

2003 Honda Challenge Rules

Revision: 11-27-02

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

Document Owners:

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1.0 Classes

H1

NSX (all)

S2000 (all)

Hybrids (See Hybrid rules [section 3.9] 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

RSX Type S (2.0L i-VTEC)

H3

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

Integra GS-R (all)

Civic Si 99-00 and 02-present

Del Sol VTEC (1.6L B-series engine)

Accord (4 cylinder models, 1990 to present)

RSX NOC

H4

88-91 Civic, CRX Si (1.6L)

92-present Civic (all 1.6L NOC)

Del Sol (S, Si)

Integra (All 1.8L non VTEC)

Prelude (all pre '92)

H5

All Civic/CRX NOC

1989 and previous Accord (all)

86-89 Integra (1.6 liter)

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 GS-R would be bumped up from H3 to H2. Drivers of such vehicles must present a valid NASA or SCCA logbook proving the car's series 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 GS-R with remote reservoir dampers would be bumped from H3 to H2. Drivers of such vehicles must present a valid logbook proving series legality for consideration.

1.1.3 SCCA "Production Class" Vehicles

SCCA Production classed vehicles are eligible to compete in the Honda Challenge as described in section 1.1.3.a below. All Production cars must meet SCCA minimum weights. All drivers must present a current, valid logbook for these vehicles.

1.1.3.a Production Vehicles Eligible for Honda Challenge

- F Production: Eligible for H1
- G Production: Eligible for H2
- H Production: Eligible for H3

1.1.4 Showroom Stock Vehicles

SCCA "Showroom Stock" legal vehicles are eligible to compete in the Honda Challenge as described in section 1.1.4.a below. All Showroom Stock cars must meet SCCA minimum weights. All drivers must present a current, valid logbook for these vehicles.

1.1.4.a Showroom Stock Vehicles Eligible for Honda Challenge

- SSB: Eligible for H4
- SSC: Eligible for H5

1.2 Vehicles not Currently Classified

Drivers wishing to compete in a vehicle that is not currently classified must submit a written request to the Honda Challenge Board describing the vehicle they wish to have classed. These requests must be postmarked no less than 30 days before the date of a race the driver wishes to enter. Send such requests to the following address:

ECHC Car Classification Requests
c/o Karl Shultz
4133 Livingstone Place
Durham, NC 27707

2.0 Safety Requirements

2.0.1 Driver Safety

Driver Safety requirements are governed by NASA through the Club Codes and Regulations (CCR). The CCR is available through NASA National:

NASA National Office
P.O. Box 21555
Richmond, CA 94820

Phone: 510-232-NASA (6272)
FAX: 510-412-0549
Web: <http://www.nasaproring.com>

2.0.2 Vehicle Safety

Vehicle safety requirements are governed by NASA through the Club Codes and Regulations. The CCR is available through NASA National, and contact information is provided in section 2.0.1 of this document.

2.0.3 Additional Honda Challenge Safety Requirements

In addition to the safety guidelines available in the CCR, Honda Challenge requires the following:

- Engine kill switch that can be easily accessed from outside the car.
- Airbags **MUST** be removed from the driver and passenger side of the car
- Steering wheel locks must be disabled.
- Driver and passenger side door glass must be removed or covered with the stock interior panel or metal sheeting a minimum of .060" in thickness.
- Tow Hooks accessible at the front and rear of the vehicle and clearly marked

2.0.4 125% Rule

Drivers must qualify at a minimum of 125% of the qualifying time of the fastest H2 car in order to start a race. Drivers who miss a qualifying session will be judged by their performance in their most recent previous qualifying attempt.

Race control may choose to black flag any vehicle that cannot maintain a safe speed during any on track session.

3.0 Vehicle Preparation

Notes:

- *If these rules do not expressly state a modification is allowed, it is not allowed.*
- *Driver is responsible for vehicle legality*

3.1 Minimum Weights

3.1.1 Philosophy

Minimum vehicle weights for 2003 are the result of extensive research based on the weights of Honda Challenge – legal racecars. Potential power – to – weight ratio largely determines the minimum weight for any given vehicle. Other factors include brakes, torque, and wheelbase.

