

Honda Cup Race Series

TECHNICAL REGULATIONS 2019-20 Summer Series

1. General Information

- 1.1 This Schedule shall be read in its entirety and shall take precedence over Appendix 2 Schedule A of the 'National Sporting Code' excepting where an item is not specifically covered within Schedule Honda Cup, in which case Appendix 2 Schedule A will apply.
- 1.2 Only vehicles approved by the Honda Cup Register as being compliant to the technical regulations as detailed hereinafter are eligible to compete in the series.
- 1.3 All technical eligibility and/or safety equipment enquiries shall be submitted in writing to the Series Scrutineer/Technical officer.

All enquiries should reference the article in question and clearly specify the subject matter.

A written reply will be given to a written enquiry.

On matters of technical eligibility and/or safety compliance, a verbal statement will have no validity.

Where a competitor is found to knowingly or unknowingly not comply with the requirements of these regulations, they shall be omitted from collecting any points until the car meets the regulations contained herein.

2. Definitions

- 2.1 Definition of terms used within this Schedule shall be referenced from the National Sporting Code, Appendix Two Schedule A and as detailed below:

'Race weight' means the minimum weight of the competing car in Race trim, including driver. It may be measured at any time during the qualifying sessions and/or races, on the official scales of the meeting.

'Standard' means the component/s as originally optioned or fitted to the make, model and type of car by the original manufacturer at the time of the initial sale.

'Non standard' means those components which are not 'standard'.

'Race trim' means the condition in which the car competes, and shall include all fluids, ballasts and the driver.

'Space-frame' means a tubular structure with a lightweight body where the stresses are absorbed by the tubular chassis and none by the body.

'Stock Unibody' means the vehicle manufacturer's assembly or structure to which all suspension sub frames and mechanical components attach.

'Success ballast' means a weight penalty awarded to a competitor which is to be applied in accordance with 5.2.2 herein.

'OE' means original equipment as manufactured by Honda Motor Co.

3. Eligible vehicles

- 3.1 All vehicles must be a Honda production vehicle of 'closed vehicle' unitary construction and produced since 1989 (EF, EG, EK, DA, DC2, DC5, EP, ES, FD, FK, CRZ, AP, CL, GD, GK).
- 3.2 Any Honda engine from D, B, F, H, K series may be used.

- 3.3** K20 engines are limited to 2021cc. Maximum capacity (being standard stroke and standard bore plus 0.5mm overbore).
- 3.4** K24 series engines are limited to 2382cc maximum capacity (being standard stroke and standard bore plus 0.5mm overbore), in chassis manufactured post 1992 - more specifically EG, EK, DC2, DC5, ES, EP3, FD2 and CL. K24 engines must run as standard OEM or OEM K24 with K20A2R OEM head, throttle body and camshafts as per 4.3. Modified K24 engines as per 4.4 may only be run in a chassis factory fitted with a K series engine. More specifically but not limited to, DC5, EP3, FD2, FN2 or CL7/9.
- 3.5** All cars are to be naturally aspirated with no turbo charging, supercharging or other forms of forced induction allowed unless fitted as OEM standard.
- 3.6** N1 eligible chassis, EG hatch, EK hatch, DC2, DC2R two-door and four-door variants. EF, EG and EK to be fitted with B16A engine, DC2 fitted with B18C engine, DC2R fitted with B18CR. No other engine/chassis configurations permitted.

4. Race classes

4.1 The Honda Cup Racing Series has classes as follows:

N1 - 0 to 1600 CC B16A spec, 1601-1800CC B18C and B18CR spec

H2 - 0 to 1800CC

H3 - 1801 to 2000CC

H4 - 2001 to 2400CC - Including K24 stock block

H5 - 2200 to 2400CC – Including K24 modified (refer. 4.4) and other engines over the 2400CC capacity limit.

HU - Prototype (Honda cars not eligible to run in Honda Cup but authorised to run by the race director for the purpose of testing and evaluation. These cars are not eligible for overall series points or prizes, Race weights will be determined by the Race Director).

