonuses, if applicable, shall be posted to the Entrants (normally) within 10 days of the results being declared final after each round.

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In accordance with current Government Legislation, the BRSCC is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/sportswomen and account to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportsmen/women.

That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Isles or Eire. This means that, as the Organiser the BRSCC is required to deduct tax at the current rate, from such payments they may make to non-UK residents.

Under certain circumstances, it may be possible for competitors to enter into an agreement with the Inland Revenue to limit tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before their payment is due.

For further information contact: - HMRC Personal Tax International, Foreign Entertainers Unit, St Johns House, Merton Road, Liverpool L75 1BB. Tel: (0151) 472 6488 Fax: (0151) 472 6483

1.7.6 Title to all Trophies

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.

1.7.7 The organisers reserve the right to arrange and introduce additional awards/bonuses during the series.

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2 CHAMPIONSHIP EVENT MEETINGS & RACE PROCEDURES

2.1 ENTRIES

- 2.1.1 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.
- 2.1.2 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.
- 2.1.3 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.
- 2.1.4 The Entry Fee for each event shall be specified on the entry form.
- 2.1.5 Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin.

2.2 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.

2.3 QUALIFICATION PRACTICE:

- 2.3.1 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.
- 2.3.2 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).
- 2.3.3 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.

2.4 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)

2.5 STARTS:

- 2.5.1 All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet.
- 2.5.2 The start will be via Standing start. The minimum Countdown procedures/audible warnings sequence shall be:-
 - 1) 1 minute to start of Green Flag/Pace Lap - Start Engines/Clear Grid.
 - 2) 30 Seconds - Visible and audible warning for start of Green Flag/Pace Lap.
 - 3) A five second board will be used to indicate that the grid is complete.
 - 4) The red lights will be switched on five seconds after the board is withdrawn.
- 2.5.3 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.
- 2.5.4 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.
- 2.5.5 In the event of any starting lights failure the Starter will revert to use of the National Flag.

2.6 SESSION RED FLAG:

- 2.6.1 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.

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2.7 PITS, PADDOCK & PITLANE SAFETY:

2.7.1 Pits & Paddock

Competitors must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.

2.7.2 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.

2.7.3 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.

2.7.4 Speed Limit

Pit Lane Speed Limit will be 60 km/h.

2.8 RACE FINISHES

After taking the Chequered Flag drivers are required to:

1. progressively and safely slow down
2. remain behind any competitors ahead of them,
3. return to the Pitlane/Paddock Entrance as instructed,
4. comply with any directions given by Marshals or Officials
5. keep their helmets on and harnesses done up while on the circuit or in the pitlane.

2.9 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.)

2.10 TIMING MODULES:

2.10.1 All competitors will be required to fit Electronic Self Identification Modules to their cars for the purposes of accurate timing. Holders for these and detailed fitting instructions will be issued with the transponders and it will be the responsibility of the competitor to fit these in the car in the position and manner specified. The Modules must be in place and functioning correctly for all Championship qualifying practice sessions and races. The setting and servicing of these items must only be carried out by properly authorised MSA licensed Timekeepers. Competitors will be charged by the timing company for replacement of the Modules due to misuse or loss at any time during the season.

2.10.2 Competitors may not place electronic timing equipment within five metres of the official Start, Finish or any other official timing lines at any event or test session/day. Any such equipment placed within these zones will be removed.

2.11 QUALIFICATION RACES:

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

2.12 OPERATION OF SAFETY CAR

The Safety Car will be brought into operation and run in accordance with Section Q, Appendix 2 of the MSA General Regulations

2.13 ONBOARD CAMERAS

2.13.1 All cars must have fitted a camera capable of producing HD quality footage and fitted with an SDHC or micro SDHC memory card in a place and position which will give a 'driver's eye' view that should include, where possible, the steering wheel, show the track ahead of the vehicle with a field vision of approx. 100 meters and some of the nearside view out of the nearside passenger window.

2.13.2 The mounting must be of a mechanical means of attachment sufficiently robust to withstand anticipated stresses and vibration and must not present any sharp edges or projections in the vicinity of the driver's body or helmet. The mounting must be approved by the eligibility scrutineer. MSA Regulation (J) 5.21 applies

2.13.3 The unit will be operable at all times when the car is on track during any official free practice, qualification session and race. The onus is on the competitor to ensure that the unit battery is charged and camera switched on to record during the above mentioned sessions. The memory card/method of video storage belonging to the competitor may be removed by the organisers and marked with an appropriate seal and/or number and the recorded footage copied for use in broadcast or any other area deemed appropriate by the championship organiser. Failure to make available to the championship organiser the recorded session video on the memory card/method of video storage when requested will be deemed to be an obstruction and the facts reported to the clerk of the course.