All minimum weights will be taken with driver at the conclusion of the race.

3.1.2 Enforcement

One car number from each class (excluding H1 hybrids) will be drawn by the Chief of Impound each race weekend. At the conclusion of the designated race, the selected vehicles will be directed to impound for weighing. Every effort will be made to ensure that competitors do not know beforehand which cars have been selected.

In the event that the selected cars to be weighed don't finish the race, the class winner from the class the original vehicle was drawn from will be weighed.

3.1.3 Vehicle Minimum Weights

H1

NSX: 2950 lbs

S2000: 2800 lbs

Hybrids (see section 3.9): No minimum weights

H2

93-96 Prelude VTEC: 2725 lbs

97-current Prelude (all): 2800 lbs

Integra Type R: 2575 lbs

RSX Type S – 2750

H3

Prelude (92-96, S, Si, and Si-4WS): 2625 lbs
Integra GS-R (all): 2575 lbs
Del Sol VTEC (1.6L B-Series engine): 2475 lbs
99-00 Civic Si: 2475 lbs

H4

88-91 Civic, CRX Si: 2175 lbs
92-95 Civic (EX and Si, 1.6L): 2400 lbs
Integra (94-01 1.8L non-VTEC): 2575
Integra (90-93 1.8L non-VTEC): 2500 lbs

H5

CRX/Civic Si – 2000lbs
Accord Lxi – 2500lbs
Integra – 2500 lbs
88-91 CRX DX – 2175lbs
92-97 Civic DX – 2400lbs

3.2 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. Reprogramming of OEM ECUs is not allowed.
 - 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)
 - Carbureted 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 and remote oil filters 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 for transaxle cars, rear differential final gear for front engine/RWD Cars) may be changed. All other gearing must remain stock.
- Alternate 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 wiper arms (rear and front passenger side) and washer bottles may be removed
 - Power steering pumps and their mounting brackets may be removed

3.3 Suspension

- Any single bodied shock absorber may be used
- Upper strut tower braces may be used
- Adjustable spring perches (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.

3.4 Brakes

- Any brake pad or shoe may be used
- Any brake fluid may be used
- Alternate flexible brake lines may be used
- Brake Bias valves may be used
- Brakes may be ducted from existing holes in the vehicle’s bodywork. Auxiliary lights not listed as “required” items in section 2.0 of this Rulebook may be removed to facilitate brake cooling ducts
- Rotor backing plates (“dust shields,” “splash shields”) 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 may be disabled/removed.

3.5 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.
 - Headlight lenses may be replaced with alternate materials. These materials must not serve as ducting. The headlight bucket must remain in place. Removal of the headlight assemblies is disallowed.
- Vehicle body swaps are permitted in the event of a collision that renders a car’s tub “unusable.”
 - The body swapped into must have no structural advantages over the original body

- The trim level of the car *as it is prepared for competition* must remain intact. Mixing and matching of trim levels is not permitted.
- Examples of body swaps:
 - Legal: A H3 Integra GS-R may be rebuilt from an Integra RS tub. The “advantages” of the RS shell are the lack of sunroof and ABS – both of which may be removed under these rules.
 - Illegal: An H3 Integra GS-R may *not* be rebuilt using an Integra Type R shell. The Type R shell has structural reinforcements that are not available on RS/LS/GS/GS-R Integras.

3.6 Vehicle Interior

- Any Steering wheel that meets CCR requirements may be used
- Any driver’s seat that meets CCR requirements may be used
- 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
- The factory dash board must remain intact

3.7 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)

3.8 Graphics and Identification

- Certain graphics are required on Honda Challenge racecars. 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 and the NASA Race Director.

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.*

3.9 Hybrid Rules

3.9.1 Introductory Notes

- These rules to be read as an addition to the rules for car preparation listed in sections 3.1 - 3.8.

- Rules listed within section 3.9 may be in contradiction with those listed in sections 3.1 – 3.8. In these cases, the Hybrid Rules in this section supercede those in sections 3.1 – 3.8.
- In section 3.9 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.
- Overprepared Hybrid cars do *not* have the capability of “Bumping Up” as described in section 1.1 and will be deemed illegal.