4.2 Overbore allowance for class capacity calculations:

4.2.1 B series Honda engines shall be allowed a maximum overbore allowance of 0.5 mm from the standard bore diameter when running a standard crankshaft with standard stroke for that engine. This rule is to allow B16A and B16B engines to remain in the 1600CC class and B18C engines to remain in the 1800CC weight category.

4.2.2 K-series engines shall be allowed a maximum overbore allowance of 0.5mm from the standard bore with standard OEM stroke. This rule allows the K20 engine to remain in the under 2000CC class after being rebuilt.

4.2.3 K24 OEM capacity 2354CC plus 0.5mm overbore 2382CC.

4.2.4 Overbore allowance for other engines not listed above shall be considered by the Tech officer on receipt of a written request.

4.3 In cars that were produced OEM with a non-K engine, the K24 engine must be used in stock block format with OE piston and rods and with an unmodified OE K24 or K20 Type R head and cams and will run at the stock block minimum race weight.

4.4 The K24 engine may be modified only in cars that were produced OEM with a K24 or K20 engine as per the K20 engine with a maximum throttle body size of 74mm in diameter and will run at the modified K24 minimum race weight. Any K24 engine with a single throttle body over 74mm or multiple throttle bodies will run an additional 20 kg over the modified K24 minimum weight. E.g. H5 = 1160 plus 20 is 1180kg**.

4.5 Any K20 engine with a single throttle body size over 74mm or multiple throttle bodies will run an additional 20 kg over the class minimum weight. E.g. H3 = 1800-2000CC 1060 plus 20 is 1080kg.

4.5.1 N1 B16A engine, standard OEM crankshaft and pistons.

OEM B16A, B16B, B18C or B18CR head.

OEM B16A, B16B, B18C or B18CR valves and springs.

OEM B16A, B16B, B18C or B18CR camshafts.

4.5.2 N1 B18c engine, standard OEM crankshaft and pistons.

OEM B16A, B16B, B18C or B18CR head.

OEM B16A, B16B, B18C or B18CR valves and springs.

OEM B16A, B16B, B18C or B18CR camshafts.

4.5.3 N1 B18CR engine, standard OEM crankshaft and pistons.

OEM B18CR head.

OEM B18CR valves and springs.

OEM B18CR camshafts.

4.6 Cam gears are free.

- 4.7 N1- B16A engine - B16A1, B16A2 or B18CR intake manifold.
 4.8 N1- B18C or B18CR engine – B16A2, B18C or B18CR intake manifold.
 4.9 N1- Port matching between intake and head is permitted a maximum of 15 mm each way into the port and head.
 4.10 N1- Intake pipe to throttle body is free.
 4.11 N1 - B16A2 (60mm), B16B/B18CR (62mm) throttle body - UNMODIFIED (no taper boring).
 4.12 Head gasket is free.
 4.13 Aftermarket oil cooler and filter relocation kit is permitted with cooler mounted in front of radiator and filter on left hand side of bulkhead.

5. Race weights - Controls and penalties

2018-2019 Honda Cup minimum race weights, including driver at the end of the race are as follows:

N1

N1-1600CC B16A spec
 15's: (205) = 1000kg Z214

N1-1800CC B18C spec
 15's: (205) = 1030kg Z214

N1-1800CC B18CR spec
 15's: (205) = 1055kg Z214

H2

0 to 1600 CC
 15s: 205 = 935kg Z214
 15s: 225 = 954kg Z214
 16s: 210 = 950kg F200
 17s: 215 = 955kg F200

1601CC to 1800CC
 15s: (205) = 995kg Z214
 15s: (225) = 1000kg Z214
 16s: 210 = 1000kg F200
 16s: (245) = 1000kg Z214
 17s: 215 = 1005kg F200
 17s: 235 = 1025kg F200
 17s 245 = 1015kg Z214

Note: No throttle body size restriction.