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2.13.4 Should a competitor fail to make available to the Clerk of the Course the memory card or video footage, the Clerk of the Course may impose a penalty as defined in MSA Regulation [C 2.1.1].

2.13.5 Cameras should be capable of producing full HD video format for television usage.

2.13.6 Memory cards of the SDHC type of not less than 32Gb capacity shall be used and each card clearly marked with the text "Civic Cup" - followed by the allocated competitor number. This will aid identifying the relevant competitor for return of card.

2.14 DATA LOGGING SYSTEMS.

2.14.1 You may be required if running a data logging system to produce data to a scrutineer upon request.

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3 SPECIFIC CHAMPIONSHIP REGULATIONS

3.1 RE-SCRUTINY

3.1.1 All vehicles reported involved in contact incidents during race or practice must be presented to the Scrutineers at the end of the race or practice.

3.1.2 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 competitor's 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, with the top ten finishers being reversed for race 2

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4 CHAMPIONSHIP RACE PENALTIES

In accordance with Section C of the current MSA Yearbook and these sporting regulations.

4.1 INFRINGEMENT OF TECHNICAL REGULATIONS:

- 4.1.1 Arising from post practice Scrutineering or Judicial Action:
Minimum Penalty: The provisions of MSA Regulations: C3.3.
- 4.1.2 Arising from postrace 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:

- 4.2.1 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.
- 4.2.2 In order to maintain standards of conduct, the Championship 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 Championship Organisers will request the Clerk of Course at future race meetings to consider specific observation of that driver's conduct.
- 4.2.3 The Clerk of Course may impose a "Stop-Go" or "Drive through" penalty during a race in accordance with MSA Regulation Q.12.6.
- 4.2.4 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.

- 4.2.5 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.)
- 4.2.6 One or more of the following may be imposed by the Championship Stewards as appropriate;
 - A. Reprimand
 - B. Fine. This 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.

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5 TECHNICAL REGULATIONS

5.1 INTRODUCTION:

- 5.1.1 The following Technical Regulations are set out in accordance with the MSA specified format. **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.
- 5.1.2 Competitors are advised to read MSA Regulations Section J, J5, Section Q, Section B - Nomenclature & Definitions, Section K and Section L of the current MSA Yearbook.
- 5.1.3 **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.
- 5.1.4 **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:

- 5.2.1 The Civic Cup Championship is a single class championship for competitors participating in variants of the Honda Civic produced from 1989 to 2011. Only cars with the EE, EF, EG, EK, EP3, FN2 and FK chassis codes may be used from the UK/EU Domestic Market only. The Civic Cup 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 prohibited, or possibly outlawed in future regulations. All vehicles must be of sound construction and mechanical condition and be well maintained.

Cars will run as a single class. Variants eligible are as follows:

- EE/EF/EG/EK: All models must use the 1600cc B16 engine.
- EP3: Must use the 2000cc K20A2 K-Series engine
- FN2: Must use the 2000cc K20Z4 K-Series engine, gearbox and suspension
- FK: Must use the 2000cc K20Z4 K-Series engine, gearbox and FN2 suspension

5.3 SAFETY REQUIREMENTS:

- 5.3.1 Roll cages: All cars 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. Roll cages may have multiple points of contact with the bodyshell. **Bolt-in roll cages are permitted.**
- 5.3.2 All MSA Appendix Section K Safety Criteria Regulations apply as the current MSA Yearbook. [K 1.2.1] to [K 1.2.4] with optional bracing tubes as per Blue Book drawings only and compulsory diagonal strut with upper joint on drivers side, [K 2.1.2] to [K 2.1.3], [K 3], [K 8], [K 9], [K 10], [K 13].
- 5.3.3 **If fitted with a sunroof, this must be made of steel and securely fixed in the closed position by at least two additional fixings.**
- 5.3.4 Extinguishers must comply with MSA regulation K 3.1.2 a).
- 5.3.5 Seat belts must be FIA homologated and as per K2.1.2 , 2.1.3. or 2.1.4.
- 5.3.6 A battery cut-off master switch must be installed. The circuit breaker when operated must isolate all electrical circuits with the exception of those that operate the fire extinguishers (MSA Regulation [K 8]). The triggering system for the circuit breaker should be situated at the lower part of the windscreen mounting preferably on the passengers side or below the rear window. The location is to be identified by a RED SPARK on a WHITE EDGED BLUE Triangle and the ON and OFF positions are to be clearly marked.

