



2024 Milltek Sport Civic Cup Sporting & Technical Regulations

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1. SPORTING REGULATIONS – GENERAL

1.1 TITLE & JURISDICTION

The 2024 MILLTEK SPORT CIVIC CUP CHAMPIONSHIP is promoted by Maximum Motorsport Ltd, and is administered and organised by the British Racing & Sports Car Club (BRSCC) in accordance with the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

Motorsport UK Championship Permit No: CH2024/R067

Race Status: Interclub

Motorsport UK Championship Grade: C

The BRSCC reserves the right to amend or vary the Sporting Regulations in accordance with Motorsport UK Regulation [D 11.2] at any time before or during the Championship and further issue additional statements concerning the Regulations from time to time, subject to Motorsport UK approval. All such statements will be issued via a Championship Bulletin to Motorsport UK and all registered competitors by email or post to the address detailed on the Registration Form, or by delivery to the competitor by hand. It is a condition of entry into the championship that all competitors, teams, team members and persons associated with any of the above, agree to be bound by the Regulations including any amendments, variations or statements relating thereto.

1.2 OFFICIALS

1.2.1 Championship Clerk of the Course

Andy Holley (*or his nominated deputy*)

Mobile: 07939 690001

Email: andy@brscc.co.uk

1.2.2 Championship Coordinator

Lee-Anne Harper

Mobile: 07545 196946

Email: lee-anne.harper@maximumgroup.net

1.2.3 Licenced Eligibility Scrutineer

Adrian Smith (*or his nominated deputy*)

Mobile: 07921 787859

Email: adysmith81@aol.com

1.2.4 Championship Stewards

E Jones, T Parry, D Simons & G Masters

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.

(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.2.1.1 (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 holding 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 Motorsport UK 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 a valid Motorsport UK Competition Race Club status licence as a minimum or be in possession of the highest grade of National Race Licence or valid FIA International Licence, together with their ASN's written consent ((H)26.2 and FIA ISC Article 2.3.7b applies).
- (d) 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 the 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 available for checking at all rounds by championship/club officials.

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

1.4 REGISTRATION

1.4.1 All competitors must register as competitors for the Championship by completing the Registration Form and submitting the Registration Fee.

1.4.2 The Championship Registration Fee is **£500 +VAT** before **31/01/2024** After this date, the fee increases to **£600 +VAT**.

1.4.3 The Registration number will be the permanent Competition number for the Championship. Competition number 1 will be allocated to the current Cup Class Champion. Numbers 2 - 10 will be allocated to Cup Class seeded drivers accordingly.

Three-digit competition numbers will not be allocated. Teams/drivers wishing to carry them must apply to the championship organisers for approval.

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

1.4.5 Acceptance or rejection of registration is solely at the discretion of the organisers.

1.4.6 The Championship Organisers reserve the right to cancel registration or entry at anytime.

1.5 CHAMPIONSHIP EVENTS

The 2024 Milltek Civic Cup Championship will be contested over the following rounds:

ROUNDS	DATE	VENUE	ORGANISING CLUB
1, 2 & 3	13 th & 14 th April 2024	Brands Hatch Indy	BRSCC
4, 5 & 6	18 th & 19 th May 2024	Snetterton 300	BRSCC
7 & 8	8 th June 2024	Oulton Park Island	BRSCC
9 & 10	13 th & 14 th July 2024	Croft	BRSCC
11, 12 & 13	17 th & 18 th August 2024	Silverstone National	BRSCC
14 & 15	21 st & 22 nd September 2024	Thruxton	BRSCC
16 & 17	12 th & 13 th October 2024	Silverstone International	BRSCC

1.6 SCORING

1.6.1 The Championship consists of seven Qualifying sessions and 17 Rounds/Races. Classification towards the title in each class is calculated from the points awarded to registered drivers (1.4) listed as classified finishers in the final results as follows:

Qualifying:

1 st	2 nd	3 rd	4 th	5 th	6 th
6 points	5 points	4 points	3 points	2 points	1 point

If, due to unforeseen circumstances, it is not possible to hold an Official Qualifying session, the grid for those rounds will be formed as per the grid from the corresponding round at the previous meeting, any drivers who were not in attendance at the previous meeting will be placed at the back of the grid in order in which they entered the event. If it is the first event of the season, the grid will be formed by drawing lots. In such cases, drivers/teams will be notified by way of a bulletin and no Qualifying points will be awarded.

In the event of any penalties being applied to drivers after the qualifying session (including but not limited to grid place penalties carried over from previous events or via post session scrutineering), points will be awarded to drivers in the top six positions after all penalties have been applied.

1.6.1.1 The Points scored from Qualifying sessions that take place during the 2024 season cannot be counted towards dropped scores. All points scored from Qualifying sessions are exempt from being counted as a dropped score.

1.6.1.2 Any competitor who switches to the use of a spare car, where their original race car is not cleared to be raced, will start from the back of the grid in the first race of the event they have moved to a use a spare car to compete in.

Races:

1 st	2 nd	3 rd	4 th	5 th	6 th	7 th	8 th	9 th	10 th
40 points	35 points	30 points	27 points	24 points	21 point	18 point	15 point	13 point	11 points
11 th	12 th	13 th	14 th	15 th	Fastest Lap				
9 points	7 points	5 points	3 points	1 point	1 point				

1.6.2 The totals from all qualifying rounds held (excluding any races that are abandoned and which are not replaced) less the two lowest scores, will determine the final championship points and positions, unless subject to the application of any Motorsport UK Regulation [C 3.5] penalties.

Competitors cannot drop scores from any of the races held at the final meeting.

If organisers are forced to cancel any events, subject to consultation with the Championship Stewards and approval by Motorsport UK, the number of dropped scores may be amended. Details will be confirmed via an official bulletin.

Drivers disqualified from results for sporting or technical infringements cannot use that (those) round(s) as discarded rounds for the purpose of the overall championship placing. Dropped scores must include any points related to the dropped rounds including points awarded for fastest lap.

1.6.3 Ties shall be resolved using the formula as detailed in (W)1.3.4 of the Motorsport UK Yearbook.

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

1.6.5 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 as prescribed in Article 1.3 above, with the exception of 1.3.1(b) and 1.3.2. (b), as appropriate.
- (e) Display a 'G' sticker adjacent to the competitor race number on the front windscreen. The Driver or team is responsible for providing the G graphic (6.1).

1.6.6 All year end results are provisional until announced as official by the organisers, that includes tables published on all BRSCC official websites.

1.7 AWARDS

1.7.1 All awards are to be provided by the championship, unless agreed otherwise.

1.7.2 Per Round

- Overall awards: Trophies will be presented to the top three finishing drivers.
- Goodyear Diamond Award: A trophy will be presented to the highest-placed driver who at that time is aged 40 or over and who has not finished in the top ten positions in the Milltek Sport Civic Cup Overall Drivers Championship at the end of the 2021, 2022 or 2023 seasons. The Championship Organiser reserves the right to review competitors' eligibility for the Goodyear Diamond Award based on their previous experience.
- Paul Winfield Memorial Trophy: A trophy will be presented to the highest-placed rookie driver competing in the Civic Cup Championship for the first time in 2024 or who has not finished in the top ten positions in the Milltek Sport Civic Cup Overall Drivers Championship at the end of the 2021, 2022 or 2023 seasons. The Championship Organisers reserve the right to review competitors' eligibility for the Paul Winfield Memorial Trophy based on their previous experience.

