Racing Hondas
CHAMPIONSHIP TEGIWA

2027

CHAMPIONSHIP INFORMATION PACK

CLASS STRUCTURE | TECHNICAL ALLOWANCES
CHAMPIONSHIP INFORMATION



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CHAMPIONSHIP INFORMATION

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CHAMPIONSHIP INTRODUCTION

RACING HONDAS UNVEILS MAJOR CHAMPIONSHIP CHANGES FOR 2027

An all-new five-class, power-to-weight structure, broader technical eligibility and more accessible racing headline a new chapter for the Racing Hondas Championship.

The Racing Hondas Championship has unveiled a series of significant changes for the 2027 season, introducing an all-new five-class structure, revised technical allowances and more flexible ways to compete.

Developed following a comprehensive review of the Championship's regulations and existing class structure, the changes are designed to broaden eligibility, improve accessibility, reduce unnecessary technical restrictions and create more opportunities for Honda competitors, while retaining the competitive racing and all-Honda identity at the heart of the Championship.

From newcomers preparing their first Honda race car to established competitors running extensively developed machinery, the revised structure provides opportunities for a wider range of cars and a more straightforward route into the Championship.

FIVE CLASSES. MORE OPPORTUNITIES.

At the heart of the 2027 changes is an all-new five-class Championship structure, primarily defined by maximum power-to-weight ratios rather than specific vehicle models or tightly controlled component specifications.

CLASS A	CLASS B	CLASS C	CLASS D	CLASS E
ULTIMATE	**PERFORMANCE**	**SPORT**	**CUP**	**TROPHY**
260 bhp/tonne	230 bhp/tonne	200 bhp/tonne	195 bhp/tonne	175 bhp/tonne

Each class has its own technical allowances covering engine specification, transmission, aerodynamics, bodywork and tyres, providing a defined framework for vehicle preparation and development.

The revised structure is designed to accommodate a broader range of Honda models and levels of preparation, allowing competitors to identify a class appropriate to their car's performance and technical specification.

CHAMPIONSHIP INTRODUCTION

PERFORMANCE & TECHNICAL ELIGIBILITY

Clear performance limits | More flexibility in vehicle preparation

PERFORMANCE-BASED HONDA RACING

Power-to-weight is at the heart of the revised Championship structure, providing a clear and consistent basis for class eligibility.

Rather than relying heavily on prescribed components or individual vehicle models, the 2027 regulations establish defined performance limits within which competitors can prepare and develop their cars.

This approach recognises the diversity of Honda machinery, from relatively standard production-based race cars to highly developed competition vehicles.

The objective is to encourage competitive racing across five distinct performance levels, while allowing greater flexibility in how competitors achieve the permitted performance within their chosen class.

Importantly, the structure also provides flexibility for competitors to move between classes, whether through further vehicle development or adjustments to their power-to-weight ratio, subject to meeting the relevant class regulations.

BROADER TECHNICAL ELIGIBILITY

Alongside the new class structure, the Championship has reviewed its technical requirements to reduce unnecessary restrictions and provide greater flexibility in vehicle preparation.

Revised allowances covering engine specifications, transmissions, aerodynamics, bodywork and tyres create a clearer and more adaptable framework for competitors, allowing a wider variety of Honda machinery to compete.

The higher-performance classes offer greater scope for technical development, while Classes D and E retain more controlled specifications, helping to provide accessible and cost-conscious options for competitors running less extensively modified cars.

Together, these changes are designed to broaden eligibility, simplify vehicle preparation and reduce the need for competitors to make unnecessary modifications simply to comply with class-specific component requirements.

CHAMPIONSHIP INTRODUCTION

ACCESSIBILITY & EVENT EXPERIENCE

An accessible route into racing | The atmosphere of major automotive shows

A MORE ACCESSIBLE ROUTE INTO RACING HONDAS

An important objective for 2027 is to make the Championship more accessible to new competitors, particularly those looking to make the transition from track days into competitive circuit racing.

The introduction of Class E — Trophy provides a lower power-to-weight entry point, while the wider five-class structure creates opportunities for competitors with different budgets, levels of preparation and racing experience.

The Championship's established one-day event format also helps make participation more manageable, combining qualifying and two races within a single event.

With seven events and 14 Championship rounds scheduled for 2027, competitors can enjoy a full season of Honda racing or participate in selected events to suit their circumstances.

MORE THAN JUST RACING

Racing Hondas offers competitors more than just competitive circuit racing, with the Championship featuring alongside some of the UK's established automotive shows and enthusiast events.

Events such as Modified Live, Tunerfest, JDM JAM and Go Japan bring together motorsport, performance cars and passionate automotive audiences, creating a distinctive atmosphere both on and off the circuit.

For competitors, this provides an opportunity to race in front of enthusiastic crowds, showcase their cars and sponsors, and enjoy the additional exposure that comes with being part of a wider automotive event.

