



# TYPE R TROPHY CHAMPIONSHIP

## 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 National Competition Regulations (NCR's) of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

1. **MOTORSPORT UK Championship Permit No: CH2026/**
2. **MOTORSPORT UK Championship Grade: C**
- 3: **Race Status:** Inter-Club / National

### 1.2: OFFICIALS:

1. **Co-Ordinator:** G.Groombridge, The 750 Motor Club, Donington Park, Castle Donington, Derbyshire, DE74 2RP  
① 01332 814548; [✉ giles@750mc.co.uk](mailto:giles@750mc.co.uk).

2. **Eligibility Scrutineer:** S. Dockray, Deputy: Bob Blackmore

#### 3. **Championship Stewards:**

C. Emmerson T. Gregory I.Sowman T. Stevens

Any three Championship Stewards will constitute a quorum. In the event of any of the Championship Stewards listed above being unavailable or being unable to consider any particular matter due to a perceived conflict of interest, the organisers reserve the right to appoint an alternative Championship Steward or, if deemed to be necessary, more than one alternative Championship Steward. NCR Ch.4 App.1 Art.1.2. The Championship Stewards can only adjudicate upon any disputes irregularities or appeals arising from the published Championship Regulations. They are also empowered to consider any request from the Championship Coordinator to penalise any Competitor for any breach of Championship Regulations and after holding a formal hearing those Stewards may impose a penalty in accordance with NCR Chapter 2 C.2.1.1 subject to the rights of Appeal to the National Court.

### 1.3: COMPETITOR ELIGIBILITY:

- 1 Entrants must:
  - (a) be fully paid up valid members of the 750 Motor Club and
  - (b) be Registered for the Championship 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 Championship and
  - (c) be in possession of valid Competition (Racing) Club Licence, as a minimum
  - (d) Or be in possession of the highest grade of national Race licence or valid FIA International Licence, together with their ASN's written consent National Competition Rules (NCR) Ch.6 App.3 Art.1. and FIA ISC Article 2.3.7.b 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 to the Coordinator prior to the Final Closing date for the first round being entered.
2. The Registration Fee for the season is ~~£145~~ ~~£150~~ payable upon registration. For competitors wishing to enter a single event a registration fee of £35 is payable and points will be awarded for this event. If further races are entered the balance of the ~~£145~~ ~~£150~~ fee must be paid..
3. Registration numbers will be the permanent Competition number for the Championship.

### 1.5: CHAMPIONSHIP ROUNDS:

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

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Date	Circuit	Round/s
11/12 April	Croft	3
23/24 May	Pembrey	3
28 June	Donington Park	2
25 July	Oulton Park	2
15/16 August	Silverstone Int	2
3 October	Castle Combe	2

## 1.6: SCORING:

1. Points will be awarded to Competitors listed as classified finishers in the Final Results as follows:- 35; 32; 30; 28; 26; 24; 22; 21; 20; 19; 18; 17; 16; 15; 14; 13; 12; 11; 10; 9; 8; 7; 6; 5; 4; 3. All other finishers 2. All starters who fail to finish 1. 1 point for fastest lap.
2. The totals from all qualifying rounds run (excluding any races which are abandoned and which are not replaced) less 2 will determine the final championship points positions.
3. Ties shall be resolved using the formula in NCR Ch.4 App.3 Art.4.
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 3<sup>rd</sup>, and Driver of the Meeting as selected by a person or person appointed by the Championship Co-ordinator.
3. Championship: Trophies, subject to a minimum of 5 race starts, to:-  
1st, 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup>, 5<sup>th</sup> & 6<sup>th</sup> overall.  
Best Prepared car.  
Highest Placed Novice, where a novice is defined as a driver who is required to display a novice cross in accordance with NCR Ch.12 App.4 Art. 5.5 at the time of their first event of a given season.
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. NCR Ch.3 App.11 Art.1.1.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 will 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 NCR Ch.12 App.6 Art.3.1

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**4. RACES:** Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race NCR Ch.12 App.6 Art.9 (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 Lap - Start Engines/Clear Grid.
  - II. 30 Seconds - Visible and audible warning for start of Green Flag 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 NCR Ch 12 App 6 Art 6.11. 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 LIGHT PANELS / 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 MOTORSPORT UK, Circuit Management and Organising Club Safety Regulations are complied with at all times (NCR Ch.12 App.11)
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 requirements of NCR Ch.12 App.11, 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 or as notified in the Final Instructions or Bulletin for the Event.