1.7.3 Championship

- Trophies will be presented for 1st, 2nd, 3rd overall.
- Goodyear Diamond Award: A trophy will be presented to the top three finishing drivers who were aged 40 or over at the time of scoring the points.
- Paul Winfield Memorial Trophy: A trophy will be presented to the highest-points scoring driver competing in the Civic Cup Championship for the first time in 2024 or who has not finished in the top ten positions in the Milltek Sport Civic Cup Overall Drivers Championship at the end of the 2021, 2022 or 2023 seasons. . The Championship Coordinator reserves the right to review competitors' eligibility for the Paul Winfield Memorial Trophy based on their previous experience.

1.7.4 Presentations

Competitors taking part in podium ceremonies must present themselves in their race overalls, worn correctly and not displaying the logos of other championships or brands that may conflict with those of the Civic Cup. Failure to do so may result in a fine or deduction of championship points which will be decided by the Clerk of the Course at the time of issuing.

All Competitors who are eligible for receiving a reward at the end of season awards ceremony will be obliged to attend prize giving ceremonies. Award winners must attend, unless circumstances dictate, in which case the Championship Coordinator must be informed in advance otherwise all awards will be forfeited.

1.7.5 The organisers reserve the right to arrange and introduce additional awards/bonuses during the season.

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 any awards, the competitors concerned must return such awards to the organisers in good condition within 7 days.

1.7.7 **Entertainment Tax Liability**

Prize money and bonuses, if applicable, shall be posted to the Entrants within 7 days of the results being declared final after each round.

In accordance with current Government Legislation, the Organisers of every round are 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 applicable from such payments they may make to non-UK residents.

Under certain circumstances, it is possible for competitors to enter into an agreement with HMRC 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

2. CHAMPIONSHIP EVENT MEETINGS & RACE PROCEDURES

2.1 ENTRIES

- 2.1.1 Competitors are responsible for entering the championship and events by filling in the official on-line form and submitting the correct entry fee prior to the closing date for entries and at least 14 days before each event. Entries received after this date will be subject to a 20% late payment fee.
- 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 and the conditions surrounding payment will be as 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.
- 2.1.6 Race Entry fees will not be refunded to competitors and reserves. However, if any rounds are cancelled, competitors who have paid will be eligible for a refund/credit of applicable value.
- 2.1.7 **The Championship Organisers reserve the right to cancel registration or entry at any time.**

2.2 BRIEFINGS

Organisers will notify Competitors of the times and locations for all briefings in the Final Instructions, whether they are to be held at the circuit or online. Competitors must attend all briefings. The Clerk of the Course may issue penalties to any Entrants/Drivers if they do not attend.

2.3 QUALIFICATION PRACTICE

- 2.3.1 **At each meeting, a single Qualifying session of 15 minutes will be scheduled.**

Should any Practice or Qualifying 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, in the correct session, in order to qualify (Motorsport UK Regulations Q12.4). **With the approval of the Clerk of the Course and Stewards, in certain circumstances it may not be necessary to complete three laps of Official Qualifying to qualify for the Races, without the addition of a time delay, provided a competitor has satisfactorily completed 3 laps at that circuit in a similar car within the previous 12 months.**

- 2.3.3 Race 1 grid positions will be determined by a 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 reversed. In the event that the total grid size is less than 17 cars, the number reversed will be reduced to 6.

At triple-header meetings grid positions for Race 3 will be determined by a competitor's second fastest time set in the official qualifying session.

- 2.3.4 If mechanical means are used by the marshals to remove the car to a safe position, the car concerned cannot re-join the session. Where deemed necessary, the Clerk of the Course may at their sole discretion allow a car to re-join the session but any future laps it completes in that session will not be timed or will be disallowed.
- 2.3.5 At the end of each session, all drivers must cross the Finish Line only once.
- 2.3.6 Any competitor who switches to the use of a spare car or has an engine change, where their original race car is not cleared to be raced during any session of the event, will start from the back of the grid in the first race of the event they have moved to a use a spare car or new engine to compete with.

2.4 RACES

- 2.4.1 All races will be scheduled for 15 minutes in duration.
- 2.4.2 Should any race be disrupted, the Clerk of the Course shall not be obliged to resume or re-run the race (Q12.16) (1.6.4. above applies).
- 2.4.3 If mechanical means are used by the marshals to remove the car to a safe position, the car concerned cannot re-join the session.
- 2.4.4 At the end of each session, all drivers must cross the Finish Line only once.

2.5 STARTS

- 2.5.1 All cars will be released to form-up on the grid prior to the start in the order as specified on the grid sheet.

Grids will be staggered in a 1x1 format.

Races will commence with a standing start.

- 2.5.2. The minimum countdown procedures/audible warning sequence shall be:
- A, 1 minute to start of Green Flag/Pace lap - Start Engines/Clear Grid.
 - B. 30 Seconds - Visible and audible warnings for the start of Green Flag/Pace lap.
 - C. A five second board will be used to indicate that the grid is complete after the green flag lap.
 - D. The red lights will be switched on five seconds after the board is withdrawn.
 - E. The race will start when the red lights go out. In the event of any starting lights failure, the Starter will revert to the use of the National flag
- 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 pitlane exit.
- 2.5.4 Any driver unable to start the Green Flag lap or start the race is required to indicate their situation as per Motorsport UK Regulation (Q)12.11.2. In addition, any driver unable to maintain their grid position 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 behind the last row of the grid, but ahead of any cars subject to a time delay.

- 2.5.5 Excessive weaving to warm-up tyres using more than 50% of the track width and falling back or stopping in order to accelerate and perform practice starts is prohibited.

2.6 SESSION RED FLAG

- 2.6.1 Should the need arise to stop any practice session, qualifying session or race, RED LIGHTS will be switched on at the Start Line and RED FLAGS will be displayed at the start line 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 a practice or qualifying session and to return to the starting grid area during a race, which will automatically become a parc fermé area unless otherwise directed by officials.

- 2.6.2 Any driver deemed to have caused a stoppage during any Official Qualifying will have their Fastest Lap time cancelled and shall not take further part in that Official Qualifying session(s).

If, in the opinion of the Clerk of the Course, a stoppage during any Official Qualifying is caused deliberately or by driving in a manner not compatible with general safety by any driver and/or entrant then the driver(s) concerned may have **all** their times from that session cancelled.

- 2.6.3 **Case A – Less than two race laps completed by the race leader.**

The race will be declared a “No Contest” and available competitors will restart from their original grid positions. Competitors unable to take the restart may be replaced by reserves who will start from the back of the grid in reserve order. Gaps on the grid should not be closed up. The Clerk of the Course may order that the duration of the re-run of any race shall be a shorter distance than originally scheduled or may be abandoned altogether. The duration of the re-run will be determined as the duration of the race.

Case B – More than two race laps completed by the race leader but less than 75% of the scheduled duration.

Any race stopped after the leader has completed more than two laps but less than 75% of its duration will be considered as the first part of the race. Competitors will be restarted from a grid set out in the finishing order of this first part, which shall be based upon the order of crossing the finish line at one lap less than the number of laps completed by the leader at the time of first showing the Red Flag. Only vehicles which are proceeding under their own power, in accordance with NCR Q.12.24.3(j) at the showing of the Red Flag will be classified in this first part (NCR Q.12.15.3, Q.12.15.6 and Q.12.16 also apply). The result of the race will be the finishing order at the end of the restarted race (see NCR Q.12.15.4).

