

Racing Hondas

CHAMPIONSHIP *TEGIWA*

2025 CHAMPIONSHIP INFORMATION PACK



**TIME ATTACK
ORGANISATION**



RACING HONDAS

CHAMPIONSHIP *TEGIWA*



- Grade C National one-make championship open to almost anything made by Honda & powered by a Honda engine
- Full championship status sanctioned by Motorsport UK
- 175% growth in grid size during 2024
- Exceptional value for money
- Eight rounds at the best circuits in the UK
- All events run alongside a huge car show
- Three classes for balanced, fair racing
- Great atmosphere & friendly paddock

THE PLACE TO BE

INTRODUCTION



The Racing Hondas Championship goes into 2025 off the back of a remarkable 2024, as one of the biggest success stories in UK motorsport. The numbers tell the story: in 2024, some 54 drivers participated in the championship's three different classes. Autosport magazine reported that Racing Hondas saw the largest grid increase of any series in the UK during 2024: 175% up.

Racing Hondas is aimed at the club competitor, but is accessible to novice racers through to those with greater experience. In fact, we pride ourselves on welcoming the humble 'van and trailer' set-up.

FOR RACING HONDAS

EIGHT ROUNDS

A Racing Hondas round is about more than just racing: every round is a celebration of car culture. The eight one-day meetings mean a lower cost for teams while delivering plenty of track time and high-octane racing. Racing Hondas normally has a maximum 32 cars on the grid, although some rounds are able to expand where track licences allow.

Entrants' cars are performance-balanced to keep the racing close: this is managed by the expert team at Race Technology (who also manage several SRO championships).

Each session features the full TSL timing package, delivering a complete set of analytics data.

There are championship podium presentations at each round and an end-of-season gala trophy presentation. Racing Hondas has its own dedicated space in the paddock at each track along with extensive branding. There is also modestly priced pre-event testing available, organised by the circuits.

OF HIGH OCTANE RACING

INTRODUCTION



SPORTS TIMING

Racedays comprise:
15 minute Practice
15 minute Qualifying
15 minute Race 1
15 minute Race 2



RACE AT THE BEST CIRCUITS

INTRODUCTION



Between the months of May and October, the championship's eight high-profile events take place at the best circuits in the UK, and this year we're building on the momentum of 2024 with a first venture north of the border to the spectacular Knockhill circuit in Fife.

Our events at MSV circuits enjoy privileged Promoted status – the same level as the BTCC and British GT

All events held on Motorsport Vision circuits (MSV) are given a major Promoted status, meaning we add the might of MSV to our media promotion. It reinforces that our events draw some of the biggest crowds in the UK outside only the BTCC and BSB.

The associated car shows are well established on the car scene calendar as annual highlights of the year, attracting not just a passionate local crowd but also special appearances from well-known builders and tuners.

Each event also comprises a major off-track car show*, with spectator sizes between 6-10,000.



*NOT INCLUDING KNOCKHILL.
A £100 TRAVEL REBATE WILL BE PROVIDED TO ALL TEAMS THAT ATTEND THE KNOCKHILL EVENT

AROUND THE UK

Racing Hondas

CHAMPIONSHIP *TEGIWA*



R1 5 MAY CADWELL PARK



Cadwell Park
Car circuit

R2 26 MAY DONINGTON



Donington Park
National

R3 15 JUN BRANDS HATCH



Brands Hatch
Indy

R4 27 JUL SNETTERTON



Snetterton
200

R5 25 AUG OULTON PARK



Oulton Park
International

R6 07 SEP BRANDS HATCH



Brands Hatch
Indy

R7 27 SEP KNOCKHILL



R8 19 OCT SNETTERTON



Snetterton
300

PERFORMANCE BALANCED

POWER & PERFORMANCE

The championship is open to most Honda models and runs to a carefully controlled three-class structure, which adds excitement and opportunity for everyone taking part. Engines must be those used broadly across the Honda range and are normally aspirated except in Class A, where supercharging is also permitted.