It's a combination of competitive racing, show atmosphere and public visibility that adds another dimension to the Racing Hondas experience.

CHAMPIONSHIP INTRODUCTION

PARTICIPATION & LOOKING AHEAD

Flexible registration | Clearer information | An exciting new chapter

SIMPLER, MORE FLEXIBLE CHAMPIONSHIP PARTICIPATION

Alongside the technical changes, Racing Hondas is introducing a revised membership and registration structure for 2027, designed to make joining the Championship more straightforward and affordable.

Competitors can choose between full-season and single-event registration, with both options allowing drivers to compete for Championship points.

For newcomers, single-event registration provides an opportunity to experience Racing Hondas without committing to an entire season.

The revised arrangements offer greater flexibility for competitors, whether planning a full Championship campaign or selecting individual events to suit their circumstances.

CLEARER INFORMATION. EASIER DECISIONS.

To support the revised structure, the Racing Hondas website features a dedicated Compete With Us section, bringing together the information competitors need to understand the Championship and explore their options for 2027.

A comprehensive class comparison matrix outlines the principal technical allowances across all five classes, supported by individual class pages providing more detailed information about each category.

Together, these resources provide existing and prospective competitors with a clearer understanding of where their car fits, what is required to compete and how to get involved.

LOOKING AHEAD TO 2027

The changes for 2027 represent an important step in the continued development of the Racing Hondas Championship.

By combining an all-new power-to-weight class structure with broader technical eligibility and more flexible participation arrangements, the Championship is building on its established foundations while opening the door to a wider range of Honda machinery and competitors.

Our ambition remains straightforward: to provide competitive, enjoyable and accessible circuit racing exclusively for Honda vehicles.

We look forward to welcoming both returning and new competitors to the grid in 2027, as we begin an exciting new chapter for Racing Hondas.

Racing Hondas CHAMPIONSHIP TEGIWA

CHAMPIONSHIP INFORMATION

2027 RACE CALENDAR

7 Events | 14 Rounds | Racing Hondas Championship

R1 & R2	MON 29 MAR **BRANDS HATCH**	TUNERFEST
R3 & R4	MON 03 MAY **CADWELL PARK**	ModifiedLive
R5 & R6	MON 31 MAY **DONINGTON PARK**	JDMJAM
R7 & R8	SAT 26 JUN **CASTLE COMBE**	ModifiedLive
R9 & R10	SAT 24 JUL **OULTON PARK**	TUNERFEST
R11 & R12	MON 30 AUG **BRANDS HATCH**	GOJAPAN!
R13 & R14	SUN 26 SEP **SNETTERTON**	ModifiedLive

Racing Hondas CHAMPIONSHIP TEGIWA

CLASS STRUCTURE

2027 CLASS ALLOWANCES

Five classes | Full comparison matrix

REQUIREMENT	CLASS A ULTIMATE	CLASS B PERFORMANCE	CLASS C SPORT	CLASS D CUP	CLASS E TROPHY
Maximum Power-to-Weight	260 bhp/tonne	230 bhp/tonne	200 bhp/tonne	195 bhp/tonne	175 bhp/tonne
Forced Induction	Permitted (-5 bhp/tonne)	Prohibited	Prohibited	Prohibited	Prohibited
Sequential Gearbox	Permitted (-5 bhp/tonne)	Permitted (-5 bhp/tonne)	Prohibited	Prohibited	Prohibited
Engine Specification	Honda Specification	Honda Specification	Honda Specification	Honda Specification – Maximum 2.0 litres	Honda Specification – Maximum 2.0 litres
Brakes	Brake System: Free. Where fitted, ABS must be Honda OE.	Brake System: Free. Where fitted, ABS must be Honda OE.	Brake System: Free. Where fitted, ABS must be Honda OE.	Brake System: Free. Where fitted, ABS must be Honda OE.	Brake System: Free. Where fitted, ABS must be Honda OE.
Aerodynamic Devices	Comply with Motorsport UK NCR Chapter 7. Flat Floor Prohibited	Comply with Motorsport UK NCR Chapter 7. Flat Floor Prohibited	Comply with Motorsport UK NCR Chapter 7. Flat Floor Prohibited	OE or aftermarket rear spoilers permitted, provided they fit the original OE mounting points. Front splitter permitted up to 50 mm beyond the OE bumper profile. Flat floors prohibited.	OE or aftermarket rear spoilers permitted, provided they fit the original OE mounting points. Front splitter permitted up to 50 mm beyond the OE bumper profile. Flat floors prohibited.
Wheel Arch Extensions	Permitted; max. 200 mm increase in overall vehicle width beyond OE profile	Permitted; max. 120 mm increase in overall vehicle width beyond OE profile	Permitted; max. 100 mm increase in overall vehicle width beyond OE profile	Prohibited	Prohibited
Maximum Tyre Width	Maximum 265 mm	Maximum 255 mm	Maximum 255 mm	Maximum 225 mm	Maximum 225 mm