5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

- 5.4.1 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.
- 5.4.2 The Championship Coordinator reserves the right to refuse the entry of any car of which the preparation is of a poor standard (including the external appearance) and which is likely to bring the Championship into disrepute.

5.5 CHASSIS:

- 5.5.1 Seam / stitch welding of the bodyshell is permitted.

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- 5.5.2 Cutting of boot floors, reforming of transmission tunnel, floorpan or bulkhead is prohibited.
- 5.5.3 Aftermarket front or rear strut braces are permitted.
- 5.5.4 Towing eyes must be fitted front and 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.
- 5.5.5 **It is strongly recommended** that all Race Cars must, wherever possible, be equipped with two front and two rear towing eyes positioned equally either side of the longitudinal centre line. They must be clearly visible, marked with an arrow and the word "tow" and the wire painted in yellow, red or orange to contrast with the vehicle colour scheme.

The towing eyes must be made of at least 6mm diameter steel wire rope with a 6x19 wire core, each which must have a breaking-strain of at least 2 tons. Each towing eye must allow the passage of a cylinder with a diameter of 60 mm, situated 25mm forward of the adjacent bodywork - 100 mm above and below this hole must retain clearance to enable the recovery crews to attach straps and shackles.

The towing eye must be fixed to a structural part of the chassis with a minimum of M12 fixings, the inner part must be flexible in order for the towing eye to be retracted inside the bodywork profile. A "pull-cord" must be attached to the towing eye to enable the marshals to access the wire loop. The end attached to the chassis may be either 'thimble' or 'open-loop' style.

Each complete towing eye must be certified as meeting this load requirement.

The intention is to allow an angled pull away in the event in the event of a crumpled or obscured vehicle corner e.g. +/- 45 degrees from straight ahead.

Examples of steel wire towing eyes that can be bolted to the chassis:



5.6 BODYWORK:

5.6.1 Mandatory Requirements:

- 5.6.1.1 A laminated windscreen must be fitted.
- 5.6.1.2 An interior rear view mirror must be fitted to the left of the driver (or right if the car is left hand drive)
- 5.6.1.3 Tools and spare wheels must be removed.
- 5.6.1.4 Airbags must be removed.
- 5.6.1.5 Glass sunroofs must be removed or replaced as per MSA regulation Q19.14.6.
- 5.6.1.6 Central locking and manual interior door lock switches must be disabled
- 5.6.1.7 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.
- 5.6.1.8 Driver's seat must be replaced with a competition seat fitted in accordance with K2.2

5.6.2 Modifications Permitted:

- 5.6.2.1 With the exception of the windscreen and sunroof, all other windows may be replaced with Lexan. The addition of colourless safety film to the glass is permitted.
- 5.6.2.2 Interior: Passenger seat, floor coverings, roof lining, radio/stereo units speakers and associated wiring may be removed.
- 5.6.2.3 Additional and/or replacement instruments are permitted.
- 5.6.2.4 Steering wheel may be changed.
- 5.6.2.5 Electric window winding mechanisms may be replaced by manual window winding mechanisms
- 5.6.2.6 Weather strips/channels may be removed.
- 5.6.2.7 Removal of the standard heating, air conditioning and ventilation system is permitted. If the standard heating system is removed then a windscreen demisting solution must be installed.
- 5.6.2.8 Interior door panels may be removed.

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- 5.6.2.9 Modified or replacement dashboards are permitted, but must be full width.
- 5.6.2.10 Single skinning of body panels, rear quarters, doors, boot and bonnet, as well as bumpers is permitted.
- 5.6.2.11 For 2018 wing mirrors are free. From 2019 wing mirrors must be standard but may be swapped between models.
- 5.6.2.12 The addition of a roof scoop is permitted.
- 5.6.2.13 Replacement bonnet and boot panels must be of original shape but may be of a different material and thickness.
- 5.6.2.14 Only trimming of the detachable lower lip of the rear bumper is permitted.
- 5.6.2.15 Any original factory fitted Mugen spoiler, lip, and trim body options may be fitted.
- 5.6.2.16 A front bumper splitter may be fitted but may not extend by more than 50mm from the front of the original bumper or extend further back than the front sub frame to chassis rear mounting points.
- 5.6.2.17 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 including 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 practice sessions, qualifying sessions or races to check the ground clearance; the vehicle may be stationary or moving during any ground clearance testing.