According to their individual power-to-weight ratio, cars are allocated to Class A, B or C. According to its respective weight, each car is then given its own power allowance (up to the maximum output permitted in its class).

Powers, weights and ratios are recorded and calculated using championship technical partner Tegiwa's dynamometer facility. This ensures consistency and transparency for competitors.



CLASS A

240bhp/ton

(reduced to 235bhp
if supercharged)



CLASS B

195bhp/ton



CLASS C

176bhp/ton

FOR CLOSE RACING

CLASS A

Class A is for more powerful 'prototype' race-spec cars and has been described by some as being a place for 'the ultimate Honda'.

In 2024, Hondas raced in Class A included Integra DC2s and DC5s, plus both newer and older shape Civics including EG, EK, EP3 and FK2.

A deliberately worded set of technical regulations helps keep a lid on costs but also allows those who enjoy making modifications the freedom to experiment in areas such as aerodynamics, transmissions and suspension.

Examples in 2024 included F1-inspired rear wings (generating up to 300kg of downforce), sequential gearboxes and fly-by-wire throttles.



CLASS B

Type R Civic EP3s and FN2s have become the mainstay of both Class B and Class C, and this leads to some incredibly tight racing within both classes.

Budgets to run the cars (including all entry fees, maintenance and parts) can range from approximately £5-10,000 for a season. The rules are designed to keep the cars closely matched, managed by the power-to-weight ratio brackets.

The class attracts cars that might race in other Honda championships, but the Racing Hondas Championship is far less restrictive and allows drivers to run many components irrespective of brand – such as exhausts, suspension, cages, ECUs and brakes.



CLASS C

Class C is an ideal place to start your motorsport journey if you're a track-day enthusiast or a small team just starting out. It definitely gives someone who is interested in Hondas a chance to take a standard car and compete competitively, and then move up with modifications through the class structure.

The cars in Class C are almost production-spec, inexpensive to run and relatively easy to work on even if it's just the driver on his or her own. It's also straightforward to upgrade a Class C car to run competitively in Class B – all it requires is changing the production differential to a plated, racing differential and losing a bit of weight (around 20kgs).



THE RACING

POWER & PERFORMANCE

For 2025, several tweaks have been made to further add to the exciting action on track and create new opportunities. Race 1's grid will continue to be set by overall fastest lap times set in the morning's 15-minute qualifying, but the biggest change is the introduction of a reversed grid for Race 2. Positions will be set based on the finishing positions of Race 1, but the leading positions in each class will be reversed (based on a random draw).



In addition, each class will be grouped together on the grid – with the more powerful Class A cars starting towards the front of the grid followed by those in Class B and then those in Class C. Elsewhere the regulations remain largely unchanged, although turbocharging of cars is now outlawed and cars running supercharges in Class A will have their power-to-weight reduced to 235bhp/ton.

The championship will still run a 'two dropped-scores' system whereby a driver's end-of-season points total is made of their best 14 results from the 16 races (or rounds). However, drivers will no longer be permitted to drop their scores from the season's final two races (at Snetterton in October). This will keep more drivers in with a chance of title success heading into Finals Day.

JUST GETS BETTER



TEGIWA

CHAMPIONSHIP PARTNERS



Racing Hondas is proud to be supported by a fantastic roster of market-leading partners, who see the value in supporting our exciting and relevant championship.

Tegiwa, one of the UK's leading importers of automotive tuning parts from around the globe, became Racing Honda's Championship title sponsor in 2024.

Tegiwa MD Luke Sedzikowski says: "Many of the brands present at Time Attack and Racing Hondas race-days are global, and bringing them together creates immediate

opportunities to open dialogue and potentially collaborate.

"The environment is invaluable for networking and making key contacts. It's something that otherwise isn't always straightforward to achieve.

