

2002 Honda Challenge Rules

Revision: 031802

The most up-to-date version of this document is available on the web, at
<http://www.honda-challenge.com/forms/rules.pdf>

1.0 Classes

H1

NSX (all)

S2000 (all)

Hybrids (See Hybrid rules section 3.8 for limitations)

All other vehicles over 2.4 liters displacement not otherwise classified.

H2

93-Present Prelude, limited to the following:

93-96 Prelude VTEC

97-current Prelude, all

Integra Type R

Accord V6 (all)

RSX type S

H3

Prelude (92-96, S, Si, and Si-4WS)

Integra GSR (all)

Civic Si 99-00

Del Sol VTEC (1.6L B-series engine)

Accord (4 cylinder models, 1990 to present)

RSX

H4

Civic, CRX and del Sol (all 1.6 - 1.7 liter NOC)

Integra (All 1.8 liter non VTEC)

Del Sol (S, Si)

Prelude (all pre '92)

H5

85 - 87 CRX Si

85 - 87 Civic Si

1989 and previous Accord (all)

Integra (1.6 liter)

Civic (all 1.5 NOC)

CRX (all 1.5 NOC)

H6

CRX (all 1.5 liter Carbed)

Civic (all 1.5 liter Carbed)

88 - 91 CRX HF

88-91 Civic (standard model)

1.1 Vehicles Modified Beyond these Limits

1.1.1 NASA "Pro Sedan" and SCCA "Improved Touring" vehicles

NASA "Pro Sedan" and SCCA "Improved Touring" legal vehicles prepared beyond Honda Challenge rules (ex: overbored cylinders and/or alternate ECUs) may compete in the Honda Challenge but will be "bumped" up one classification. Example: A fully

prepared ITS Integra GSR would be bumped up from H3 to H2. Drivers of such vehicles must present a valid NASA or SCCA logbook proving the car's legality for consideration.

1.1.2 Grand Am Cup "Sport Touring" Vehicles

Grand Am Cup Sport Touring vehicles prepared beyond Honda Challenge rules (ex: remote reservoir dampers) may compete in the Honda Challenge but will be "bumped" up one classification. Example: A Sport Touring Integra GSR with remote reservoir dampers would be bumped from H3 to H2. Drivers of such vehicles must present a valid logbook for consideration.

1.1.3 SCCA "Production Class" Vehicles

SCCA Production classed vehicles may be eligible to compete in H1, but must run DOT tires. Eligibility will be determined by the board on a case-by-case basis.

1.1.4 Showroom Stock Vehicles

SCCA "Showroom Stock" legal vehicles may compete in the Honda Challenge and be "bumped" down one classification. Example: A Showroom Stock B Integra GSR would be bumped down from H3 to H4. Drivers of such vehicles must present a valid NASA or SCCA logbook proving the car's legality for consideration.

2.0 Safety Requirements

- Minimum of 6 point bolt-in roll cage with at least one door bar on each side. Custom, welded cages are allowed but may have no more than 8 attachment points. Cages may not pass through the front firewall.
 - Consult current NASA Competition Rules or SCCA GCR for tubing diameter and thickness requirements based on vehicle weight.
- Drivers suit with a minimum of two layers and an SFI (5 or higher) or FIA certification are acceptable. One layer suits (SFI 1) are acceptable only if worn with fire resistant underwear made of an approved material.
- Helmet with a Snell SA95 rating or better. Drivers with long hair or facial hair must wear a balaclava.
- Nomex or equivalent socks
- Shoes and gloves made of fire resistant material and/or leather/suede.
- Five point harness less than 5 years old. Date tags must be attached and legible.
- 5 lb fire extinguisher with a metal mount. Full fire systems are allowed. Either must be mounted within reach of the driver.
- Driver's side window nets are required on all cars. Arm restraints are required on all open top cars.
- A seat back brace that is attached to the seat and the roll cage harness cross member is required. **Note:** If the driver's seat is an FIA seat designed not to require a brace, no brace is required.
- Engine kill switch that can be easily accessed from outside the car.

- Airbags MUST be disabled and CAN be removed from the driver and passenger side of the car

- Steering wheel locks must be disabled.

- Glass sunroofs must either be removed and the hole permanently covered, or covered with tape (both sides) and held in place with a minimum of two metal strips bolted or riveted to the roof of the vehicle. Metal sunroofs can remain but must be bolted or riveted in place.
- Brake lights must function and be easily visible.
- At least one tow hook must be accessible at each end of the vehicle.

3.0 Preparation

Note: If these rules do not expressly state a modification is allowed, it is not allowed.