Case C - More than 75% of race completed

If the leader has completed more than 75% of the race distance or duration it shall not be re-started and the results will be declared in accordance with NCR Q.12.15.5, unless the Clerk of the Course, in consultation with the Stewards deems it appropriate to restart the race.

In the interval between stopping and restarting the race, cars may return to the pit area for repairs. They may not return to the grid but may join from the pit lane after all the other cars have started. Non-runners at the time of stopping must return to the pit lane and may restart from the pit lane behind those referred to above if approved to do so by a Scrutineer. No work may be carried out on the grid unless on grounds

of safety and with the approval of a Motorsport UK licenced Scrutineer (Motorsport UK regulation Q 12.15.6).

2.7 PITS, PADDOCK & PITLANE SAFETY

2.7.1 Pits & Paddock

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

2.7.2 Pit Lane

The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on drivers to take due care and respect the pit lane speed limit.

2.7.3 Refuelling

May only be carried out in accordance with the Motorsport UK General Regulations, the Organising Club Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.

2.7.4 Speed Limit

The Pit Lane speed limit will be as per the displayed Pit Lane boards at the particular venue, or as advised in the Final Instructions.

2.8 RACE FINISHES

After taking the Chequered Flag drivers are required to:

- A. Cross the Finish Line once only
- B. Progressively and safely slow down.
- C. Remain behind any competitors ahead of them
- D. Return to the pit lane/paddock entrance as instructed.
- E. Comply with any directions given by marshals or officials
- F. Keep their helmets on and harness done up while on the circuit or moving in the pit lane.
- G. Only the driver and teams members authorised by the Eligibility Scrutineer or Chief Scrutineer are permitted in Parc Ferme.

2.9 RESULTS

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

2.10 TIMING MODULES

- 2.10.1 All competitors will be required to fit Electronic Self Identification Modules (transponder) to their cars for the purposes of accurate timing. If hired, fitting instructions can be issued with the transponders and it will be the responsibility of the competitor to fit the module to the car in the position and manner specified. The Modules must be in place and functioning correctly for practice/qualifying sessions and races. The setting and servicing of these items must only be carried out by properly authorised

Motorsport UK licensed Timekeepers. Competitors will be charged by the timing company for replacement of the Modules due to misuse or loss.

- 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 an event is oversubscribed the Organising Club may at their discretion run Qualification Races. Details will be provided in the Final Instructions and at drivers' briefings.

2.12 OPERATION OF SAFETY CAR

The Safety Car will be brought into operation and run in accordance with Section Q, Appendix 3 of the Motorsport UK General Regulations.

2.13 ONBOARD CAMERAS

- 2.13.1 All cars must have fitted a camera in a place and position which will give a 'driver's eye' view that should include, where possible, the steering wheel, the dashboard mounted number board, show the track ahead of the vehicle with a field vision of approx. 100 degrees 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. Motorsport UK Regulation (J) 5.21 applies.

- 2.13.3 The unit must be operating at all times when the car is on track for the full duration of 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.

It is the driver's responsibility to ensure prior to official qualifying all previous camera footage is deleted. All footage from each qualifying session or race must be downloaded from the camera and retained by the driver or team for a minimum of 28 days and be made available to the Championship organising team or Clerk of the Course immediately upon request.

- 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 will impose under GR C2.3.3, up to a 10 Grid Place Penalty may be applied at a driver's future Race in this Championship.

- 2.13.5 Cameras must be capable of producing full video format for television usage and have date and time set correctly.

2.13.6 Memory cards of not less than 32Gb capacity shall be used. The camera and/or memory card shall be easily removable and playback of the footage must be possible at a race event using regular means such as a laptop computer. Each memory card shall be clearly marked with the allocated competitor number. This will aid identifying the relevant competitor for return of card. Competitors must provide a spare card for use if the original card has been removed by the organisers.

2.14 PARC FERMÉ

At all events the showing of the Chequered Flag (for both Qualifying and Racing) will indicate the commencement of Parc Fermé Regulations. Any vehicle that is in the pit lane at this time will be under Parc Fermé rules.

It is prohibited to work on any vehicle after the chequered flag has been shown. This includes tyre pressure checking, wheel changes or changes of driver unless authorised by the Eligibility Scrutineer or their deputy.

Any vehicle in the pit lane must be immediately taken to the designated Parc Fermé area. No team personnel may enter Parc Fermé unless authorised by the Eligibility Scrutineer or their Deputy.

No tools of any type may be passed by team members or mechanics to drivers whilst in Parc Fermé unless authorised by the Eligibility Scrutineer or their deputy.

Competitors are reminded that the area designated as Parc Fermé area is a secure area and it is not permitted for any supporters to be in Parc Fermé unless at the behest of the eligibility scrutineer or their deputy.

2.15 EXAMINATION OF VEHICLES

2.15.1 The organisers (in addition to any other powers they may have under these Regulations) reserve the right before or after any race in the championship to designate any one or more of the competing cars for special eligibility scrutineering. Upon such election being made the competitor shall immediately place the car under the control of the organisers and be deemed to have permitted all such scrutineering, examination and testing as the organisers may responsibly require to undertake. The organisers have the right to:

- a) Examine the car at the circuit for such period as they may reasonably require and take fuel samples and/or retain the car for detailed examination at premises chosen by the organisers. If the organisers elect to retain the car they shall make it available for collection by the competitor at least seven days prior to the qualification session for the next race in the championship unless the car is found to be in breach of these regulations and/or
- b) Seal the car and its components in such a manner as they may choose and require the competitor, at their own expense, to present the car at any other premises chosen by the organisers for detailed examination within a specified period and/or remove the car by transporter at no expense to the competitor to an appointed location.
- c) The competitor will be responsible for all costs incurred for the inspection and expenses for eligibility scrutineers and/or other officials. The competitor will be advised in writing of the time, date and location of the subsequent testing or eligibility examination.

- 2.15.2 The overseen stripping of the engine or any required component will be undertaken by the competitor and/or mechanic/technician nominated by the competitor.
- 2.15.3 The organisers reserve the right to re-inspect vehicles at any time during the course of the season, should there have been a regulation infringement or circuit incident.
- 2.15.4 Competitors will be personally and solely responsible for ensuring that their cars comply with their registration details and with these regulations for each event at which they are entered. Failure to comply in either respect will be a breach of these regulations and will be deemed ineligible. Queries concerning eligibility should be referred in writing to the series Eligibility Scrutineer at least seven days prior to an event entered, to permit a ruling in advance of any meeting at which it is intended to compete.
- 2.15.5 Tests to establish the power output and max rpm of any car's engine may be carried out by the organisers or their representatives. Such power testing will be carried out using the Championships nominated facility. Any collection, delivery or running costs incurred during the testing procedure will be the responsibility of the competitor.
- 2.15.6 The Championship reserves the right throughout the season to undertake further detailed analysis of any electronic devices used by competitors and any other related material in order to ensure that these contain no elements capable of use in a manner which may breach any of the Regulations. The competitor will supply on demand all electronic devices, source codes, programmes, machine codes and all or any material and equipment necessary to ensure full and proper checking and analysis to the Eligibility Scrutineer in order for such scrutiny to take place by a recognised analyst. Failure to permit or facilitate inspection of any electronic devices will render the vehicle ineligible under championship regulations.
- 2.15.7 Any vehicle involved in a contact incident during any session or race must be re-presented to the scrutineers before taking part in any further session or race (Motorsport UK regulation J3.1.2).

