

2025 RX-8 Trophy Class Regulations

Co-ordsport



The CSCC RX-8 Trophy is for Mazda RX-8 231PS first generation cars (2002 to 2008), running as a class within the Co-ordSport Tin Tops Series.

- Typically, a 40 minute race with a mandatory, timed pit-stop and 30 minute qualifying session on the same day.
- Simple, cost effective rules to enjoy these great handling, rear wheel drive cars.
- A unique approach to scrutineering, fairness and competitor spirit: this is cost effective club racing at its best. Considerate driving is a must.
- Register the car for the 2025 season for £99, (each driver joins the club as a member for £49 for 12 months) and then enter individual rounds when they open, around 8 to 10 weeks before the event. Your £99 Co-ordSport Tin Tops registration fee includes registration to any other CSCC series that this car is eligible for, free of charge. If you wish to register a second car for any eligible series/championship, it is £50.
- Entries may be either single drivers, two drivers sharing a single car or a two car team.
- Class winners penalty helps reduce the likelihood of the same car dominating at every round.

Overview

Class R: The RX-8 Trophy, is a class for road legal Mazda RX-8 231 models, within the CSCC Co-ordSport Tin Tops Series. These regulations are written to keep the Mazda RX-8 231 in a near showroom, road legal specification, with changes to safety equipment, brake pads, tyres and a few reliability enhancements. These cars have a build time measured in hours, at low cost and without the need for specialist or tuning parts.

Competitors are advised to contact the CSCC during the build process if there is any uncertainty about what can or can't be changed, modified, removed or replaced. The 192, PZ (Prodrive), 40th edition and series 2 (R3) models and their specific parts are excluded. Cars must hold a valid MOT on all occasions they are raced. **ALL parts throughout the car MUST be standard parts, or standard pattern parts, unless specifically listed here or with written permission from the CSCC Office.** It is the requirement of the competitor to ensure their car fully complies with these regulations. In the event that the rules for the RX-8 Trophy class and Co-ordSport Tin Tops series are conflicting, these RX-8 Trophy regulations take priority.

Bodywork and Interior

The original, standard, road-going silhouette must be retained as produced by the factory for the UK showroom first generation road cars, as pictured in the glossary. You may only remove the items listed in the supplementary build instructions. EVERYTHING else must remain. We expect a high standard of preparation, with clean bodywork. Colour changes through paintwork or vinyl are permitted. Dealer fit accessories are not permitted (lowering springs, aero kit etc.)

All cars must display the correct stickers, these will need to be collected by the driver/team from race administration at the circuit and applied to the car before the race. Failure to display these decals when issued could result in the car failing at scrutineering or a loss of award. A sticker guide is available on your series webpage:

<https://www.classicsportscarclub.co.uk/rx-8-trophy>

We have specified that certain equipment should be purchased from specific suppliers to ensure a level playing field and keep costs controlled.

A 6 point harness, FIA seat and suitable mounts are required, in addition to other mandatory Motorsport UK safety equipment.

Scrutineering and Safety

Cars must conform to the Motorsport UK **NCR** and Co-ordSport Tin Tops regulations. Competitors must pay attention to safety regulations. After qualifying/race, competitors may be gathered in Parc Ferme, for eligibility checks and general good humour. Competitors will be encouraged to check each other's cars, with Rotary specialists also assisting. The club reserves the right to instruct Motorsport UK scrutineers to carry out checks, or to monitor OBD parameters, but as every competitor will be racing in the spirit of the regulations this shouldn't be necessary!

Class Winners Penalties

The RX-8 Trophy Class winner will incur a 10 second winners penalty each time a car/driver wins the RX-8 Trophy Class. This is to be served at the next race that the car/driver enters in the RX-8 Trophy class. The winners penalty time is added to and served at the same time and location as the mandatory pit-stop. The cumulative penalty will be removed once the car/driver finishes a race without winning the class (if a car/driver wins consecutive races the 10 second penalty becomes 20 seconds and so on, until the car/driver fails to win).

Series regulations

Overseas rounds, pit stops, entries, awards are as per the CSCC Co-ordSport Tin Tops regulations.

Technical rights of the CSCC

The CSCC have the right to overrule any of these rules, including treating any applicant individually as seen fit to help promote and to enhance the series, and to protect and respect the position of all existing competitors. The CSCC also reserves the right to re-classify any car from a meeting that does not comply with the series technical regulations or is not prepared to an acceptable standard. The Club reserves the right to amend these regulations at any time in the year.

If the rules do not specifically say you can do something you must not do it.

Competing in the RX-8 Trophy Class of the Co-ordSport Tin Tops Series.

Step 1.