H3

1801CC to 2000CC (including modified K20 with butterfly size up to 74m).
 16s: 210 = 1055kg F200
 16s: (245) = 1055kg Z214
 17s: 215 = 1060kg F200
 17s: 235 = 1080kg F200
 17s 245 = 1070kg Z214

Note: Plus 20kg for K20 engine with t/body over 74mm.

H4

2001CC to 2400CC (including K24 stock block, R cams, t/body up to 74mm)
 16s: 210 = 1085kg F200
 16s: 245 = 1085kg Z214
 17s: 215 = 1090kg F200
 17s: 235 = 1110kg F200
 17s:245 = 1100kg Z214

H5

2200CC to 2400CC (Including K24 modified, free cams, t/body up to 74mm)

16s: 210 = 1135kg F200

16s: 245 = 1135kg Z214

17s: 215 = 1140kg F200

17s: 235 = 1160kg F200

17s:245 = 1150kg Z214

Note: Plus 20kg for t/body over 74mm.

- 5.1.1** Minimum race weights will be the weight as the car is being raced, including driver and can be checked at any time before, during and immediately following competition by the Series Tech. Officer or their assistant on the series official scales of the day.
- 5.1.2** Minimum race weights are based on actual engine capacity and largest tyre size as declared on the official Honda Cup entry form.
If a competitor's engine capacity and/or tyre size changes during the race season it is the sole responsibility of the competitor to advise the series technical officer at least seven days prior to the commencement of the round.
- 5.1.3** Minimum race weights shall be observed at all times during competition including official practice, qualifying and racing. Minimum race weight is the lowest weight of the driver and race car weighed prior or post race. Competitors who run their cars below the minimum weight will be penalised. Cars are weighed when required by the Tech officer and their assistants. Refusing to be weighed when requested will result in an immediate exclusion from the meeting and loss of any points awarded at that meeting. If a competitor cannot comply with the Honda Cup minimum race weight rules throughout the weekend they will be excluded from the results and may be excluded from racing that event.
- Competitor weighing 5kgs below the minimum race weight will receive an official warning and be required to rectify the weight and will be rechecked at the Tech Officer's discretion. A subsequent breach at the same race meeting will result in the competitor being moved back five places on the grid for the next race competed in.
 - Competitor weighing 5kgs to 10kgs below the minimum race weight will result in the competitor being moved back five places on the grid for the next race competed in. A subsequent breach at the same race meeting will result in the competitor being moved back 10 places on the grid for the next race competed in.
 - Competitor weighing 10kgs or more below the minimum race weight will result in the competitor being moved back ten spots on the grid for the next race competed in. A subsequent breach at the same event will result in a pit lane start for the next race competed in or exclusion at the Tech Officer's discretion.
- 5.1.4** If after completing tech. inspection and documentation competitors wish to change tyre size they must nominate and race at the weight calculated with the largest tyre size.
No adjustment will be made to the minimum calculated race weight if a change is made to a smaller tyre size unless the change is to be permanent.
The decision to issue a new race weight will be at the discretion of the race director and tech officer.
Application to make a change of race weight must be made prior to the event official closing date and must be in writing to the Tech Officer.
- 5.2.1** Success ballast will be awarded to the top three overall highest points scoring competitors, as calculated from the official results for each round by the Series Director, Technical Officer or their assistants. Success Ballast will apply at the publication of each rounds' official results. Success ballast penalties will be removed then reapplied as per 5.2.2 at the publication of each rounds' official results.
- 5.2.2** A success ballast weight handicap will be applied to competitors finishing in each round according to the following scale:
First, 40Kgs. Second, 30Kgs. Third, 20Kgs. Fourth or lower, or non participant, 0Kgs and will be applied on top of the competitor's calculated average race weight from all of the competitors weights recorded over a race event regardless of the competitors minimum race weight requirements. E.g. If a competitors minimum required weight is 950kg but weighed twice over an event, once at 1010kg and once at 990kg, the applicable ballast will apply to the

average of the recorded weights being calculated at 1000kg not the minimum race weight of 950kg.