"We're also putting ourselves in front of our target audience: modified car and track-day enthusiasts. The footfall is very good and there's clear interest in our brand from people with disposable income."

LEAD BY EXAMPLE

YOKOHAMA

CHAMPIONSHIP PARTNERS



Global brand Yokohama is the championship's control tyre partner for 2025, as part of an exciting three-year deal which will reward competitors in terms of costs and comes with full technical support. All cars will now run on Yokohama's A052 tyre, helping to prevent tyre budgets from spiralling – always one of the largest parts of any driver's outlay.

However, the technical regulations will remain open to encourage engineering freedom and innovation – particularly in Class A where sequential gearboxes and fly-by-wire throttles, for example, will continue to be allowed.

Across all classes, gear ratios and use of different makes of components will continue to be permitted, although the regulations also enable the championship, at its discretion, to amend the balance of performance of individual cars should it feel necessary.

JOIN FOR 2025-27

ONE BIG

SPONSORSHIP POTENTIAL

Racing Hondas is above all a fun championship to compete in. Whether you're at the start of your racing odyssey, honing your skills or an experienced driver missing a series where you can simply enjoy your racing, it's a great place to be. On track you can learn and grow, while off track there are fantastic opportunities to network in a friendly and welcoming environment.

In past seasons we've welcomed Mark Lemmer and James Kaye, who both raced Hondas in the BTCC in the early 2000s and are veterans of touring car racing (James was 2002 BTCC Production-class champion in a factory-run EP3).

It's all very deliberate. Club Time Attack boss and prolific Honda racer Andy Barnes even competed in the inaugural Racing Hondas season to see first-hand the drivers' experience, to ensure the championship was delivering on its promise.

For 2025 we're proud to welcome our first international driver. Max Yuan, Yellow Speed Racing owner, competed at Brands Hatch last year in Tegiwa's Class C Civic FN2. Many of the Time Attack, Drift Pro Championship and Racing Honda championship grids use YSR products, so it's great that Max is able to support the championship and the people that use his products.



RACING FAMILY

WELCOME TO YOUR

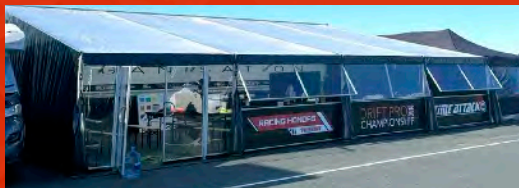
SPONSORSHIP POTENTIAL



All drivers competing in the Racing Hondas Championship benefit from Club Time Attack's impressive private Club House. Located centrally in the paddock, it acts as a natural hub on race days for officials, sponsors and drivers.

It hosts all driver briefings prior to any on-track activity, and provides drivers and their sponsors with the right environment to meet with championship officials and discuss future plans in confidence.

The Club House provides catering (breakfast and lunch) for officials, sponsors and VIP guests. Many guests are representatives of the championship's sponsors and partners, meaning there is also the opportunity to network and make new business connections.



PRIVATE CLUB

A GALA NIGHT

SPONSORSHIP POTENTIAL



As well as podium and prize-giving ceremonies at each championship round, in 2024 the championship also revelled in a new end-of-season event at the Mercure Hotel in Daventry. With 200 attendees, the 'Night Of Champions' brought together teams and drivers from the Racing Hondas, Time Attack UK and MSA Drift Pro championships for a special celebratory black-tie night.

Championship trophies and special awards for stand-out performances were given out across the three classes, and the top three drivers in each class also received paid-for registrations into 2025's championship courtesy of title sponsor Tegiwa.

As part of this gala event, we also raised £6,970 for our chosen charity, Cancer Research UK, partly thanks to a driver initiative introduced at the start of the 2024 season. Any driver entering a championship race after a set cut-off date were subject to a £50 fee, with all proceeds to be donated to charity.