2.16 DATA LOGGING SYSTEMS

Championship organisers reserve the right to fit a data logging device to a competitor's car at any time during the event.

3. SPECIFIC CHAMPIONSHIP REGULATIONS

3.1 MOTORSPORT UK'S RESPECT CODE

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 1).

- 3.1.1 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.
- 3.1.2 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 by selecting Policies and Guidelines.

4. SPECIFIC CHAMPIONSHIP PENALTIES

In accordance with Section C of the current Motorsport UK Yearbook and these regulations.

4.1 INFRINGEMENTS OF TECHNICAL REGULATIONS

4.1.1 Arising from post practice Scrutineering or Judicial Action

Minimum Penalty: The provisions of Motorsport UK Regulation [C3.3].

4.1.2 Arising from post-race Scrutineering or Judicial Action

Minimum Penalty: The provisions of Motorsport UK Regulations [C 3.5.1 (a) & (b)].

For infringements deemed to be of a more serious nature the Clerk of the Course and/or Stewards of the Meeting are to invoke the provisions of Regulation [C 3.5.1 (c)].

4.2 ADDITIONAL SPECIFIC CHAMPIONSHIP PENALTIES

4.2.1 For offences under Motorsport UK Regulations [C1.1.5], [C1.1.6], [Q12.21.2], [Q12.21.4] and [Q12.21.5], the Clerk of the Course, at their discretion, may impose a championship penalty in the form of the following:

(i) For an offence in qualifying; a grid penalty of up to ten places

(ii) For an offence in a race; a time in accordance with Section C2.3 of the current Year Book.

(iii) For an offence in a race where the offending driver is not classified; a grid position penalty in the next race/event.

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 Motorsport UK Regulation Q.12.26.

4.2.4 Any Competitor who is penalised under the Championship Regulations or Motorsport UK General Regulations during a Championship event and receives an allocation of penalty points on their race licence in accordance with Motorsport UK Regulations, will receive a grid place penalty at the next round in which they compete, equal to the number of penalty points that 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 place penalty will be implemented at the next round in which they compete, following the allocation of the penalty points.

The penalty will mean that a competitor will be moved back grid places from their grid position (e.g. if a competitor with a three grid place 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 competitor's 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 competitor's race time.

- 4.2.5 Championship Stewards are also empowered to consider requests 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 Motorsport UK 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 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.
- 4.2.6 In order to emphasise the importance of driving standards, if a competitor receives a penalty that includes an allocation of penalty points on their race licence, then a championship points penalty will also be incurred. The number of licence penalty points applied will be multiplied by three (3) and that number of championship points will be deducted from the total after drop scores have been removed at the end of the season. This deduction will be applied even if the total results is a negative score.

4.3 SOCIAL MEDIA

- 4.3.1 Social media, including, but not restricted to, Facebook, Instagram, Twitter etc. is a powerful and wide-reaching medium for the expression of views and opinions and the sharing of photographs and videos. As such, competitors should be aware that their conduct on social media regarding the Championship, The BRSCC and its competitors and teams should reflect the impact social media has.
- 4.3.2 In the opinion of the organisers, if a competitor is considered to have brought the Championship and/or The BRSCC into disrepute, the matter will be referred to Championship Stewards who will decide on the appropriate action which may result in a penalty being applied or disqualification from the championship. The case may also be referred to Motorsport UK and the National Court for further judicial action.
- 4.3.3 Additionally, competitors are reminded that Motorsport UK monitor social media and any remarks that are deemed to bring the sport into disrepute can lead to penalties.
- 4.3.4 Away from social media, unsporting and aggressive behaviour will not be tolerated. If the driver, their team or those associated with them are deemed to have acted in this way, in the opinion of the organisers, they will be subject to a penalty or disqualification from the championship.

5. TECHNICAL REGULATIONS

5.1 INTRODUCTION

- 5.1.1 The following Technical Regulations are set out in accordance with the Motorsport UK specified format. It should be clearly understood that if the following text does 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 Motorsport UK Regulations Section J, J5, Section Q, Section B - Nomenclature & Definitions, Section K and Section L of the current Motorsport UK 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' for the vehicle model entered defined in Section B – Nomenclature & Definitions in the Motorsport UK Regulations. 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 Pattern Part' defined in Section B – Nomenclature & Definitions in the Motorsport UK Regulations, 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 for competitors participating in Honda Civic EP3 and FN2 Type-R models produced between 2001 and 2011. Only UK/European Specification cars are permitted.
- 5.2.2 The Civic Cup Championship technical regulations are intended to allow competitors to produce race cars that are safe and of a near-identical performance, with the emphasis placed firmly on driver ability. Competitors are therefore asked to bear 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 alternatively, outlawed in future regulations. IF IT IS NOT IN THESE REGULATIONS, THEN IT IS NOT PERMITTED
- 5.2.3 All vehicles must be of sound construction and mechanical condition and be well maintained. There is no requirement for an MOT Certificate, Road Tax or Insurance. Cars may be trailed to/from the circuit.
- 5.2.4 Model variants eligible:
- Cup Class
- EP3: Must use the 2000cc K20A2 K-Series engine and gearbox from the original car
 - FN2: Must use the 2000cc K20Z4 K-Series engine and gearbox from the original car

5.3 SAFETY REQUIREMENTS

5.3.1 Roll cage

All cars must use a cage with a minimum of six points of attachment as shown in Motorsport UK drawing K6 / K6a with at least one compulsory 'side-entry' bar on both the driver and passenger side of the car. Roll cages must comply with Motorsport UK regulation K 1.2.1 to K 1.2.4 with optional bracing tubes as per the Motorsport UK Yearbook drawings only and compulsory diagonal strut with upper joint on driver's side. Roll cages may have multiple points of contact with the bodyshell. Bolt-in roll cages are permitted.

5.3.2 All Motorsport UK Appendix Section K Safety Criteria Regulations apply as per the current Motorsport UK Yearbook.

5.3.3 Driver's equipment must comply with K 9, K 10 and K 13. Fire resistant underwear, socks and balaclavas must be worn.

5.3.4 Fire extinguishers must comply with FIA Standard for plumbed-in Fire Extinguisher Systems in Competition Cars (1999) or with FIA Standard 8865-2015. The system must be used in accordance with the manufacturer's instructions and with FIA Technical Lists no 16 or no 52. Motorsport UK regulation K 3.1 applies. The bottle should be mounted in such a way that the pressure gauge and FIA homologation labels are clearly visible.

5.3.5 Seats must comply with section K 2.1 and K 2.2.

5.3.6 Seat belts must be FIA homologated and comply with Motorsport UK regulations K2.1.2, 2.1.3. or 2.1.4 and Q 13.10.2.

5.3.7 A battery cut-off master switch must be installed. The circuit breaker when operated must isolate all electrical circuits except for those that operate the fire extinguishers (Motorsport UK Regulation [K 8]). The triggering system for the circuit breaker should be situated at the lower part of the windscreen mounting preferably on the passenger's 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.

5.3.8 If the car is fitted with a sunroof, this must be made of steel and securely fixed in the closed position by at least two additional fixings.

5.3.9 The original front and rear crash bar must be fitted.

5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS

5.4.1 All cars must comply with the requirements of sections J, K and Q13 of the current Motorsport UK Yearbook.

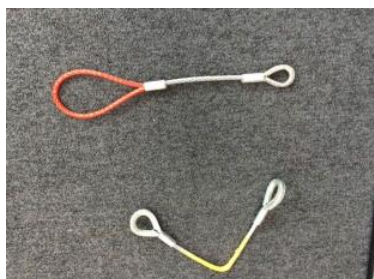
5.4.2 Championship Organisers reserve the right to refuse the entry of any car of which the preparation is of a poor standard (including the external appearance) and which is likely to bring the Championship into disrepute.