- 5.2.3** All competitors required to add or adjust success ballast shall be given a minimum of ten days advance notice.
- 5.2.4** Any ballast shall at all times be securely mounted inside the vehicle and on the passengers' side floor between the transverse rails that the passengers' seat attaches. It will be the sole responsibility of the competitor to supply and install this ballast in a safe manner in accordance with Schedule A.
- 5.2.5** There will be no accumulation of success ballast.
- 5.2.6** The race results of any guest driver will be disregarded for the purpose of determining success ballast weight.
- 5.2.7** The applied success ballast will be effective for any official practice sessions, qualifying and races for the following meeting.
- 5.2.8** Should two or more drivers be tied on points, they will be awarded equal round success ballast equivalent to that of the lowest penalised position that has been removed due to the tie.
- 5.2.9** There will be no success ballast applied in the first round of the season as no round precedes it.

6. Safety requirements

The following safety equipment shall be fitted to the competing vehicle

- 6.1** A roll cage installed in full compliance with Schedule A requirements.
- 6.2** A safety harness and a fire extinguisher shall be installed, in full compliance with Schedule A.
- 6.3** All drivers must wear approved fire resistant protective clothing in full compliance with Schedule A at all times during competition.
- 6.4** Any driver wishing to race with the driver's side window down shall have an approved window net fitted and in place.
- 6.5** No tow hooks or other sharp objects shall protrude further forward or backwards more than the bumper.
- 6.6** Safety equipment as may be required by round organizer.
- 6.7** ONBOARD CAMERAS: It is highly recommended all competitors carry an onboard in car camera with a wide angle lens that records to an SD card at a minimum resolution of 720P. Footage from the cameras may be used where there is an incident which is subsequently brought before the Clerk of the Course for investigation. The decision to review any such video footage is at the discretion of the Clerk of the Course, the Stewards of the Meeting or Series Race Director. 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 Schedule A regulations and be approved by the Chief Scrutineer. Cameras must be mounted in a central to left position with the steering wheel and front windscreen in clear view.

7. Body shell, vehicle exterior and sub-frames.

- 7.1.1** Bodywork may be manufactured from lightweight materials. Front doors shall remain OEM with steel outer skin but can be modified, composite doors are not permitted.
- 7.1.2** N1: bodywork shall be OEM except for front lower lip, side skirts and rear wing, which may be aftermarket parts from an approved nominated supplier as per Appendix #2. Front doors and boot lid shall remain OEM with steel outer skin but can be modified, composite doors are not permitted. Any aftermarket panel must be approved prior to fitting. Approval can be obtained from the Series Technical Director. Approval must be made and will be given in writing.
- 7.2.1** The vehicle's side profile shall remain standard with the exception of the front spoiler, rear spoiler, side skirts and wing. Roof chopping and /or body channelling is not permitted. Rear bumpers are to remain complete with modification to the rear for aerodynamic purposes only (no removing of lower half allowed, modification for diffuser or holes for air flow only).
- 7.2.2** N1 side profile OEM except for front lip, side skirts and rear wing.
- 7.3.1** Front and rear spoilers/wings are permitted. Front spoilers may include the front bumper.
- 7.3.2** Rear spoiler or wing must be contained in an area no higher than 100mm from a horizontal line from the highest point of the roof. A vertical line from the widest point of the rear guard and a vertical line from the rear most point of an original OEM rear bumper.
- 7.3.3** Front and rear under trays are permitted. Front under trays may extend back to the front suspension cross member in line with the front axle centreline. Rear under trays may extend

from the rear forward to the rear axle centreline. All under trays may only be secured to the vehicle by means of bolts or rivets only. No attaching of the tray by means of welding to the body of the vehicle.