**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. NCR Ch.3 App.6 Art.1.4

**10. TIMING MODULES:** The 750 Motor Club utilises 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. Compatible transponders include the AMB TRANX 260 and MyLaps X2 or TR2.

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

**12. OPERATION OF SAFETY CAR:** The Safety Car will be brought into operation and run in accordance with NCR Ch.12 App.8 Art.2.

**13. ONBOARD CAMERAS:**



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All competitors are required to carry an on board, in car camera that records to an SD (or micro-SD) card that must be capable of recording HD footage that can be played back on a standard laptop. Recordings from the cameras may be used where there is an incident which is subsequently brought before the Clerk of the Course for investigation.

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 National Competition Rules and be approved by the Chief Scrutineer in accordance with NCR Ch.7 App.9.

Cameras must be mounted in a position such that the steering wheel and track in clear view. The unit must always be switched on and be recording 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 camera unit battery is charged, the camera switched on to record and ensure the SD card has enough capacity to record the above-mentioned sessions. The SD card must ONLY contain the files from the event in question

- a. First offence – Championship Reprimand Championship Points Deduction – Equivalent to a 10<sup>th</sup> place finish.
- b. Second Offence - Championship Points Deduction – Equivalent to a 5<sup>th</sup> an-8<sup>th</sup> place finish.
- c. Third Offence - Disqualification.

## 3: SPECIFIC CHAMPIONSHIP REGULATIONS

**1.** By registering for the Championship all competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code which is appended to these regulations (Appendix 3).

Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion and referral to Motorsport UK.

It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Championship Coordinator and/or Safeguarding Officer who will also relay the report Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at [www.motorsportuk.org/resource-centre](http://www.motorsportuk.org/resource-centre) by selecting Policies and Guidelines.

**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 competitors finishing position in Race 1 with the top 10 reversed. At triple header meetings the grid for Race 2 will be determined by the competitors finishing position in Race 1 whilst the grid for Race 3 will be set by the competitors finishing position in Race 2 with the top 10 reversed.

**3.** The Championship co-ordinator reserves the right to request the fitting of a 750MC owned data logging system to any car prior to competition. Failure to comply will result in disqualification.

**4.** The Championship co-ordinator reserves the right to request vehicles to be tested at events on a mobile rolling road facility. Failure to comply will result in disqualification. If a car is tested after competition, then the operating area for the power test will be subject to parc ferme conditions, this includes the route from the pit lane or parc ferme to the power testing location and the route back to parc ferme.

## 4: SPECIFIC CHAMPIONSHIP PENALTIES:

In accordance with the current Motorsport UK National Competition Rules (NCR) Chapter 2 and additionally:



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## 4.1: INFRINGEMENT OF TECHNICAL REGULATIONS:

1. Arising from post practice Scrutineering or Judicial Action: Minimum Penalty: The provisions of NCR Ch.2 App.8.
2. Arising from post-race Scrutineering or Judicial Action: Minimum Penalty: The provisions of NCR Ch.2 App.8.
3. For infringements deemed to be of a more serious nature the Clerk of the Course will may invoke the provisions of NCR Ch.2 App.8 Art.2

## 4.2: ADDITIONAL SPECIFIC CHAMPIONSHIP PENALTIES

1. In the case of a driver being disqualified from a race, the Clerk of Course will impose the penalties set out in NCR Ch.2 App.8 and may impose the penalty set out in NCR Ch.2 App.8 Art.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.
3. The Clerk of Course may impose a "Stop-Go" or "Drive through" penalty during a race in accordance with NCR Ch.12 App.10 Art.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 MOTORSPORT UK Regulations, will receive a Championship points deduction equal to the number of penalty points which were allocated. Should the same competitor receive penalty points at another round of the Championship then the number of Championship points deducted will be double the number of penalty points applied. If penalty points are applied at a third round, then the Championship points deducted will be triple this number, and quadrupled at the fourth occurrence of such a penalty etc. This may result in a driver receiving a negative score.
5. Championship Stewards are also empowered to consider any request from the Championship co-ordinator to penalise 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 NCR Ch.2 App.2 Art.4 (subject to the rights of appeal provided for in NCR Ch.2 App.5 Art.1)
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.