5.6.3 Modifications Prohibited:

- 5.6.3.1 Silhouette: The exterior of the car must be standard for the model raced, other than modifications permitted in 5.6.2.
- 5.6.3.2 It is prohibited 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.
- 5.6.3.3 The bonnet must remain in the normal position and, when closed, must not have any non-standard gaps at any of the edges.
- 5.6.3.4 Fitment of tape, sealant or addition of any material of any type to close body gaps (e.g. bonnet to wing) is prohibited.
- 5.6.3.5 Changes to ground clearance are prohibited other than those permitted in 5.6.2.17.
- 5.6.3.6 Cutting of additional holes, or trimming of the front or rear bumpers is prohibited.
- 5.6.3.7 Additional aerodynamic devices are prohibited other than those permitted in 5.6.2.
- 5.6.3.8 From 2019, the replacement of doors made from non-standard materials is prohibited.

5.7 ENGINE:

5.7.1 General:

5.7.2 The following engine and gearbox combinations must be used for the model being raced:

- EE/EF/EG/EK: Must use the 1600cc B16 engine
- EP3: Must use the 2000cc K20A2 K-Series engine
- FN2: Must use the 2000cc K20Z4 K-Series engine and gearbox
- FK: Must use the 2000cc K20Z4 K-Series engine and gearbox

5.7.3 All internal engine parts must be standard or standard pattern parts as defined in 5.1.3 and 5.1.4, unless specified for that engine type within this document. 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 normal maintenance.

5.7.4 Maximum of 0.5mm overbore for all variations of engine.

5.7.5 Cars will be required, upon request, to have their engine sealed at any given round(s) and visit the championship specified rolling roads (see Appendix A) to have max power and/or gear ratios verified.

5.7.6 The maximum permitted horsepower is:

- B16 1600cc Engines: 190 BHP @flywheel
- K20A2 and K20Z4 2000cc engines: 230 BHP @flywheel

Vehicles exceeding this power figure will be subject to a weight penalty up to a maximum of 5bhp over the limit. The penalty is 10kg for each and every part or full horsepower above the bhp limit. For example, for the 2000cc engines:

BHP	Weight Penalty	Minimum Car Weight
Up to 230 bhp	0kg	1200kg
Up to 231 bhp	10kg	1210kg
Up to 232 bhp	20kg	1220kg
Up to 233 bhp	30kg	1230kg

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Up to 234 bhp	40kg	1240kg
Up to 235 bhp	50kg	1250kg

5.7.7 Modifications Permitted:

5.7.7.1 1600cc engines:

Replacement of valves, valve guides and valve seats must be with parts of standard pattern and material.

Flywheels are free but must be of the same diameter as standard.

Aftermarket bolts, studs and bearings may be used in the interests of engine longevity.

Standard Honda Camshafts only. Any Honda b16 derived cam in unmodified condition may be used within any 1600 engine.

Maximum cylinder overbore of 0.5mm.

5.7.7.2 2000cc engines:

Correct parts for engine model raced only must be used as per service manual.

Standard Honda Parts only or pattern replacement parts may be used.

No over sized valves, combustion chambers, intake or exhaust ports.

Standard Honda Camshafts only.

Aftermarket bolts, studs and bearings may be used in the interests of engine longevity.

Maximum cylinder overbore of 0.5mm

Standard compression ratio of 11.0:1. May increase to 11.07:1 with 0.5mm overbore.

Crankshaft balancing is permitted.

5.7.8 Modifications Prohibited:

5.7.8.1 Any other than those permitted in 5.7.7.

5.7.8.2 The standard cambelt cover/s must be retained.

5.7.8.3 It is prohibited to modify inlet ports, exhaust ports and combustion chambers in any way, and all must remain as cast.

5.7.8.4 1600cc- engine machining in accordance with manufacturers guidelines is permitted.

No non-standard machining techniques to be used.

No porting or over sizing is permitted of the valves or intake/exhaust ports

Modifications beyond the repair or adjustment processes specifically specified by the manufacturers' workshop manual are prohibited.