- 7.3.4** Under trays must at all times remain compliant with MSNZ Schedule A in regards to ground clearance and safety. At no time during racing shall the front spoiler, side skirt or any appendage under the car come in contact with the race track surface.
- 7.3.5** N1 no front splitters or under trays.
- 7.4.1** Wheel arch rolling/flaring not exceeding 10 mm width per side in any direction is allowed for the purpose of tyre clearance only. The measurement is to be taken from a standard guard attached in the OEM position. Bolt on or weld on flares are not permitted. Any rolling or flaring shall be blended to the original OEM shape.
- 7.4.2** N1 arch rolling is permitted but guards must be OEM in position, shape and size.
- 7.5** Side skirt panels may be fitted but must at all times remain compliant with MSNZ Schedule A in regards to ground clearance and safety.
- 7.6** All non standard parts should be able to be easily removed from the front and rear of the vehicle, must have the same dimensions as standard and a similar visual appearance.
- 7.7.1** Vehicles with a Standard transverse engine orientation must remain in that location. Vehicles with a standard north south engine orientation must remain in that location.
- 7.7.2** N1 engine must be in identical position to OEM.
- 7.8.1** Ducting for the purpose of the flow of cooling air for brakes and radiators is free, provided that such ducting does not alter the profile of the vehicle. Ducting of radiator air through opening/holes in the bonnet is permitted.
- 7.8.2** N1 front brake ducting is permitted only.
- 7.9.1** Windows other than front windscreens are free provided Schedule A compliance is maintained. Front windscreen must remain as laminated safety glass. Plastic glazing fitted to both front doors must have a hole to grip through to allow for easy removal in case of an emergency.
- 7.9.2** N1 front and rear windscreens must be OEM. Side may be OEM or approved plastic. Plastic glazing fitted to both front doors must have a hole to grip through to allow for easy removal in case of an emergency.

8. Vehicle interior

- 8.1** A driver's seat shall be installed offset from the centre line of the vehicle. All other interior fittings are free provided compliance with Schedule A is maintained.
- 8.2** N1 shall retain standard dash pad, alternative front inner door panels may be fitted but OEM door openers must be retained.
- 8.3** N1 vehicles must have provision for a passenger seat and seat belts to be fitted.
- 8.4** N1 vehicles to retain all factory body bracing. No metal to be removed from shell interior.

9. Chassis

- 9.1** Honda Cup vehicles must use an approved stock uni-body chassis, which may be modified provided that no space framing is part of the construction, other than a roll cage complying with Schedule A. This assembly/structure must consist of at least the following sheet steel pressings welded together in their standard position, door pillars, sills, front and rear inner guards, front bulkhead, chassis rails and floor pan.
- 9.2** Inner steel Guards must remain standard.
- 9.3** Chassis rails and floor pan must remain standard in standard position.
- 9.4.1** The floor pan rearward of the front of the rear seat riser may be modified and/or replaced with a different material.
- 9.4.2** N1 no modifications to floor pan.
- 9.5** The firewall must remain standard in the standard position however filling of holes or adding holes is permitted.
- 9.6.1** The gearbox/exhaust tunnel must remain unmodified in the standard position to the front of the rear seat riser.
- 9.6.2** N1 floor pan and exhaust tunnel must remain completely unmodified.