3.1 Engine / Drivetrain

- Engine construction and engine management
 - Engines may be balanced and/or blueprinted. Overboring of engines is disallowed beyond the factory authorized specification for an engine rebuild.
 - Head intake and exhaust ports may be matched but cannot be machined beyond 1 inch into the head. Valves and valve seats may be machined (this does not allow valves made of alternate material as OEM).
 - Any OEM Honda ECU may be used, and may be relocated ONLY to facilitate cage installation.
 - Polyurethane or hard rubber motor mounts and/or inserts may be used
- Intake and Exhaust Systems
 - Any air intake in front of the throttle body may be used (stock throttle body must be retained)
 - Carbed vehicles may use an alternate carb of the same design and configuration (ie: a 1 barrel can be replaced with an alternate 1 barrel, but not a 2 barrel).
 - Exhaust headers may be used. Any exhaust system may be used. Catalytic converters may be removed (note: some facilities have rules governing sound limits. Vehicles must fall within these limits to be allowed to compete).
- Ignition Systems
 - External ignition coils may be added. On vehicles originally equipped with distributors, the distributor MUST remain present and the distributor MUST handle the firing of the ignition.
 - Alternate spark plugs and ignition wires may be used
- Fuel Systems
 - Fuel cells may be installed. Any fuel lines, pumps or regulators required for the installation of fuel cells are permitted
 - Adjustable fuel pressure regulators may be used
- Oiling Systems
 - Oil coolers may be used
 - External engine oiling systems (e.g. Accusump) may be used
 - Modified oil pans may be used
- Transmission and related
 - Alternate clutches may be used
 - Limited slip differentials may be used
 - Final drives (ring and pinion) may be changed. All other gearing must remain stock.
 - Lightened flywheels may be used
- Other permitted modifications
 - Alternate radiators may be used
 - Alternate accessory drive pulleys ("underdrive pulleys") may be used

- HVAC Components may be removed
- Windshield washer arms (rear and front passenger side) and bottles may be removed

3.2 Suspension

- Any single bodied shock absorber may be used (remote reservoir shocks are subject to class bump, see section 1.1 of this rulebook)
- Upper strut tower braces may be used
- Adjustable coilovers are allowed
- Any spring rate or torsion bar may be used
- Any sway bar may be used
- Alternate suspension bushings are allowed
- Camber adjustment devices are allowed on all vehicles.

Note: All suspension parts must retain their original attachment points at the chassis, and the suspension must maintain its original configuration.

3.3 Brakes

- Any brake pad or shoe may be used
- Any brake fluid may be used
- Alternate flexible brake lines may be used
- Brakes may be ducted from existing holes in the vehicle's bodywork
- Rotor backing plates may be removed
- Brake rotors must be of the same configuration and dimensions as OEM – rotors from alternate companies may be used. Rotors may be cryogenically treated
- ABS systems can remain or be disabled/removed.

3.4 Vehicle Exterior

- Vehicle bodywork must remain stock except for the following:
 - Front (chin) spoilers may be used provided they are either bolted or riveted to the vehicle (not taped) and do not extend past the front wheel well opening.
 - Rear deck spoilers of any type and configuration are allowed.
 - Rocker sill kits may be acceptable with board approval.
 - All exterior alterations must be deemed aesthetically acceptable by the board before a vehicle can compete.
 - Splash guards and wheel well molding may be removed or replaced with alternate materials.
 - Holes in front fascia that exist to accommodate non-required lights (headlights, fog lights, turn signals) may be used to facilitate ducting

3.5 Vehicle Interior

- Any Steering wheel may be used
- Any driver's seat may be used (provided it passes safety inspection)
- Interior panels, carpet, headliner, and sound deadening may be removed
- Stereo, speakers and related wiring may be removed
- Factory seat belts may be removed
- Passenger and rear seats may be removed
- Additional gauges may be installed. Gauges that measure fluid pressures must be electric (NOT pressure-fed mechanical gauges)
- The factory dash board must remain intact

3.6 Wheels and Tires

- Any wheel diameter may be used.
- The maximum wheel width for all classes (with the exception of H1) is 7 inches. H1 cars are allowed unrestricted wheel sizes.

- Any size or brand of DOT tire may be used providing that no part of the tire or wheel extends beyond the wheel well when viewed from directly above (fenders may be rolled to prevent rubbing, but may NOT be flared or cut)

3.7 Graphics and Identification

- Certain graphics are required on Honda Challenge race cars. Information on these materials is available at the East Coast Honda Challenge website, <http://www.honda-challenge.com>, or by emailing the Honda Challenge board at info@honda-challenge.com
- Numbers must be permanent and displayed on each side of the vehicle. Numbers should be a minimum of 8" tall and of contrasting color to their background
- Class designation must be permanent and displayed on each side of the vehicle. Class designation should be a minimum of 3" tall and of contrasting color to their background.
- Drivers who are considered Rookie racing drivers will be asked to place three diagonal stripes on the front and rear bumpers of their cars. The stripes should be either black or white, depending on car color. Definition of Rookie race drivers is at the discretion of the Honda Challenge Rookie Chief.