5.7.8.5 2000cc engines- Standard Honda pistons only must be used or pattern part of the same spec and material.

No machining of block permitted.

Max head skim is 8thou".

Removal of material from any part of the piston or connecting rod is prohibited.

Removal of material from any part of the crankshaft is prohibited.

No non-standard machining techniques to be used.

5.7.9 Engine Location:

Position and mounting method must be standard for the model being raced. Hardened or solid mounts may be used.

5.7.10 Oil/Water cooling:

5.7.10.1 Water radiators are free. Oil coolers are permitted.

5.7.10.2 Non standard water or oil pumps are prohibited other than as detailed within this section.

For K20Z4 engines only - Balance shaft type oil pump may be replaced with Honda derived balance shaft delete kit. No alternative oil pump system may be used.

5.7.10.3 Sump Baffling is free and is recommended.

5.7.11 Induction Systems:

5.7.11.1 Forced induction is not permitted.

5.7.11.2 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. Models running K20Z4 engines may use the EP3 K20A2 inlet and throttle body.

5.7.11.3 No porting or polishing or removal or deformation of material on any part of the throttle body or inlet is allowed. Inlet manifolds may be painted. Mandatory Air intake boxes are listed in the Appendix B.

5.7.11.4 No other modifications are permitted other than the replacement air intake systems listed in Appendix B.

5.7.12 Exhaust systems:

5.7.12.1 Exhaust systems must exit at the rear of the vehicle.

5.7.12.2 Exhaust manifold must be the controlled part listed in Appendix B.

5.7.12.3 It is strictly forbidden to fit any additional type of exhaust restrictor in the system.

5.7.12.4 All eligible cars must run a catalytic converter, this may be an aftermarket part.

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5.7.12.5 Exhaust manifolds must not be ceramic coated.

5.7.13 Ignition systems:

5.7.13.1 B16 engines: The standard ECU may be used in conjunction with a Hondata S300 ECU or Eprom Chip. The JDM ECU may also be used. Plug leads and spark plugs are free.

5.7.13.2 K20A2 engines: All cars using these engines must use a Hondata K100 ECU supplied by the Civic Cup with the control Civic Cup 2017 map for that ECU uploaded.

5.7.13.3 K20Z4 engines: All cars using this engine must use a standard ECU that has been reflashed with a Hondata Flashpro with the 2017 Civic Cup control map for that ECU uploaded. Plug leads and spark plugs are free. The ECU must be offered up for reflashing upon request by any Civic Cup official. The FN2 may also use the K100 EP3 ECU if using a cable throttle conversion from the EP3 this must be supplied by Civic Cup with controlled map.

5.7.14 Fuel delivery systems:

Fuel pumps, fuel lines and swirl pots are free but cannot run more than OEM pressure (47-54psi).

5.8 SUSPENSIONS:

5.8.1 General

5.8.1.1 The original suspension configuration must be retained.

5.8.2 Permitted modifications:

5.8.2.1 For all models raced, aftermarket suspension bushes are free, but no re-drilling or moving of mounting points

5.8.2.2 EE/EF/EG/EK Models:

Yellowspeed aftermarket coil-over dampers are mandatory. Damper bumpstops are free, but must be fitted. Springs are free.

Front camber arms, rear camber arms, toe adjusting arms and rear lower control arms are all free but must be of OEM design and construction, and may be alloy,

5.8.2.3 EP3/FN/FK Models:

Yellowspeed premium competition/premium competition inverted coilovers only must be fitted and it is prohibited to modify them, they must be sealed and as supplied from factory. Damper bumpstops are free, but must be fitted. Springs are free.

EP3 models may use 24 or 28mm rear roll bar and OEM JDM or UK front roll bar only

FN2 models may use OEM front bar and White Line or Ultra Racing rear roll bar 18mm to 28mm only.

Camber and castor adjusting top-mounts are permitted.

Rear camber arms are free but must be of OEM design and construction, and may be alloy.

Rear lower control arms are free but must have the same dimensions between mounting points.

5.8.3 Prohibited modifications:

5.8.3.1 Modifications to the suspension pick-up points are prohibited; this includes the 'slotting' of suspension strut mounting points.