10. Engine Specifications

- 10.1** Engine capacity maximum:
- B16 series - 1615cc, B18 – 1820cc, B20 – 1996cc
 - K20 series - 2021cc. Refer 3.3
 - K24 series – 2384cc. Refer 3.4
- 10.2** Type and manufacturer: Honda, B, D, F, H, K series engines.
- 10.3.1** Cylinder block: free but must be OEM or Dart casting.
- 10.3.2** N1- Honda B16A 1, 2 3, B18C, B18CR.
- 10.4.1** Cylinder head: free but must be OEM casting.
- 10.4.2** N1- B16A, B16B, B18C or B18CR standard. Refer 4.6.1, 4.6.2 and 4.6.3.
- 10.5.1** The engine placement shall remain as per standard location forward of the vehicles wheelbase centre line.
- 10.5.2** N1 – Engine mounts may be upgraded to hard rubber type mounts or commercially available billet housing with urethane bonded style bush, no solid mounting.
- 10.6.1** Lubrication system is free provided that a catch tank in compliance with Schedule A is installed. Dry sump systems are not permitted.
- 10.6.2** N1 lubrication system OEM - modified breather and catch tank permitted.
- 10.7.1** Cooling system: Radiator must remain mounted in standard position, but may be an aftermarket unit.
- 10.7.2** N1, half or full width radiators are permitted mounted in the standard position and aftermarket radiators permitted.
- 10.8.1** Exhaust system is free but must exit outside the vehicle behind the B-pillar.
- 10.8.2** N1 exhaust system is free but must remain in standard position including outlet.
- 10.9.1** ECUs, free.
- 10.9.2** N1 B16 - only series authorised ECU permitted # OBD1, OBD2 or Hondata s300 (to be supplied by competitor). OEM ECU's may be chipped.
- 10.9.3** N1 B18C - only series authorised ECU permitted # OBD1, OBD2 Hondata s300 (to be supplied by competitor). OEM ECU's may be chipped.
- 10.9.4** N1 B18CR - only unmodified B18CR OEM ECU may be used.
- 10.10.1** All K24 and N1 engines must have the provision to be sealed by means of a numbered wire tag through the head of a relevant bolt and corresponding component before any official event begins. Items to be sealed are, rocker cover to cylinder head.
- 10.10.2** Tags may only be removed under the supervision or authorisation of a Honda Cup series official or their nominated counterpart, which must be gained in writing prior their removal. Non authorised removal of sealing tags will result in forfeiture of any points accumulated during the period of which the applicable tag was fitted.

11. Fuel systems

- 11.1.1** Fuel and air systems, modifications are free. Fuel tanks must be mounted outside the vehicles cockpit under the unmodified factory floor pan.
- 11.1.2** N1 must retain and use standard under floor fuel tank. Upgraded under floor fuel system permitted. Fuel lines may be upgraded with stainless braid.
- 11.2.1** All fuel must comply with Schedule A. Permitted Fuels: Pump 98, E10, E85 and MUST be commercially available at public pump. Special racing fuels, Av Gas and/or blended fuels are not permitted.
- 11.2.2** N1 - 95 or 98 octane pump gas only.

12. Transmissions

- 12.1** The transmission must comprise a working clutch and gearbox assembly, having a minimum of four forward and one reverse gear. The placement shall remain, as per standard manufacturer, forward of the vehicles wheelbase centre line.
- 12.2.1** Transmission casing must remain standard but may be modified for fitment of coolers.
- 12.2.2** N1 housing must remain standard – no coolers.
- 12.3** Sequential shifting gearboxes are not permitted.
- 12.4** Transmissions ratios may be altered provided they fit inside standard housing without modifications to the housing.

- 12.5 Any final drive ratio may be used provided it fits inside the stock differential housing without modifications to the housing.
- 12.6 Any commercially available LSD is permitted provide it fits in the standard housing.
- 12.7.1 Gearbox coolers are permitted.
- 12.7.2 N1 coolers are not permitted (as per 13.2.2.)
- 12.8 N1 gear shift mechanism must be OEM. Upgraded bushes are permitted. Quick shift levers are permitted.