## 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 Championship, you agree to abide to regulations and random checks 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 NCR Ch.1 App.1. 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 NCR Ch.1 App.1. 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 trailering of cars to/from the



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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:

All entrants, competitors and their vehicles must comply with the relevant articles of NCR Chapters 7 & 9

Roll cages: All cars must use the Safety Devices H035-X or the H035-S bolt in roll cage. Cars built prior to 2023 with an SW Motorsport bolt-in roll cage of similar design to H035 may be accepted at the championship organiser's discretion.

Other: Extinguishers must comply with NCR Ch.7 App 6. Seat belts must be FIA homologated and as per NCR Ch.7

## 5.4: GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

All cars must comply with the requirements of the current NCR Ch.7 and NCR Ch.12. 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 or drilling in order to remove components or material from the chassis is strictly forbidden. Stripping of the shell using acid, chemical dipping or thermal paint removal processes is prohibited.

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 windscreens. All other windows must remain OEM glass with the exception of the front side windows which may be replaced with Tegiwa polycarbonate items (part number: T-POLY-EP3-FRONTs) if polycarbonate windows are fitted the door structure and hardware must be retained but electric window motors don't have to be connected/operational. The addition of safety film to the glass is permitted.

2. Interior: Driver's seat must be replaced with a competition seat fitted in accordance NCR Ch.7 App.7 Art.2. The original seat mounting points, passenger seat, floor coverings, roof lining, radio/stereo units speakers may be removed. Welded in seat rails are permitted and strongly recommended and must be fitted in accordance with NCR's. 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 windscreens ducts. The rubber hood seal between the engine bay scuttle and the bonnet (Honda part no. 74144-S6A-000) or pattern equivalent must be present and fitted. 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.

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. Other than for fitment of bonnet/boot pins, external kill switches and fire extinguisher triggers, additional holes must not be added in any bumpers or panels. The inner lip of the wheel arches may be "rolled" but not cut in order to prevent tyres rubbing on the bodywork. A front splitter and air dam (maximum depth 80mm) may be fitted but may not protrude from either, any part of the front bumper or air dam by more than 50mm.

5. Silhouette: No alterations to standard.

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.

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## 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 or via deformation. 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 for the European K20A2 specification engine. 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. All gaskets must be OEM Honda or equivalent in terms of material, size and thickness.

Prior to competing in the 2026 season all cars must visit the rolling road in race ready condition (at the driver's expense) at Tegiwa (See Appendix 2.) in order for vehicle inspection and sealing and to demonstrate compliance with the maximum allowed BHP and have the ECU and Engine Sealed. The maximum permitted power range is:

227 204 to 219 BHP @ the flywheel

Registered driver's who attend Tegiwa on Thursday the 19<sup>th</sup> of March 2026 will receive this inspection and power check at no charge.

Car must have a pair of cross-drilled bolts fitted to the rocker cover, sump, gearbox casing and bell housing to engine block enable the use of wire seals where required.

Cars that have not conducted a rolling test (see above) and do not have the associated championship seals will not be permitted to score championship points or awards.

## 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. Conrod bolts and bearing shells must be original Honda items.

## 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. The OEM K20A2 oil cooler should remain fitted and operational, no other 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 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 convertor 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:

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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 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. Which must not be modified in anyway. Alternative top mounts are not permitted. Springs rates are free.

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

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

The fitting of one front camber bolt per side using the parts as listed in Appendix 1 is permitted.

Front and rear anti-rollbars may be disconnected but must not be removed, it is not permitted to fit adjustable drop links to the front anti roll bar.

Dampers may only be serviced by Shockin ([www.shocker-repairs.co.uk](http://www.shocker-repairs.co.uk)) to standard Yellow-Speed specification only.

#### 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, 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 <sup>st</sup>	3.266
2 <sup>n</sup>	2.13
3 <sup>rd</sup>	1.517
4 <sup>th</sup>	1.147
5 <sup>t</sup>	0.921
6 <sup>th</sup>	0.738
FD	4.764

Flywheel must be genuine Honda OEM and cannot be modified in any way. The minimum flywheel weight is 4.65kg. 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 with rear lights, brake lights and dipped beam headlights operational as a minimum.