5.8.3.2 Custom non off-the-shelf parts are prohibited.

5.8.3.3 Anti-roll bars must not be adjustable by the driver when seated.

5.8.3.4 Modification of mandatory coilovers is prohibited.

5.8.4 Wheelbase:

The wheelbase must be standard for the model being raced, except for small changes directly arising from the fitment of castor increasing bushes as permitted on approved parts list.

5.8.5 Wheeltrack:

Wheel spacers up to a maximum size of 15mm are permitted

5.9 TRANSMISSIONS:

5.9.1 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. Standard or Standard pattern gearbox bearings must be used.

5.9.1.1 EE/EF/EG/EK Models: the gearbox casing must be standard for the model being raced, the gearbox must retain synchro engagement. Either standard ratios or the civic cup short ratio gear kit is permitted. Clutch cover and plate are free but must be single plate only. Final Drive must be OEM Honda.

5.9.1.2 EP3/FN/FK Models: the gearbox must be standard for the engine model being raced (i.e K20A2 and K20Z4) and UK specification only. Clutch cover and plate are free but must be single plate only. Final Drive ratios must be OEM Honda for the engine model being raced.

5.9.2 Transmissions & Drive ratios:

5.9.2.1 The use of any electronic traction control device or launch control is prohibited.

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- 5.9.2.2 Micropolishing, Superfinishing, or any other means of machining internal components beyond that of the manufacturers OEM specification is prohibited.

5.10 ELECTRICS

5.10.1 Exterior Lighting:

Must be as per standard fitment and to EC requirements and be fully operational. Lights must be taped to MSA regulations. Front and rear lights and brake lights must work. All other lights must be MSA compliant.

5.10.2 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.

5.10.3 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.

5.10.4 Generators:

A fully working 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

5.11.1 Permitted Modifications:

5.11.1.1 Deformation or removal of back plates is permitted.

5.11.1.2 Additional brake cooling ducting within the overall periphery of the bodywork is permitted.

5.11.1.3 Fitting of alternative brake piping/hosing is permitted.

5.11.1.4 Use of a brake bias valve is permitted.

5.11.1.5 ABS if fitted must be disabled.

5.11.1.6 Discs may be replaced by 'non-genuine' parts of standard dimensions, discs may be cross-drilled or grooved.

5.11.1.7 Brake pads must be one of the listed type in Appendix B.

5.11.1.8 A brake proportioning valve may be fitted as listed in Appendix B. **Modification of the proportioning valve is permitted.**

5.11.1.9 A hydraulic handbrake may be fitted.

5.11.2 Prohibited Modifications

5.11.2.1 Brake calipers must be standard for the model being raced.

5.11.2.2 Aftermarket pedal boxes are not permitted.

5.12 WHEELS / STEERING

5.12.1 Permitted Options:

EE/EF/EG/EK Models: Wheels must be a maximum of 15" x 7J in size

EP3/FN2/FK: Wheels must be a maximum of 17" x 8J in size

5.12.1.1 Only Steel or alloy wheels are permitted.

5.12.1.2 Use of a steering rack raiser is permitted.

5.12.1.3 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.

5.12.2 Prohibited Options.

5.12.2.1 Magnesium wheels are prohibited.

5.12.2.2 Rose jointed track rod ends may be used on outer ends of steering arms.

5.13 TYRES

5.13.1 Specifications:

The control tyre for the Civic Cup Championship is the MRF ZTR. Tyres must retain a minimum tread depth of 0.5mm **across three quarters of the tyre width.** 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, and tyres without this branding will not be permitted.

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5.13.2 Nominated supplier: Civic Racing Club

Sizes:

EE/EF/EG/EK Models, front and rear tyres: 195/50/15

EP3/FN2/FK Models, front and rear tyres: 215/45/17

5.14 VEHICLE WEIGHT:

5.14.1.1 The following minimum weights are required for the model raced:

EE/EF/EG/EK Models: 1000kg

EP3/FN2/FK: 1200kg

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

5.14.1.3 The minimum weight will be increased for those cars that exceed the power limits as described in 5.7.6

5.15 FUEL TANK / FUEL

5.15.1 Tanks:

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

5.15.2 Locations:

Tank must be in standard position.

5.15.3 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:

5.16.1 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

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

A minimum of 200mm high with a stroke width of at least 20mm and 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.

BRSCC decals must be affixed prominently. Championship Sponsors' decals (where applicable) must be affixed in or near the positions detailed on the diagram shown in Appendix C. BRSCC and Championship Sponsors' 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. Any moving or resizing of decals must be agreed in writing from the organisers, if in doubt contact the championship co-ordinator.