5.5 CHASSIS

5.5.1 Seam/stitch welding of the bodyshell is permitted.

- 5.5.2 Cutting of boot floors, reforming of transmission tunnel, floor pan 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 securely bolted to the chassis. It is permitted to remove the minimum of material from the bumpers to install the tow eyes.
- 5.5.5 **It is strongly recommended** that all Race Cars should, 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.
- 5.5.6 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.
- 5.5.7 The towing eye must be fixed to a structural part of the chassis with a minimum of M10 (grade 8.8) 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.

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 Motorsport UK regulation Q13.10.6.
- 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 Motorsport UK regulation K2.2.
- 5.6.1.9 The Championship reserves the right to refuse entry to events to any car whose appearance could be detrimental to the image of the championship. Where this veto is applied there will be reimbursement of costs.
- 5.6.2 Permitted Modifications**
- 5.6.2.1 With the exception of the windscreen and sunroof, all other windows may be replaced with Polycarbonate material that complies with Motorsport UK regulation J 5.20.8, see Appendix B. The addition of colourless safety film to the glass is permitted. Polycarbonate or glass may be fixed securely in place without the use of mechanism to allow the single skinning of doors.
- 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 The 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 but any sharp edges that are exposed must be suitably protected.
- 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 Original Wing mirrors must be retained.
- 5.6.2.12 The addition of a roof scoop is permitted.
- 5.6.2.13 Replacement bonnet, doors and rear hatch panels must be of original shape but may be of a different material and thickness. Rear hatches must be securely fastened.
- 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 or replica Mugen rear spoiler, lip, and trim body options may be fitted.
- 5.6.2.16 A front bumper splitter may be fitted but may not extend forward by more than 50mm from the front of the original bumper or extend no more than 50mm rearward than the front sub frame to chassis rear mounting points.
- 5.6.2.17 Undertrays may be removed.

5.6.3 Prohibited Modifications

- 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. Rolling of the rear inner wheel arch is permitted.
- 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 5.8.6.
- 5.6.3.6 Cutting of additional holes or trimming of the front or rear bumpers is prohibited except as permitted in 5.6.2.14.
- 5.6.3.7 Additional aerodynamic devices are prohibited other than those permitted in 5.6.2.

5.7 ENGINES

5.7.1 General

The following engine and gearbox combinations apply:

- EP3: Must use the 2000cc K20A2 K-Series engine and gearbox from the original car
- FN2: Must use the 2000cc K20Z4 K-Series engine and gearbox from the original car

5.7.2 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. Engine component dimensions, weights and specifications as per FIA N-5646 for EP3 and FIA N-5710 for FN2. 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.

5.7.3 All cars must have a cam cover nut and an inlet manifold bolt drilled to accept Motorsport UK seals.

5.7.4 The maximum permitted horsepower for each eligible model is as follows:

- EP3: 234 BHP DIN @flywheel
- FN2: 244 BHP DIN @flywheel

5.7.4.1 Any vehicles that are over the maximum permitted horsepower for their model type will be subject to the following weight penalty classification – 5 kgs per 1 bhp over – for example

1 BHP over = 5 kg weight penalty

2 BHP over = 10 Kg weight penalty

3 BHP over = 15 Kg weight penalty

4 BHP over = 20 Kg weight penalty and so on in the same increments.

It is the responsibility of the competitor to make sure that the maximum permitted horsepower for their model type complies with Regulation 5.7.4.

5.7.5.1 All vehicles are required to be presented to the championship nominated dyno for testing prior to the first round of the 2024 championship at a date and time to be arranged to suit all parties. Any vehicles that are not presented for a dyno test prior to their first round will be subject to a 30kg weight penalty ballast. The championship nominated dyno is listed in appendix A.

5.7.5.2 Any vehicles selected for testing will have components sealed as required and be presented to the championship nominated dyno for testing at a date and time to be arranged to suit all parties. The championship nominated dyno is listed in appendix A.

5.7.5.3 In the situation of an engine change, the car will be required to apply the 30kg weight penalty ballast until such time that a new dyno can be completed. The engine will also be sealed at the circuit.

5.7.6 Permitted Modifications

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

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

Standard Honda Camshafts only for the engine code used

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

- Minimum cylinder block height 211.85mm
- Minimum cylinder head thickness 130.85mm
- Minimum cylinder head gasket thickness 0.70mm

5.7.7 Prohibited Modifications

5.7.7.1 Any other than those permitted in 5.7.7.

5.7.7.2 The standard cambelt cover/s must be retained.

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

5.7.7.4 Standard Honda pistons (standard bore and first oversize 0.25mm) only must be used or pattern part of the same size, specification and material. The Wossner Forged Piston Set Honda K-Series K20A 0.25 Oversize (part number SK230144) will be acceptable as a standard replacement pattern part for use in the Civic Cup Championship.

5.7.8 Engine Location

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

5.7.9 Oil/Water Cooling:

5.7.9.1 Water radiators are free. Oil coolers are permitted.

5.7.9.2 Non-standard water or oil pumps are prohibited. 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.

5.7.9.3 Sump Baffling is free and is recommended.

5.7.10 Induction Systems

5.7.10.1 Forced induction is not permitted.

5.7.10.2 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.

5.7.10.3 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.

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

5.7.11 Exhaust Systems

5.7.11.1 Exhaust systems must exit at the rear of the vehicle and must comply with Motorsport UK regulations J 5.17 and J 5.18.

5.7.11.2 The Milltek exhaust system listed in Appendix B is mandatory for both EP3 and FN2 models and must be purchased from Maximum Motorsport.

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

5.7.11.4 The catalytic convertor must be fully functional. All exhaust gasses must pass through the catalytic converter and it is forbidden to modify the unit in any way. **All competitors must use the catalytic convertor tip as supplied by Maximum Motorsport.**

5.7.11.5 **Exhaust manifolds and systems must not be ceramic coated but may be wrapped in appropriate exhaust wrap, which must be securely fastened.**

5.7.12 Control ECU Map

5.7.12.1 K20A2 engines: All cars using these engines must use a Hondata K100 ECU supplied by the **championship nominated provider listed in Appendix A** with the control Civic Cup latest map for that ECU uploaded.

5.7.12.2 K20Z4 engines: All cars using this engine must use a standard ECU that has been re-flashed with an Ecotec map with the 2024 Civic Cup control map for that ECU uploaded. Plug leads and spark plugs are free. The FN2 may also use the K100 EP3 ECU if using a cable throttle conversion from the EP3 this must be supplied by **the championship nominated provider listed in Appendix A** with controlled map.

5.17.12.3 The ECU must be offered up for re-flashing upon request by any Civic Cup official. At any time, the organiser reserves the right to swap or exchange ECUs at any event. ECUs may only be swapped by the Championship /Motorsport UK Eligibility Scrutineer.

5.17.12.4 **The championship reserves the right to seal or remove ECU's at any time throughout the season to be tested which will be organised at a date and time to be arranged to suit all parties.**

5.7.13 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 The original suspension configuration must be retained.