This helped with event organisation, but at the same time raised a significant amount of money (£4,000), which was topped up by entries to a grand raffle on the night – the first prize being a free season entry into one of the Club's championships.



OF AWARDS & REWARDS

MAXIMISE

The Racing Hondas Championship offers sponsors and partners the perfect environment to get their brand in front of a captive audience, as it's an integral part of eight high-profile automotive events that also feature major modified car shows.

Our events attract by far the biggest trackside audiences of any club-level motorsport in the UK, putting our drivers and teams in pole position to attract and promote their sponsors in front of large numbers of consumers.

Our curated shows – Tunerfest North and South, Modified Live, JDM Jam, GT Battle and Go Japan! – draw vast turn-outs from modified car owners and car club members.

The festival atmosphere, family entertainment and the added excitement of on-track action from Racing Hondas, Time Attack and the new-for-2025 Ultimate Racing Championship touring car series provide an ideal marketing opportunity for automotive brands to engage directly with the public.

Brands can tailor marketing campaigns to suit local audiences around the UK. There is also the opportunity for companies to sponsor individual race days or races and other awards – inviting customers and business partners to soak up an exciting VIP experience.



YOUR ENGAGEMENT

LIVE & DIRECT

SPONSORSHIP POTENTIAL

Our extensive media activities are centred around our deal with best-in-class Alpha Live, who will manage live streaming of all Racing Hondas rounds plus the delivery of a full commentary service on the circuit PAs.

This means we can reach far and wide: combining engagement with the thousands of people onsite with a global audience.

Streaming is a core component of our overall investment in the championship offering, to ensure we reach not only our existing core 18-35 year old demographic but motorsport fans around the UK and overseas.

The streaming service will appear across our individual social platforms – further details and broadcast times will follow during the year.

We're also engaging with the wider media world to make sure Racing Hondas gets the coverage it deserves. There will be collaborations on social channels and we'll be forming partnerships in the run-up to the championship's opening round, including programmes with our major commercial partners.



TO THE FANS

FESTIVALS

A READY-MADE FANBASE

Another major draw for Racing Hondas is being able to race in front of proper crowds. At each event, hugely popular shows for tuning and modified car enthusiasts are held, which attract tens of thousands of members of the public over the course of the season. No other club level motorsport in the UK comes close to putting its drivers in front of such large trackside audiences.



It's got the crowds, the grids, thrilling on-track action, a family atmosphere in the paddock and an expert team behind the scenes. When it comes to bang for your buck, no other club-level motorsport in the UK rivals the Racing Hondas Championship.

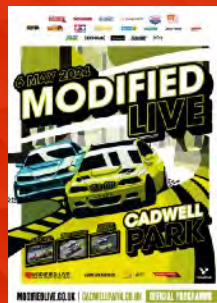
Adding to the occasion, the Racing Hondas Championship employs an 'open paddock' policy meaning at all events the public has free access to the drivers and cars for autographs, selfies and give-aways.

FOR THE PEOPLE



BIG CROWDS

A READY-MADE FANBASE



6 MAY 2024
CADWELL PARK
ATTENDANCE
7,050



16 JUN 2024
BRANDS HATCH
ATTENDANCE
9,721



20 JUL 2024
OULTON PARK
ATTENDANCE
7,121



18 AUG 2024
DONINGTON
ATTENDANCE
7,254



8 SEP 2024
BRANDS HATCH
ATTENDANCE
10,501



20 OCT 2024
SNETTERTON
ATTENDANCE
6,504

BIG POTENTIAL



TUNERFEST

ALL THE BUILDS,
ALL THE STYLES

The UK's largest showcase event for the aftermarket tuning scene, Tunerfest is all about community. Big builds, budget builds, tuner builds, professional or amateur: it's all power and performance

JDM JAM

A GATHERING OF ICONS

A brand new show set showcasing the legends of the Japanese scene: iconic WRC winning Subarus, D1 Legends, historic and current icons. An overload of the senses and some rare metal will make this event stand out

ModifiedLive

FROM THE STREET
TO THE TRACK

These events embrace the spirit and enjoyment of modifying cars and showing them off to others, focussed on car clubs & community

GO JAPAN!