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

All Cars must run the Championship dash number board.

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A. Appendix A: Nominated MAHA Rolling Roads

The following nominated rolling roads may be used to produce dyno sheets.

Company	Contact Details
EDM (Bicester)	E.D.Motorsport, Unit 7 Field Farm Business Centre, Nr Launton, Bicester,Oxfordshire, OX26 5EL Tel: 01869 278 942
Revivals (Duxford)	Revivals Garage Lodge Road Thriplow, Royston Herts SG8 7RN Tel: 01763 208043
TI Motorsport (Stoke)	TI Motorsport LTD Tegiwa House Sutherland Road ST3 1HZ Tel: 01782 950315
Alive Tuning (Louth)	Alive Tuning Unit 1 & 2 Meridien Centre Belvoir Way Fairfield Industrial Est. Louth Lincolnshire LN11 0LQ Tel: 01472 812900
Street Racers (Leicester)	Street Racers Unit E Syston Mills Mill Lane Syston Leicester LE7 1NS Tel: 0116 260 3700

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B. Appendix B: Permitted Parts

Part Type	Brand/Part Description	Part Number
ECU	HONDATA S300 SEALED ECU AND MAP	SW_HD_S300
	HONDATA K100 SEALED ECU & MAP	SW-HD-K100
	HONDATA FN2 REFLASH AND LOCKED MAP	SW-HD-FN2
Brake Pads All Models	Ferodo	DS3000
	Ferodo	DS2500
	PBS	PRO RACE
Coilovers	Yellow Speed Premium Competition, EG/EK	YS01-HD0PC, YS01-HD-PC
	Yellow Speed Premium Competition, EP3	YS01-HD0PC, YS01-HD-DPS
	Yellow Speed Premium Competition, FN2	YS01-HD0PC

Roll Bars	Tegiwa – 24mm	TI-24MMRARB,
	Tegiwa - 28mm	TI-28MMRARB
	WHITE LINE REAR	BHR87Z
	ULTRA-REAR - 27MM -	AR27-350
	ULTRA-REAR - 18MM	AR18-282
Lexan Windows	LEXAN WINDOW KIT	SW-P4P-EP/FN
	LEXAN WINDOW KIT	SW-P4P-EG/EK/EE
Exhaust Manifold	Tegiwa B-SERIES 4-2-1	T-4077048
	Tegiwa EP3 4-2-1	T-4077050
	Tegiwa FN2 4-2-1	T-4077049
Power Chamber Intake	Tegiwa	T-4077081
Airbox	Tegiwa EG/DC2	T-4077093
	Tegiwa EK	T-4077105
	Tegiwa EP3	T-4077089
	Tegiwa FN2	T-4077103
	Skunk 2 Cold Air Intake	343-05-0100
Differential	MFactory Torsen Helical LSD	MF-TRS-05K20-M-1
	MFactory Plated	

Brake Proportioning Valve	Tegiwa	46210-S04-902
Steering rack raiser	Tegiwa	T-4060001

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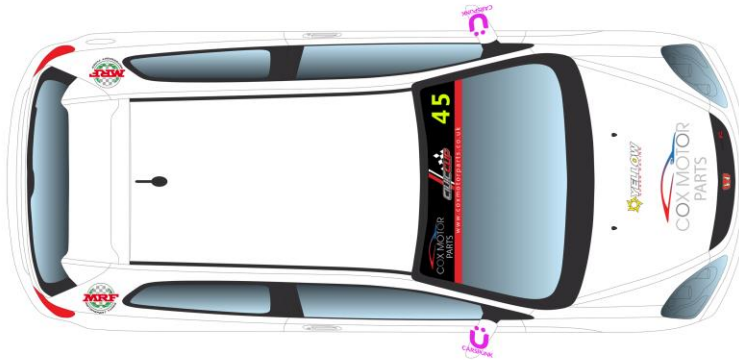
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C. Appendix C: Livery Guide



2018 LIVERY LAYOUT



SIDE

Motordriveseats
PBS Brakes
Tegiwa
MRF Tyres
Carspunk (mirrors)
BRSCC Crest
Summit

FRONT

Civic Cup sunstrip
Cox Motor Parts
Yellowspeed
SW Motorsports
Disklok (plate)

REAR

Disklok (plate)
MRF