5.8.2 Permitted Modifications

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

5.8.2.2 **Yellowspeed premium competition inverted coil-overs or BC RM inverted coil-overs are permitted for both EP3 and FN2 models. AST 5100 FN2 Suspension Kit (supplied by Maximum Motorsport) is permitted for the FN2 model only** and it is prohibited to modify them. They must be sealed as supplied from the factory or sealed by the Civic Cup approved servicing centre.

5.8.2.3 Damper bump stops are free but must be fitted.

5.8.2.4 Springs are free.

5.8.2.5 EP3 models may use an OEM or JDM front roll bar and a rear roll bar of up to 29mm maximum diameter.

5.8.2.6 FN2 models may use and OEM or Whiteline front and rear roll bars listed in Appendix B.

5.8.2.7 Camber and castor adjusting top-mounts are permitted.

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

5.8.2.9 Rear lower control arms are free but must have the same dimensions between mounting points. Shims may be fitted to adjust the camber and toe-in on the rear of FN2 models. The standard hub fixing points must be used.

5.8.2.10 **FN2 models can utilise the modifying of front lower suspension damper to hub bolt holes. This is allowed to gain camber. This is done by elongation of the upper hub bolt hole. This allows Camber to be gained by up to 5 degrees.**

5.8.2.11 **FN2 models can utilise the Milltek FN2 Exhaust System and Manifold.**

5.8.2.12 FN2 models can utilise the Genuine Honda J35 68/64 Throttle Body.

5.8.2.13 FN2 models can utilise the RRC Inlet Manifold.

5.8.2.14 Parts for FN2 models that can be utilised (Articles 5.8.2.10, 5.8.2.11, 5.8.2.12 & 5.8.2.13) must be supplied by Maximum Motorsport.

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. Except for those shown in CR 5.8.2.2 (C), all suspension arms must be to original specifications for model entered. The only exception to this is the removal of material to allow access to the top of the damper. An official Championship template will be provided to ensure only the correct amount of material is removed, this will also be used to check the conformity of the cars to this regulation.

5.8.3.2 Custom non off-the-shelf performance 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 dampers is prohibited.

5.8.4 Wheelbase

5.8.4.1 The wheelbase must be standard for the model being raced, except for small changes directly arising from the fitment of castor increasing bushes and mounts. Wheels must remain within the original wheel arches when steering is turned from lock to lock.

5.8.5 Wheeltrack

5.8.5.1 Wheel spacers up to a maximum size of 15mm are permitted but must be of one piece and comply to Motorsport UK regulation 5.8.2. Wheel offset is free within constraints of 5.8.4

5.8.6 Ground Clearance

5.8.6.1 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 (in full racing kit) seating normally in the car. 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.

5.9 TRANSMISSIONS

5.9.1 Permitted Modifications

5.9.1.1 Limited Slip Differentials are permitted but must be items produced by Kaaz. MFactory units are permitted on vehicles built prior to 2022. Differential setup and shimming of the differential is free. Standard or Standard pattern gearbox bearings must be used.

5.9.1.2 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 and of the same diameter as the original. Flywheel is free, flywheel minimum weight 3500g.

5.9.2 Transmission & Drive Ratios

5.9.2.1 The only permitted gear ratios are:

Gear	Ratio	Tooth count
1 st	3.266:1	49/15
2 nd	2.13:1	49/23
3 rd	1.517:1	44/29
4 th	1.147:1	39/34
5 th	0.921:1	35/38
6 th	0.738:1	31/42

Final drive: EP3 models: 4.764:1 / FN2 models: 5.062:1

5.9.2.2 Micro polishing, Superfinishing, or any other means of machining internal components beyond that of the manufacturer's OEM specification is prohibited.

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

5.10 ELECTRICS

5.10.1 Exterior Lighting

Must be as per standard fitment. Front and rear lights and brake lights must be fully operational at all times.

5.10.2 Rear Warning Light

A red warning light as detailed in Motorsport UK regulation K 5.1 must be fitted for use in poor visibility. Non integral rear fog lights must be removed. Integral rear fog lights must be rendered inoperative.

5.10.3 Batteries

The type and location of the battery is free. The battery must be securely fastened to the body of the car in all circumstances. Terminals must be insulated.

The battery and an electric starter motor must be fitted and be capable of repetitive starts, no external (slave) batteries may be used. Any non-lead/acid battery must comply with Motorsport UK regulation J 5.14.9.

5.10.4 **Generators**

A fully working original unmodified standard alternator and standard pulley must be fitted and operational at all times whilst the engine is running. Battery charging voltage must be within the limits specified by the manufacturer.

5.10.5 **Wiring Harness**

Modifications to the wiring harness are free. A separate harness will be required for the sole use of the data logging system constructed and fitted as shown in appendix C.

5.11 **BRAKES**

5.11.1 **Permitted Modifications**

5.11.1.1 It is permitted to change the configuration of the brake system from the conventional diagonal split system, but any change must comply with Motorsport UK regulation Q 13.5. The preferred method of brake line set-up is featured in appendix E

5.11.1.2 Deformation or removal of back plates is permitted, Switching of hubs in the EP3 so calipers can be mounted in front of disc is permitted

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

5.11.1.4 The fitting of alternative brake piping/hosing is permitted.

5.11.1.5 The installation of a brake bias valve and/or residual pressure valves is permitted.

5.11.1.6 ABS if fitted must be disabled.

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

5.11.1.8 Brake pads must be one of the listed types in Appendix B and must be purchased from **Maximum Motorsport**.

5.11.1.9 A hydraulic handbrake may be fitted.

5.11.2 **Prohibited Modifications**

5.11.2.1 Brake callipers and wheel cylinders must be standard for the model being raced.

5.11.2.2 Aftermarket pedal boxes are only permitted in relation to appendix E.

5.12 **WHEELS/STEERING**

5.12.1 **Permitted Options**

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

From 2024, all new wheels must be supplied by Maximum Motorsport only.

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 the car is fitted with a steering lock, this should be rendered inoperative, unless the vehicle is driven to the circuit on the public highway.

5.12.1.4 FN2 and EP3 models must retain their original and unmodified power steering system.

5.12.1.5 Rose jointed track rods ends may be used on outer ends of steering arms.

5.12.2 **Prohibited Options**

Magnesium wheels are prohibited.

5.13 **TYRES**

5.13.1 **Specification**

Championship control tyre: Goodyear/Dunlop Direzza DZ03G - H1 compound.

Size (front & rear): 225/45R17 90W

5.13.2 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.

5.13.3 All tyres must be provided by the championship's official supplier Mr Tyre Motorsport and will be marked by for use in the Milltek Sport Civic Cup. Tyres without this marking will not be permitted.

5.14 **VEHICLE WEIGHT**

5.14.1 Minimum weights (including driver):

EP3: 1200kg

FN2: 1250kg

Championship organisers reserve the right to alter these minimum weights should there be a need to adjust the balance of performance between different models.

5.14.2 Minimum weights will be checked as the vehicle finishes the session and will include the driver and race overalls, helmet, fuel etc.

5.14.3 The organisers will nominate the scales to be used at each venue. It is the competitor's responsibility to confirm the location of the scales and their availability with the Eligibility Scrutineer.

5.14.4 Any ballast carried must be securely fixed in accordance with Motorsport UK J5.15.2.

5.15 FUEL TANK AND FUEL

5.15.1 Tanks

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

5.15.2 Locations

The tank must be in a standard position.

5.15.3 Fuel

Petrol as defined in Motorsport UK Yearbook Section B Nomenclature and Definitions, Pump Fuel section (a) and Appendix 1: Tables must be used. Fuel that exceeds the stated (max) levels, even if obtainable from 'roadside' pumps, cannot be used.