13. Electrical systems

- 13.1.1 Free, provided that two operational rear brake lights are installed in their standard locations and one additional high level brake light is installed and compliant with Schedule A.
- 13.1.2 N1 shall retain operational OEM head, tail and brake lights with OEM switches.
- 13.2 One high level rain light must be installed in compliance with Schedule A and used when directed by the Clerk of course.
- 13.3 Headlights or other forward facing lights can only be used at times of darkness or when lapping another vehicle. No flashing forward facing lights are permitted.
- 13.4 No rear facing flashing lights shall be used in dry conditions.
- 13.5 N1 - Wiring loom shall remain standard but wires may be removed and added to.
- 13.6 N1 - OEM headlights must remain and be operational.
- 13.7 Fuse box or boxes may be relocated.
- 13.8 N1 - Ignition system must remain standard. Ignition leads may be upgraded.
- 13.9 Pit to car radios are not permitted with the exception of during an endurance event if run as part of the normal points season.
- 13.10 All competitors must run a transponder (hired or owned). If no transponder is run or transponder failure occurs then that competitor will not be eligible for fastest lap points for that race/qualifying and be required to rectify the issue before the next race. The series officials have the right to assess a suitable lap time for a competitor that has not recorded a time for use when calculating the grid for race 3 (Handicap reverse grid).

14. Suspension

- 14.1.1 The overall wheelbase must remain standard. Front and rear track measured at the hub face must remain standard but spacers up to a maximum thickness of 10mm per side are permitted.
- 14.1.2 N1 - Standard wheelbase and track with no spacers permitted.
- 14.2.1 Only standard suspension pickup points may be used and these shall not be altered, modified or added too. Eccentric bushes, sliding ball joints and threaded spherical joints may be used to adjust camber, castor and wheel alignment.
- 14.2.2 N1 all pickup points must be OEM. With OEM style rubber bushes and ball joints.
- 14.2.3 Aftermarket tension or compression struts (traction bars) mounted to non standard pickup points are not permitted.
- 14.3 Standard suspension type must be used (i.e. torsion bar must remain torsion bar and coil over must remain coil over).
- 14.4 Front uprights and rear trailing arms must remain standard. Spindle height cannot be modified
- 14.5.1 Suspension arms and links are free.
- 14.5.2 N1 - Unmodified OEM front lower arms must be used. Adjustable upper arms are permitted.
- 14.6.1 Shock absorbers and spring rates are free but must be mounted in the standard position.
- 14.6.2 N1 same but only height and one way adjustable.
- 14.6.3 N1 sway bars must be OEM but may be from other Honda models. These must be mounted in the OEM position. Upgraded hard bushes are permitted. Sway bar links must be OEM or OEM copy.

15. Brake systems

- 15.1.1 Free provided compliance with Schedule A is maintained.
- 15.1.2 N1 must remain OEM with upgrades to larger Honda parts permitted except for all brake pads which must be parts from an approved nominated supplier as per appendix #2. OE bias valve may be removed and one aftermarket rear pressure limiting valve may be fitted. Substitute brake discs may be used with the only non-Honda vehicle parts allowed being as per appendix #3.

- 15.2 A maximum of one caliper per wheel.
- 15.3 No liquid cooling or fluid recirculation is permitted.
- 15.4 Master cylinder braces are permitted.
- 15.5 All cars must run either one dual-circuit or a pair of single cylinders with balance bar.

16. Steering

- 16.1.1 Free provided compliance with Schedule A is maintained.
- 16.1.2 N1 OEM steering system but steering wheel and boss may be aftermarket.
- 16.2 A standard OEM steering rack must be used but power steer racks can be converted to non power steer and vice versa.

17. Wheels and tyres

- 17.1.1 The maximum wheel size shall be 17x8. No other wheel diameter used for competition may be more than 8 inches in width.
- 17.1.2 N1 maximum rim size 15x7 - minimum positive offset down to 35mm - one piece alloy rim.
- 17.2.1 Only approved control Hankook dry racing tyres in models F200 or Z214 supplied by Value Tyres NZ in sizes and compounds as approved by Honda Cup and as listed in addendum #1 may be used in any Honda Cup official practice, qualifying race or display.
- 17.2.2 N1 - only approved Hankook 15 inch Z214 and 205/50R15.
- 17.2.3 Wet tyres are free but dimension must not exceed the registered dry race tyre sizing.
- 17.3 Tyre limits.