#### 2. Rear Warning Light:

An rear fog light to NCR Ch.7 App.5 Art.6 must be fitted and working.



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### 3. Batteries:

Battery is free but must be mounted in OE position. A battery and the standard 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:

ABS must be disabled. The configuration of the brake plumbing system must retain a split hydraulic system that complies with NCR Ch.12 Art.13 App.5.

The fitting of alternative brake piping/hosing is permitted. **The standard cable handbrake may be replaced with a hydraulic system.**

The installation of brake bias valves, the Honda '40/40 proportioning valve' and/or residual pressure valves is permitted.

Deformation or removal of back plates is permitted.

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

Brake pads are free

### 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 with a maximum offset of et35. If using OEM Honda 17" x 7J wheels then the use of wheel spacers up to 10mm is permitted. Hubs may be fitted with conversion studs to accept wheel nuts.

### 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.

## 5.13: TYRES

### 1. Specifications: The control tyre is the MRF ZTR in 215/45/17 size **and CH-H1 compound. Only tyres with CH-H1 de-bossed into the sidewall (see picture below) will be permitted.**



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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 "CIVIC" by the manufacturer for use in the Tegiwa Type R Trophy, tyres without this branding will not be permitted.

3. Nominated supplier: Tegiwa Imports
4. Sizes: 215/45/17

5. Tyre Quantity: Drivers will only be permitted to use a total of 16 tyres during the course of the season. At each event drivers are allowed to use a maximum of 8 tyres per race weekend. Drivers must nominate which tyres they are using at each race weekend, this will be done via the official [Race Tyre Management Application](#). ~~a tyre information form listing the barcode identification numbers of the driver's chosen tyres~~. The completed tyre information ~~form~~ must be in possession of the scrutineers prior to the start of competition (for the avoidance of doubt this is the allotted Type R Trophy practice session.) Any competitor found during post qualifying/race scrutineering, to have qualified or raced with a tyre not nominated correctly listed on the 'Tyre Information Form' will be disqualified from the results. Any competitor found to have not declared their chosen tyres prior to the practice session will be disqualified from the results and start from the back of the grid, but ahead of any cars incurring a delayed start due to time penalties. Tyres are not transferable between drivers. Any barcodes that are ineligible or damaged beyond recognition must be requested to be replaced by Tegiwa with the consent of the Eligibility Scrutineer. The onus is on the competitor to ensure this happens before entering a competitive session or practice or race.

## 5.14: VEHICLE WEIGHT:

1. 1225 kgs including driver. If a driver competes with an unsealed engine or ECU their minimum weight will be 1245kg, but this will be permitted for one event only.

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.

2. Success ballast must be added (or deleted) after each championship round, including 'double-headers'. 25 Kgs will be added for 1st place. 15Kgs will be added for 2nd place. 10 Kgs will be added for 3rd place. Success ballast will be limited to the cumulative total of the last two three race finishes – a disqualification or retirement does not count as a race finish. Success ballast applies to the driver and a change of car will have no effect on the amount to be carried. If any vehicle is underweight, or not carrying the correct amount of success ballast at post-race scrutineering, penalties as per 4.1 of these regulations will be applied.

3. Success ballast must only be mounted inside the car on the front or rear passenger floor area. Care should be taken in the mounting, by use of suitable 'spreader plates' and appropriate size and quality of bolts with reference to NCR Ch.7 App.2 Art. 19.

## 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 NCR Ch.8 App.1 Art.1.7 and complying with BS4040, BSEN228 or BS7800 may be used; fuel which exceeds the stated RON (max) levels in NCR Ch.8 App.1 Art.1.7a 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 a MOTORSPORT UK approved dry break fuel sampling system. NCR Ch.7 App.4 Art.6

## 5.16: SILENCING:

All vehicles must comply with the relevant maximum noise limits set out in NCR Ch.7 App.8.

## 5.17: NUMBERS & CHAMPIONSHIP 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 windscreens of all cars must display the competition number positioned on the upper area of the passenger's side of the windscreens, as follows;



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- (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. 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.

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

A handwritten signature in black ink, appearing to read 'John Smith'.