CELEBRATE THE
CULTURE

A fusion of Japanese automotive style and the culture that makes Japan unique. Showcasing cars, art, food, anime, manga and more!

GT Battle

SAVAGE SPEED &
SIDEWAYS STYLE

Celebrating 20 years of Time Attack, expect drifting, racing and sprints: a high-adrenaline blast through the history of the sport

OUR SOCIAL REACH

Our media team manage social channels for all our events and championships, maximising engagement and promoting teams, drivers and sponsors.

During 2024 we saw growth across all our channels, demonstrated by the stats on this page*, and in 2025 we'll be taking things even further, with an expanded team and ambitious programme rolling out across all our activities.

One of our big advantages is being able to cross-promote across multiple channels, helping grow new initiatives through our more established brands.

* AGGREGATED FIGURES ACROSS ALL CHANNELS (INCLUDING TIME ATTACK, RACING HONDAS, DRIFT PRO AND ALL EVENT PAGES)

FACEBOOK
73,000
FOLLOWERS

RACING HONDAS
SOCIAL REACH
36,331

RACING HONDAS
ENGAGEMENT
RATE
10.99%

INSTAGRAM
23,800
FOLLOWERS

POSTS FEATURING
#RACINGHONDAS
1,000+

TIKTOK
9,600
FOLLOWERS

MOST VIEWED
RACING HONDAS
VIDEO
15.7K
VIEWS

GOES FAR & WIDE

INTEGRITY &

ORGANISATION

The Racing Hondas Championship prides itself on slick organisation, which is how it manages such large grid sizes and the busy nature of its racing events. Clear communication between officials and drivers ensure competitors are kept up to speed with developments both on and off the track during the course of the season.

Important event and championship information is shared by email, online portals and also via topic-specific WhatsApp groups.

On-event, the championship is highly effective in delivering quality track time for its drivers thanks to a knowledgeable team of officials. Between them, this team have many years of experience operating at international-level motorsport in areas such as technical, race control and direction, co-ordination, marketing and PR.



TRANSPARENCY

MORE BANG

The Racing Hondas Championship offers exceptional value for money. £3,280 (including VAT) covers championship registration and entry fees to all eight of the 2025 season's events if paid by 24 March 2025 – equating to just £376.25 per event.

Alternative options include paying the registration fee of £270 by 24 March and then entry fees on a round-by-round basis at £410 per event. Again, these fees all include VAT. After 24 March 2025, entry fees will rise to £450 per event (including VAT).

To register for
Racing Hondas, go to:
admin.timeattack.co.uk
and select
Register As Driver

The registration fee (£270) is optional but it ensures a driver is eligible to score points and secures them their preferred race number at all events they enter.

Entries are accepted up to 15 days prior to each event. Those received later than this will incur a £50 late payment fee, which will be donated to Club Time Attack's chosen registered charity at season's end.

Drivers are required to be members of Club Time Attack, which costs £80 a year and is handled as part of the registration process.

ORGANISATION



£3,280 (inc. VAT) covers
registration and entry
fees to all eight of the
2025 season's events

FOR LESS BUCKS



"The most competitive season of racing I've ever done and made winning all the more rewarding"

Dan Brown
Class A winner 2024



RACING HONDAS

CHAMPIONSHIP

TEGIWA



"A fantastic championship – the organisers have got it spot on with the technical side"

Liam Collins
2nd in Class A 2024



"Your neighbours in the paddock always come and help if needed!"

Ben Sharpe,
Team owner



"I've not known a championship where they make us feel included as much"

Sam Linssner
2024's Class C runner-up





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**TIME ATTACK
ORGANISATION**