Note: Vehicles may be disqualified if timing/scoring can not read number and class

- Vehicles will be required to run series sponsor and sanctioning body decals.
- Vehicles that do not display required decal packages will not be allowed to compete
- *All decals, numbers, etc. must be permanent. Magnetics will not be acceptable.*

3.8 Hybrid Rules

3.8.1 Introductory Notes

- These rules to be read as an addition to the rules for car preparation listed in sections 3.1 - 3.7.
- In section 3.8 of this rulebook, the description of a component of a race car as "free" implies that any part, from any manufacturer (Honda or otherwise) may be used to construct said component(s).
- The Acura NSX and the Honda S2000 are not eligible to be prepared as "Hybrids." The intention is for Honda Challenge-Prepared NSXs and S2000s to compete against Hybrids.

3.8.2 Hybrids Defined

A Hybrid will be defined as any Honda vehicle built with components that are sourced from a stock **Honda** vehicle of a different model, domestic market or generation. Additionally, the following components are free:

- Brake Systems
- Engine cylinder heads ("from the block up" – see section 3.8.3)
- Engine Management systems

Hybrids will be limited to an engine displacement of 2.3 liters. No components may be prepared beyond the limits stated within these rules. For additional information on hybrid drivetrain preparation, please see section 3.8.3 below.

3.8.3 Hybrid Engine Preparation

This section is intended to clarify the engine and drivetrain preparation rules specific to hybrids.

- The engine, from the top of the engine block “down” to the ground, MUST be constructed entirely of Honda parts. No aftermarket parts are permitted in this, the “bottom end,” of a hybrid engine. Engine overboring is subject to the restrictions listed in section 3.1 of this Rulebook
- “Upward” of the engine block, cylinder head preparation is free
 - o This is limited to the cylinder head itself – items that attach to the cylinder head (throttle bodies, fuel injectors and rails, etc) are required to be sourced from Honda parts
- Engine and transmission mounts, and associated components (shift linkages, etc) required to perform an engine/drivetrain swap, are free
- Engine management systems (ECUs, piggyback computers, etc) are free

3.9 Misc.

- The following may not be used at any Honda Challenge Event
 - Data Acquisition Systems
 - Owners of vehicles so equipped will be asked to disconnect or turn off any telemetry systems they may have
 - Nitrous Oxide Systems
 - Forced Induction (turbochargers, superchargers, etc)

4.0 Championship

4.1 Eligibility

In order to be eligible for a championship award drivers must have entered one half plus one of the total events held during the year. Half numbers will always be rounded down.

Example: If there are 5 Honda Challenge championship events. A driver would have to enter 3 of them to qualify for the championship (1/2 of 5 equals 2.5. Plus one equals 3.5 which rounds down to 3).

4.2 Points Calculation

- Points will be awarded on the following basis:
 - 1st Place – 9 points
 - 2nd Place – 6 points
 - 3rd Place – 4 points
 - 4th Place – 3 points
 - 5th Place and under – 1 point
- A competitors best finishes in ½ of the total points races held will count towards the championship
 - Example: If 10 total points races are held, a driver’s best 5 finishes will count towards the championship.
- Championship awards will be given to the first place finisher in each class only. Regardless of the number of eligible competitors

4.3 Tie Breakers

- In the event of a championship points tie, the involved competitor’s head to head results will be used to determine the winner. All applicable races will be included in this determination.
 - Example: Driver A and Driver B end the year with a points tie based on their best 5 races. During the course of the year Driver A and Driver B competed in the same races 7 times. Driver A finished better than driver B in 4 of those 7 races, so Driver A would be awarded the championship.

- In the event that head to head results do not resolve the tie, the Championship would be considered a draw and both competitors would receive an award.

5.0 Driver Code of Conduct

5.1 Introduction

The philosophy behind the East Coast Honda Challenge is a simple one. It is intended to be a motorsports showcase for Honda products in a clean, sportsmanlike environment. The founders of this series – and many of those who have come on board early on – share a common mindset. The belief is that a skilled, clean, well-executed pass is preferable to “punting” one’s competition off the racetrack or “leaning” against them to gain position.

Many marque and historic racing organizations (BMWCCA, SVRA, HSR, and more) have what has been nicknamed the “13/13 Rule.” This rule effectively puts any driver involved in any contact under probation for 13 months...irrespective of where the fault lies in the incident. Should this driver be involved in more contact in that 13 months, he or she is asked not to come back. The ECHC implements a modified version of this 13/13 Rule.