RACING HONDAS CHAMPIONSHIP | INDIVIDUAL CLASS PROVISIONS

CLASS A

ULTIMATE

TECHNICAL REQUIREMENT	CLASS ALLOWANCE
Maximum Power-to-Weight	260 bhp/tonne
Forced Induction	Permitted (-5 bhp/tonne)
Sequential Gearbox	Permitted (-5 bhp/tonne)
Engine Specification	Honda Specification
Brakes	Brake System: Free. Where fitted, ABS must be Honda OE.
Aerodynamic Devices	Comply with Motorsport UK NCR Chapter 7. Flat Floor Prohibited
Wheel Arch Extensions	Permitted; max. 200 mm increase in overall vehicle width beyond OE profile
Maximum Tyre Width	Maximum 265 mm
Performance Adjustment	Forced Induction: -5 bhp/tonne. Sequential Gearbox: -5 bhp/tonne. Adjustments are cumulative.

RACING HONDAS CHAMPIONSHIP | INDIVIDUAL CLASS PROVISIONS

CLASS B

PERFORMANCE

TECHNICAL REQUIREMENT	CLASS ALLOWANCE
Maximum Power-to-Weight	230 bhp/tonne
Forced Induction	Prohibited
Sequential Gearbox	Permitted (-5 bhp/tonne)
Engine Specification	Honda Specification
Brakes	Brake System: Free. Where fitted, ABS must be Honda OE.
Aerodynamic Devices	Comply with Motorsport UK NCR Chapter 7. Flat Floor Prohibited
Wheel Arch Extensions	Permitted; max. 120 mm increase in overall vehicle width beyond OE profile
Maximum Tyre Width	Maximum 255 mm
Performance Adjustment	Sequential Gearbox: -5 bhp/tonne.

RACING HONDAS CHAMPIONSHIP | INDIVIDUAL CLASS PROVISIONS

CLASS C

SPORT

TECHNICAL REQUIREMENT	CLASS ALLOWANCE
Maximum Power-to-Weight	200 bhp/tonne
Forced Induction	Prohibited
Sequential Gearbox	Prohibited
Engine Specification	Honda Specification
Brakes	Brake System: Free. Where fitted, ABS must be Honda OE.
Aerodynamic Devices	Comply with Motorsport UK NCR Chapter 7. Flat Floor Prohibited
Wheel Arch Extensions	Permitted; max. 100 mm increase in overall vehicle width beyond OE profile
Maximum Tyre Width	Maximum 255 mm
Performance Adjustment	No configuration-based performance adjustments apply to this class.

RACING HONDAS CHAMPIONSHIP | INDIVIDUAL CLASS PROVISIONS

CLASS D

CUP

TECHNICAL REQUIREMENT	CLASS ALLOWANCE
Maximum Power-to-Weight	195 bhp/tonne
Forced Induction	Prohibited
Sequential Gearbox	Prohibited
Engine Specification	Honda Specification – Maximum 2.0 litres
Brakes	Brake System: Free. Where fitted, ABS must be Honda OE.
Aerodynamic Devices	OE or aftermarket rear spoilers permitted, provided they fit the original OE mounting points. Front splitter permitted up to 50 mm beyond the OE bumper profile. Flat floors prohibited.
Wheel Arch Extensions	Prohibited
Maximum Tyre Width	Maximum 225 mm
Performance Adjustment	No configuration-based performance adjustments apply to this class.

RACING HONDAS CHAMPIONSHIP | INDIVIDUAL CLASS PROVISIONS

CLASS E

TROPHY

TECHNICAL REQUIREMENT	CLASS ALLOWANCE
Maximum Power-to-Weight	175 bhp/tonne
Forced Induction	Prohibited
Sequential Gearbox	Prohibited
Engine Specification	Honda Specification – Maximum 2.0 litres
Brakes	Brake System: Free. Where fitted, ABS must be Honda OE.
Aerodynamic Devices	OE or aftermarket rear spoilers permitted, provided they fit the original OE mounting points. Front splitter permitted up to 50 mm beyond the OE bumper profile. Flat floors prohibited.
Wheel Arch Extensions	Prohibited
Maximum Tyre Width	Maximum 225 mm
Performance Adjustment	No configuration-based performance adjustments apply to this class.

CHAMPIONSHIP INFORMATION

PERFORMANCE & BALLAST

Sporting provisions | 2027

PERFORMANCE ADJUSTMENTS

Vehicle Configuration	Adjustment
Forced Induction (Class A only)	-5 bhp/tonne
Sequential Gearbox (Classes A and B only)	-5 bhp/tonne

Adjustments are cumulative where both configurations apply (Class A only).

CHAMPIONSHIP BALLAST

Ballast Rule	Adjustment
Class Win	+15 kg
Following Each Race	-5 kg
Maximum Ballast	30 kg

Existing ballast reduces by 5 kg following each race, with any ballast earned from a class win then added, up to the 30 kg maximum.