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## 6. APPENDICES:

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

### Appendix 1: Mandatory & Optional Parts

SKU	TITLE
<b>MANDATORY PARTS - MUST BE FITTED TO RACE</b>	
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
<b>OPTIONAL CONTROL PARTS FROM TEGIWA OR OEM ONLY</b>	
T-4040002	TEGIWA 70MM CAT BACK EXHAUST HONDA CIVIC TYPE R EP3 01-06
MF-TRS-05K20A-1	MFACTORY HELICAL LSD HONDA CIVIC TYPE R EP3 FN2 INTEGRA DC5 K20A
T-EP3-RACECAT	TEGIWA 100 CEL RACE CAT DOWNPIPE HONDA CIVIC RTPE R EP3
90650-M	INNOVATIVE MOUNTS HONDA CIVIC EP3/INTEGRA DC5 TYPE R REPLACEMENT MOUNT KIT
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 01-06
TI-24MMRARB	TEGIWA 24MM REAR ANTI ROLL BAR ARB KIT CIVIC EP3 INTEGRA DC5
MF-TRS-05K20(1A)-1	MFACTORY HELICAL LSD HONDA CIVIC TYPE R EP3 FN2 INTEGRA DC5 K20A + STAGE 1 RACEPACK UPGRADE
TGW-112	TEGIWA ADJUSTABLE STEERING ARMS HONDA CIVIC EP3 INTEGRA DC5 TYPE R
TGW-105	TEGIWA REAR CAMBER ARMS HONDA CIVIC EP3
T-4015012	TEGIWA FRONT ADJUSTABLE CAMBER BOLTS EP3
KIT5288K	SUPERPRO TYPE R TROPHY CASTER INCREASE FULL BUSH KIT CIVIC EP3

### Appendix 2: Approved Rolling Roads

750 Motor Club (Mobile Dyno)  
Donington Park  
Castle Donington  
Derbyshire  
DE74 2BN

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

### Power testing procedure:

1. The car owner/operator will be asked to confirm all coolant, oil and fuel levels are correct and before the car is placed on the Dyno and sign the relevant disclaimer.
2. The car must run with bonnet or engine covers down as per how it would be on track.
3. The car must be tested in the gear that is closest to 1:1 ratio, the Driver/Team will be responsible for the correct gear being notified to the Dyno operator.
4. The power run will be achieved as follows:
  - Car will be driven on to the dyno and secured properly.
  - The car will be taken up to operating temperature, and the tyres will then be set at 30psi.
  - The car will be held at 4000rpm for calibration on the dyno in the correct gear.

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- Power will be tested to the rev limiter, (if no rev limiter fitted this need to be made aware to the dyno operator)
  - The car will be tested THREE times to provide a heat-soaked conditions to simulate for real world on track measurements.
  - For the purpose of determining eligibility the highest of the three runs will be used.
5. An application of a tolerance of 2% to reflect real world conditions in line with the dyno manufacturers recommendations will be applied at the discretion of the Eligibility Scrutineer.
6. The car will be allowed to cool down until owner/operator is satisfied that the engine can be shut off. Once the car has been tested the Competitor will sign "Appendix 1" of the disclaimer document, confirming that they agree the test has been conducted per these regulations, before the car is released from the testing area.
7. Failure to do this may result in further testing of the vehicle, of the vehicle being impounded by the Clerk of the Course or the Eligibility Scrutineer for further interrogation, including but not limited to sealing the vehicle and sending it for testing at an alternative championship / series approved dyno. Where the conclusion of further interrogation/power testing confirms non-compliance, the entrant shall be responsible for all costs and fees arising from the interrogation/power testing procedure

## 7. MANDATORY SPONSOR DECALS:

Type-R Trophy sun strip, MRF "number plate" decals and 750 Motor Club logos must be placed as per the diagram below. The other decals such as those displayed on the door in the diagram must be present on the relevant panel of the vehicle but may be placed to accommodate alternative livery designs to that shown below.

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## CAR DECALS OVERVIEW 2025 TYPE R TROPHY //



### SIDES:

Skunk2 Racing, OMP, Motul, PBS  
Type R Trophy  
750MC  
Tegiwa  
Race number

### REAR:

MRF Number Plate  
Tegiwa  
2x YSR

### FRONT:

MRF Number Plate  
Tegiwa Sur Strip  
Tegiwa  
2x YSR  
Race number



WWW.TYPERTROPHY.CO.UK

FACEBOOK.COM/TYPERTROPHY

TEGIWA.COM

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