5.15.4 Fuel that meets above standard provided by official championship supplier Vital Equipment may be used.

5.15.5 The use of any additives is prohibited.

5.15.6 At the end of practice or race there must be at least 3 litres of fuel available from the competing car for analysis if required. Compliance with minimum weight for the car will be taken before the fuel is removed.

5.15.7 All cars must be fitted with an FIA approved dry break fuel coupling and possess a suitable hose which must be made available if required. The coupling must be fitted on the fuel feed pipe to the fuel injection rail (5.13.7).

5.16 SILENCING

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

5.17 NUMBERS AND CHAMPIONSHIP DECALS

5.17.1 Decals to be provided by teams (Refer to diagram in Appendix D.)

Race numbers – fluorescent yellow:

A. Windscreen: 150mm high (min). To be placed on the passenger side upper area, no closer than 50mm from the lower edge of the sun-strip and 50mm from the pillar.

B. Side window: 200mm high/20mm thick

C. Rear window: 150mm high

Driver name – white:

D. Font: Helvetica Condensed Bold

E. Style: Initial – dot – space - surname (eg: B. Lightyear)

- F. Height: Sides & rear screen x 80mm / Front screen x 100mm
- G. Length: 450mm (max)
- H. Position: Below competition number on front windscreen, rear side windows and rear window (centre).
- I. Guest drivers only: A 'G' sticker must be positioned adjacent to the competitor race number on the front windscreen (1.6.5).

5.17.2 **Decals provided by organisers** (Refer to diagram in Appendix D.)

Competitors will be provided with a set of Championship decals before their first round on receipt of the appropriate registration fee. Replacement decals can be purchased via the Championship coordinator and are chargeable to the competitor.

Championship Sponsors' and The BRSCC decals must be affixed in the positions detailed on the diagram shown in Appendix D. Championship Sponsors' 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 by the organisers. If in doubt, contact the Championship co-ordinator.

5.17.3 Cars must run the Championship dash number board that must be clearly visible in the in-car camera footage.

5.17.4 Outside of those associated with the Civic Cup, no other tyre brand or race championship logos are to be visible on drivers' race suits.

6. APPENDICES

6.1 RACE ORGANISING CLUBS & CONTACTS

ORGANISING CLUB

British Racing & Sports Car Club
Suite 21, 50 Churchill Square
Kings Hill
West Malling
ME19 4YU
Tel: 01732 780100
www.brscc.co.uk

CLERK OF THE COURSE

Andy Holley
andy@brscc.co.uk
Tel: 07939 690001

SOCIAL MEDIA

Phil Kinch
phil.kinch@maximumgroup.net
Tel: 07921 393487

FUEL SUPPLIER

Vital Equipment
info@vitalequipment.co.uk
Tel: 01981 241169

ECU Provider

TPW Engineering
paul@tpwengineering.com
Tel: 07894 121000

CHAMPIONSHIP PROMOTOR

Maximum Motorsport Ltd
www.maximummotorsport.uk

CHAMPIONSHIP COORDINATOR

Lee-Anne Harper
lee-anne.harper@maximumgroup.net
Tel: 07545 196946

ELIGIBILITY SCRUTINEERS

Adrian Smith
adysmith81@aol.com
Tel: 07921 787859

TYRE SUPPLIER

Mr Tyre Motorsport
dan@mrtymotorsport.co.uk
Tel: 01827 211021

ROLLING ROAD

Jamsport Racing
jamie@jam-sport.co.uk
Tel: 07710 913091

6.2 COMMERCIAL RIGHTS & OBLIGATIONS

The following Commercial Regulations are “contractual” between the Entrant and/or Driver and the Organisers and/or Promoters and are not considered by Motorsport UK. Accordingly, the application of these Commercial Regulations will not be subject to the Judicial processes of either the Championship Stewards and/or the Motorsport UK. Enquiries concerning the commercial aspects of the Civic Cup Championship must be addressed to the Championship Coordinator.

6.2.1 Enquiries concerning the commercial aspects of the Civic Cup Championship must be addressed to the Championship Coordinator in writing.

6.2.2 The Civic Cup Championship title and associated logo styles may only be used with the prior written permission of Maximum Motorsport Ltd.

6.2.3 All drivers, entrants, teams and officials undertake on behalf of themselves, their employees, their representatives and their agents to observe the provisions of these Regulations and to promote the

highest ideals of motorsport in general. It is the specific responsibility of the entrant to ensure that all persons within the team observe these requirements. Any person connected with the Civic Cup Championship who is deemed to have brought the Championship into disrepute, may cause the competitor and/or team concerned to be liable to disciplinary action as appropriate.

- 6.2.4 Acceptance of entry into the Championship is conditional upon each registered competitor and his or her agents, sponsors, team members and all other associated personnel accepting without reservation or recourse to abide by these Civic Cup Championship Regulations and not to act in a manner that could be considered to bring the Championship and/or its associate companies or sponsors into disrepute. Penalty for breach of this agreement may result in exclusion from the championship. This extends to any social media.
- 6.2.5 All cars must meet the requirements of livery during all qualifying and race sessions. Competitors are reminded that no product advertising should be placed on cars, drivers or team members or their equipment that is not permitted to be advertised on UK television. Advertising should not be considered offensive or inflammatory to the Championship organisers and or their Sponsors. The Championship reserves the right to censor advertising that is considered offensive or inflammatory.

6.3 TECHNICAL APPENDICES

APPENDIX A: Nominated Rolling Road

The Championship nominated rolling road is:

Company	Contact Details
Jamsport Racing http://www.jam-sport.net/	2 Lower Farm Road Moulton Park Industrial Estate Northampton NN3 6XF Jamie Going 01604 755529 / 07710 913091

The Championship nominated ECU provider is:

Company	Contact Details
TPW Engineering Consultants LTD www.tpwengineering.com	Unit 69 & 62 Anderton Business Park Road 3 Daisy Bank Lane Northwich CW9 6FY Contact: Paul West Tel: 07894 121000

APPENDIX B: Permitted Parts

Ref	Part Type	Brand/Part Description	Part Number	Supplier
5.7.12	ECU	EP3: HONDATA K100 SEALED ECU & MAP	SW_HD_K100	TPW Engineering Consultants Ltd
		FN2: Ecutek controlled ECU		Maximum Motorsport