3.9.2 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 3.9.4)
- 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 3.9.4 below.

3.9.3 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
 - Fuel Pumps, Fuel Injectors and Fuel Rails are free
 - Throttle Bodies and Intake Manifolds are *not* considered part of the cylinder head and must be Honda parts
- Items (such as throttle bodies and intake manifolds) that attach to the cylinder head may be re-drilled for fitment purposes **ONLY**. Alteration of air, fuel, and/or coolant passages is not permitted. Fitment modifications that alter air, fuel, and/or coolant passages as a side effect will be deemed illegal.
- 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

3.9.4 Hybrid Chassis and Body Preparation

- Batteries may be relocated
- ONE headlight may be removed for the purposes of engine or brake cooling, or for the purpose of engine air intake systems.

3.10 Miscellaneous

- 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 of the total events held during the year.

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, which rounds up 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 competitor's best finishes in $2/3$ of the total points races held will count towards the championship.
 - Example: If 10 total points races are held, a driver's best 7 finishes will count towards the championship ($2/3$ of 10 equal 6.6, which rounds to 7).
- Championship awards will be given to the first place finisher in each class only. Regardless of the number of eligible competitors.
- In order to be awarded a finishing position and championship points, a competitor must complete at least one full race lap. Those who do not complete a minimum of one lap will be given a DNF and no championship points.

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. 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.

4.4 Contingencies, Trophies and Other Prizes

- Contingency, trophy and prize information varies from weekend to weekend. The most current information is always available on the Honda Challenge website, or by contacting the Honda Challenge staff.
- The winning driver(s) must claim any contingencies, trophies and other prizes within 90 days after the race has completed. Unclaimed awards will be forfeited and may become property of the Honda Challenge.

5.0 Driver Conduct Enforcement

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 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. 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 Enforcement

5.2.1 Incident Review Board: Introduction

The role of the Incident Review Board (IRB) is to work with the Race Director after every race to review on-track incidents, including (but not limited to) car – to – car contact. After reviewing said incidents, the IRB will determine fault (if fault exists), and decide upon driver punishment (if deemed necessary).

The primary goal of the IRB is to have a “Jury of Peers” determine the best course of action after an on-track incident.

5.2.2 IRB Election Process

In keeping with the “Jury of Peers” concept, the drivers will elect the IRB (three people) from a list of Regular Competitors. Regular Competitors are defined as follows:

- Driver must have competed in enough events the previous year to qualify for a championship
- Driver plans to compete in the upcoming year.

You must be a Regular Competitor to have a vote and to hold an IRB Board position. In certain cases, a driver may be granted participation due to a hardship from the previous season. Each Regular Competitor will receive one vote, and a driver may vote for him/herself.

In the event an IRB member is not present, a member of the H.C. region board of directors will serve in their place.

5.3 In the Event of an on-track Incident

The IRB will use evidence gathered and the guidelines in Appendix A of the NASA CCR to determine driver fault. In the event that fault is found, the IRB and the Race Director will use Appendix B of the NASA CCR as a guideline to issue penalties. Penalties can include Points against a driver’s race license, Reposition of finish results, Race disqualification, Suspension, Expulsion from the series or any combination of the above as the IRB sees fit.

Appendices

Appendix A: Contacting the National Auto Sport Association

The National Auto Sport Association can be contacted via their Internet web site at <http://www.nasapracing.com>. Those who do not have Internet access may contact NASA as follows:

NASA National Office
P.O. Box 21555
Richmond, CA 94820

Phone: 510-232-NASA (6272)
FAX: 510-412-0549

Appendix B: Unsafe Track Conditions

In the event that track conditions become unsafe (heavy rain, storms, etc.), the Race Director can, at any time, black flag a race. One example where this may occur is a race that starts dry, and is later affected by heavy rain.

- If the race is more than 1/2 completed, the checkered flag is thrown and finishing positions count.
- If the race is less than 1/2 completed, the race will go yellow, then black. The race will be cancelled and will not count.