Round One or the first round of the competition in the series, competitors may start with four new tyres and these will be marked R1 xx (xx = car number).

Competitors can only run two new tyres at every round and they must be marked at each round before qualifying. If a competitor changes class mid-season they are not eligible for four new tyres and must continue to only introduce two tyres per round.

Tyres from previous rounds of the same season that have been marked and that have legible markings may also be used in subsequent rounds. (If markings have rubbed off or are illegible this must be brought to the attention of the tech officer for remedying).

Used tyres can be introduced instead of new tyres e.g. tyres from last season may be marked at a round if a competitor does not wish to introduce new unused tyres.

It is the driver's responsibility to ensure all tyres are marked and legible for the duration of competition.

If a competitor has a tyre flat spot, puncture or the tyre is damaged, it can be replaced after consulting with the Tech Officer. If the Tech officer considers the replacement tyre is likely to give a performance advantage he will mark the replacement tyre and may give the competitor a grid position penalty.

If a race or meeting is declared wet and cars have to run on wets, a driver can bank their allocation of slicks for the next meeting however they must be marked at that meeting.

The use of an unmarked tyre without the approval of a series official during any potential points awarding competition will result in the competitor being moved back ten spaces on the grid for the next race competed in which may be carried over to the next event and be required to rectify before the next race. Any sub-sequent breaches at the same event will result in a further ten place grid penalty for the next race competed in which may be carried over to the next event if occurring in the last race of the event and may be omitted from collecting points at the discretion of the Race director, Co-ordinator or Tech officer as per article 1.3.

- 17.4 Vehicles will only be allowed to run medium compound tyres on the front. Rears can be soft or medium compounds. Includes N1.

Honda Cup Race Series

TECHNICAL REGULATIONS 2019-20 Summer Series

Appendix #1

Hankook Honda Cup spec race tyre list:

15 inch

1008926 - 205 50 15 Z214 Medium compound
1008927 - 205 50 15 Z214 Soft compound
1008877 - 190 580 15 Z207 Wet compound
225 50 15 Z214 medium compound

16 inch

1008845 - 210 610 F200 Medium compound
1008846 - 210 610 F200 Soft compound
245 45 16 FZ214 Medium compound
1008878 - 210/610 16 Wet compound

17 inch

1008721 - 215 615 17 F200 Medium compound
1008851 - 215 615 17 F200 Soft compound
1008853 - 235 620 17 F200 Medium compound
245 17 Z214 Medium compound
1008876 - 200 620 17 Z207 Wet compound
1008874 - 235 620 17 Z207 Wet compound

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Appendix #2

Nominated supplier and specified part:

N1 spec approved front bumper lips.

Supplier: Speed Science

www.speedscience.co.nz

adam@speedscience.co.nz

0508 773 337

DC Integra

HC Racing front lip – DC2 Bugeye “OEM” style. SKU: AQI03-35CA15.

HC Racing front lip – DC2 Facelft “T-R” Style. SKU: NEE13-35CA01.

EG civic

HC Racing front lip – EG 2/3dr “SIR style”. SKU: NEA09-35CA17.

EK civic

HC Racing front lip – EK 96-98 “SIR style”. SKU: NEA10-35BA01.

N1 spec approved brake pad: HAWK

Supplier: Speed Science

www.speedscience.co.nz

adam@speedscience.co.nz

[0508 773 337](tel:0508773337)

For the avoidance of doubt, the Hawk pad is the N1 spec pad - you have to run it – this is mandatory. However, to help drivers in N1 cars that ran last season transition to the new rule, the Committee has resolved that the old Endless pads may be used up to and including Round 2. From Round 3, all cars must be fitted with Hawk pads.

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Appendix #3

N1 nominated non Honda vehicle approved brake discs part numbers

BMW Mini – DBA2526

MG/Rover – CAR142.1109

Or other manufacturers equivalent direct replacement of these two approved part numbers.