2024 MILLTEK SPORT CIVIC CUP - SPORTING & TECHNICAL REGULATIONS

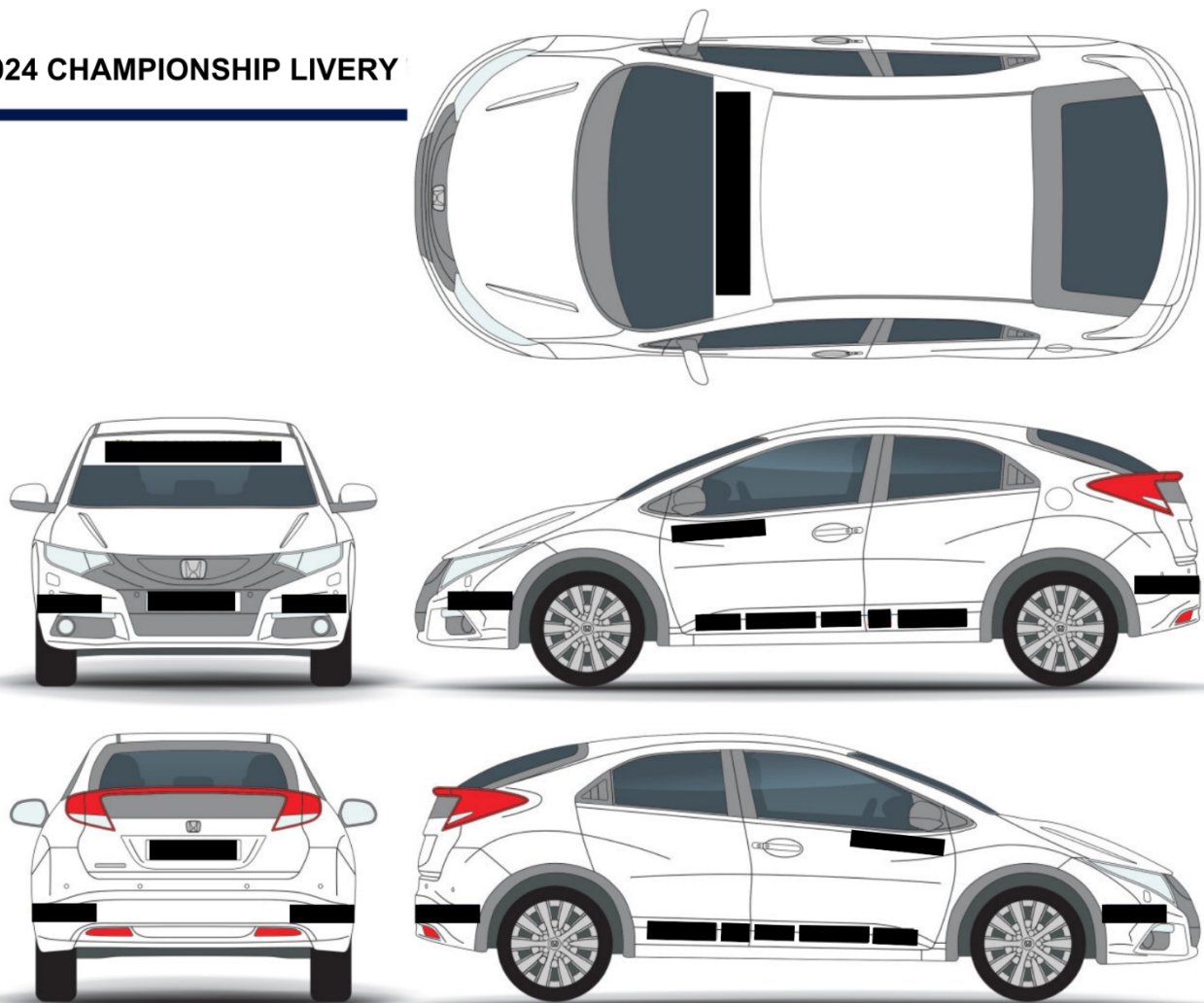
5.11.1.8	Brake Pads All Models	PBS	REAR PRO RACE PRO COMP S1 PRO COMP E1	Maximum Motorsport
5.8.2.1	Coilovers	EP3: Yellow Speed Premium Competition	YS01-HD0PC, YS01-HD-DPS	Maximum Motorsport
		FN2: Yellow Speed Premium Competition BC Racing Inverted Shocks	YS01-HD0PC A-40-RM-MA	Maximum Motorsport Maximum Motorsport
		FN2: AST Suspension	FN2 5100 FN2 damper kit	Maximum Motorsport
5.8.2.2	Roll Bars	EP3: Tegiwa – 24mm	TI-24MMRARB	Maximum Motorsport
		EP3: Tegiwa – 28mm	TI-28MMRARB	Maximum Motorsport
		FN2: Whiteline 24mm Rear Anti-roll Bar Kit	BHR87Z	Maximum Motorsport
5.8.2.1	Bushes	Superpro Caster Increase Full Bush Kit (optional)		Maximum Motorsport
5.6.2.1	Lexan Windows	LEXAN WINDOW KIT	SW-P4P-EP	Maximum Motorsport
		LEXAN WINDOW KIT	SW-P4P-FN	Maximum Motorsport
5.7.11	Exhaust System	Civic Cup EP3 4-2-1 Milltek	CC-EP3-001	Maximum Motorsport
		Civic Cup FN2 4-2-1 Milltek	CC-FN2-001	Maximum Motorsport
5.7.11.4	Catalytic Converter	Catalytic Converter	MM-CC-001	Maximum Motorsport
5.7.10	Airbox	Tegiwa EP3 Tegiwa FN2 Intake scoop option	T-4077089 T-4077103 T-4077102	Maximum Motorsport Maximum Motorsport Maximum Motorsport
		Skunk 2 Cold Air Intake	343-05-0100	Maximum Motorsport
		K&N Air Filter Element	T-4077104	Maximum Motorsport
5.9.1.1	Differential	Mfactory Torsen Helical LSD	MF-TRS-05K20-M-1	Maximum Motorsport
		Mfactory Plated	MF-TRS-05K20(1A)-1-M	Maximum Motorsport
		Kaaz Plated Diff	DBH2020-WPC	Maximum Motorsport
		Quaife Helical Diff		Maximum Motorsport
5.12.1.2	Steering Rack Raiser	Tegiwa	T-4060001	Maximum Motorsport
	Adjustable Steering Arm	Tegiwa	TGW-112	Maximum Motorsport
5.13.1	Tyres	225/45R17 87W Dunlop DZ03G H1		Mr Tyre Motorsport
5.7.5	Engine Seal Kit		Civ-Cup-Seal-Kit-1	Maximum Motorsport
5.8.2	Damper Repairs			Maximum Motorsport

APPENDIX C: Wiring Harness

To be advised in a separate bulletin

APPENDIX D: Decal Plan

2024 CHAMPIONSHIP LIVERY



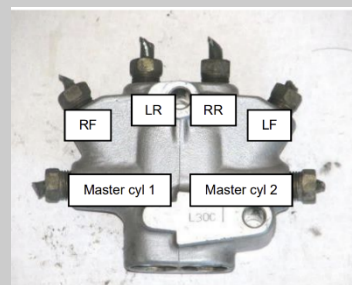
JOYCE|DESIGN OFFICIAL GRAPHICS SUPPLIER FOR THE CIVIC CUP

All areas indicated in orange must be kept clear for championship decals. Competitors will be handed their decal kit at the first round entered. If kits are required before this date, competitors must either make their own collection arrangements or pay for postage.

There are a number of acceptable solutions to the brake problem but, whereas Civic Cup will accept these solutions, other formulas or clubs may not so, as always, it's the choice of the driver as to which way to go and what budget is available.

This solution uses the original Honda diagonal split line system but with the ABS modulator removed

and replaced with a brake proportioning valve. In this case the two master cylinder outlets are connected to the two proportioning valve inlets and the individual brakes are taken from the various ports shown in the diagram and of course this entails running two pipes to the rear. The hydraulic hand brake can be fitted into just one line, but it will only work one brake, if the hand brake is wanted on both wheels, then a dual valve system will need to be fitted. Equally, if a brake bias valve is to be fitted to the rear brake system, then it will need to be of the dual-line type so that it reduces the pressure to both rear brakes at the same rate to avoid any imbalance of the rear brakes. Once again, if components are being reused from the current race car, they should be checked to ensure that they have not been internally modified by the removal of internal parts that would make them into a single-line system.








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Final Audit Report

2024-04-10

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