It is felt that a sportsmanlike environment, where skill is more highly valued than aggression, fosters sportsmanship and friendship. It also helps the participants maintain a reasonable budget.

This being said, participants in the East Coast Honda Challenge need to be aware that accidents happen in automobile racing. This is, by nature, a dangerous sport. While these contact rules are in place to promote a driver (and car, and budget) friendly environment, they are *not* to be interpreted as a guarantee that car-to-car contact will never take place.

5.2 Driver Conduct Management: Organization and Process

5.2.1 Conduct Stewards

Each race in the East Coast Honda Challenge will have at least two Conduct stewards. These conduct stewards will be regular participants in the series who have been selected by the co-directors of the program prior to the event. The role of the conduct stewards is to oversee driver behavior throughout the weekend. This includes, and is not limited to:

- Monitoring and/or stopping over-aggressive driving, in practice, qualifying and race sessions. If a driver is viewed as a threat to the safety of other drivers on track, it is within the rights of the conduct stewards, after review with the series directors, to remove said driver from the track for the day.
- Partnering with track staff, corner workers, and especially fellow racers, in an effort to make sure the Honda Challenge philosophy of clean driving and good sportsmanship remains intact throughout the weekend
- In the event of car-to-car contact, the conduct stewards are responsible for the following:
 - Collection of information from all drivers involved
 - Collection of information from corner workers where applicable
 - Mediation of post-incident interviews
 - Reporting of findings to the series directors and NASA Race Director

5.2.2 Driver Probation

In the event of car-to-car contact, *all drivers involved are subject to probation*. A template for determining probations is below in section 5.3.

When a driver is placed on probation following an on-track incident, he/she will be under strict monitoring by the conduct stewards, the series directors, and the NASA race director. The series directors will maintain a record of each driver that is on probation, and maintain careful records of his/her behavior at subsequent races.

Additionally, competitors will be notified in each drivers meeting of any participant currently on probation. The intent is not to single out or embarrass a driver, but to simply notify other drivers that there are participants on the track who have had serious enough incidents to require probation.

Probation lasts for a period of 13 months from the date of the incident forward. During these 13 months, any probation driver involved in another incident, and found at fault (partially or completely) will be banned from all future competition in the East Coast Honda Challenge.

Any driver completing the 13 month probationary period with no further incidents will return to full non-probationary status. Series directors will notify a driver when their probation has been lifted.

Uninvolved drivers and/or corner workers and track staff may also report rough driving. The designated conduct stewards for each race will take this input under advisement.

5.3 In the Event of Car-to-Car Contact

5.3.1 The Interview Process

After any car-to-car contact, all of the drivers involved will be required to meet with the conduct stewards. Based on the data available (based on, but not limited to, the data points described in “5.2.1: Conduct Stewards”), the stewards will make a decision on any probationary actions to be taken against the driver(s) involved.

5.3.2 Scenarios

The series directors have identified some possible scenarios for car-to-car contact, and typical findings of the stewards:

1. Contact caused by the mechanical failure of one or more cars. Typically there will be no fault found with any driver involved, and no probation will be filed against any driver.
2. “Racing incidents” where no drivers involved feel anyone was at fault. In wheel to wheel racing, it is inevitable that incidental contact will take place. In these cases, where no drivers involved in the incident feel anyone is at fault, no probation will be filed against any of the involved drivers.
3. One or more drivers find fault. After review by the safety stewards and the series directors, a driver is found at fault = probation. Drivers placed under probation may appeal to the board – see section 4.0 for details of the appeals process.
4. One or more drivers think there is fault – investigation proves otherwise. No probation.

The above scenarios are to be considered a guide only – *all* incidents of car-to-car contact are subject to the “Interview Process” as described in section 3.0.1 of this document.

5.4 Forfeiture of Points / Finishing Position

Any driver found at fault in an incident will be disqualified and forfeit his/her finishing position for that race.

Any driver that is removed from the series due to being found at fault for two incidents within the designated 13 month period will forfeit all series points accumulated for the year.

5.5 The Appeals Process

5.5.1 Time Limit on Appeals

Drivers placed on probation may file an appeal to the board. Such appeals must be in writing and mailed to the following address (postmarked no later than one week after the event):

ECHC Driver Appeals
c/o Karl Shultz
4133 Livingstone Place
Durham, NC 27707

5.5.2 Appeal Fee

The fee to appeal probation is \$100, payable to the East Coast Honda Challenge. This fee is refunded in full should the decision of the steward be overturned.

5.5.3 Overturned Probations after Successful Appeal

Steward findings will only be overturned in the event of *extremely* compelling evidence (examples: video recordings, credible eyewitness report) in favor of the accused driver.