If you have not raced before please read the CSCC's How to start racing guide: <https://www.classicsportscarclub.co.uk/start-racing>

Step 2.

Choose and buy your car. Remember you are looking for a standard, series 1 RX-8 231 model (not a performance special edition or a later version). If you buy one that was registered before 23/03/06 it will have cheaper road fund licence.

Step 3.

Each driver joins the CSCC for 12 months (£49 each). A driver registers the car for the CSCC season (£99). This will give you access to the discounts and directory needed to buy the required parts and at a cheaper price. You will indicate your preferred race number at the same time.



Recognised
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Step 4.

Order the required cage with Caged Laser Engineering. Remove the required interior parts before the cage is installed. It is suggested that you carry out routine servicing and checks, flush and replace the coolant, change the oils and filters and replace the brake fluid etc. These cars greatly benefit from quality ignition parts so a quality, recent battery (standard size), coil packs (search for D585R), leads and spark plugs (*Photo Glossary 1*) are recommended.

Step 5.

Finish building the RX-8 once the cage is fitted. (2)

Step 6.

Enter the race of your choice with the CSCC, entries for each round open 8 to 10 weeks before the meeting.

Typical, Approximate Build Costs (including VAT, where applicable) as per 2023

Road going car, series 1 RX-8	£2000 (many cars bought were actually less than £1000!)
Caged Laser Engineering Roll Cage	£1516 including fitting and vat, in black
FIA Race seat, base mount (in this case a Sparco Monaco Pro)	£220 approx
Race seat mount ('Planted Technology' or lower mount from Australia)	£200 approx
6 point harness	£200 approx
4 litre plumbed in fire extinguisher	£250 approx
Cartek GT Cutout	£193 supplied by Cartek Motorsport
Nankang NS2-R tyres x4	£340 fitted by Adams & Page
Mintex brake pads (front and rear, complete)	£110 supplied by Questmead
Sundry items (Roll cage padding, harness plates, towing straps etc.)	£200 approx
Total	£5190

Required Parts

We have specified the following equipment to save you money, ensure a level playing field and help keep you safe.

- Roll cage is a 6 point bolted in Motorsport UK cage (compliant for the CSCC overseas rounds) and must be bought from Caged Laser Engineering (01761 239133). Black is the standard colour, they can also offer many RAL colours at extra cost. They will typically need the car for 7 days, prices include VAT.
 - Front and rear brake pads must be changed to Mintex 1144 or 1801 compound. Questmead: 01706 36 39 39
 - Cartek Motorsport 'GT' Electronic isolator. [Fitting guide here.](#)
 - Tyres are Nankang NS2R tyres in 225/40/18 size and 180 compound. Adams & Page: 01494 525971
- If any of this mandatory equipment is not fitted the car will be moved into the CSCC New Millennium.
- Fire extinguisher, 6 point safety harness, roll cage padding and more are available at a discounted price from Advantage Motorsport, who offer CSCC members a discount on all parts.

12. Optional Modifications Permitted (you do not have to do these)

The only items that may be changed from Mazda specification are:

Sohn oil feed: this allows fresh oil to be injected to the rotor tips instead of using dirty sump oil, you can then use fully synthetic oil in the sump. (3) You can search ebay for 'SOHN RX8 Kit'.

Fuel pump: Check if your car has outstanding recalls, some have had their fuel pump replaced. An uprated fuel pump and filter is allowed.

It is permitted to add a suitable **2 Stroke oil** to the fuel, to provide additional lubrication to the engine (maximum 250ml per tank of fuel) (4).

Coil packs, spark plugs and leads: These parts are very important to a rotary engine, new, uprated items are recommended. Quality D585R coils are well regarded (5). It is recommended that you don't use cheap ebay parts!

Starter motor: If you have to replace the starter motor at any stage an uprated or series 2 R3 unit is permitted.

Catalytic converter: The standard cats can become blocked, therefore a Toyosport or Japspeed sports cat may be used as an alternative.

Front number plate: It may be repositioned, with the rubber backing removed. (6)

Front grilles/mesh: Additional front grilles to prevent debris damage may be fitted. (7a) Standard grilles must remain but the main 'mouth' grille may have material removed (7b) between the diamond structure (where the number plate was/is situated), e.g 12mm holes.

Extended coolant overflow: The factory hose vents onto the powersteering connections, you may redirect/extend the rubber overflow hose.

Oil catch tank: The factory re-circulating system functions well in most cases and is MSUK compliant, but an optional 2 litre tank can be used if required.

Steering wheel: The standard wheel is great, however driver proportions may make an aftermarket wheel/boss more comfortable. Remember that you will need a working horn for the MOT.

Camera equipment, data loggers and additional gauges.

Removal of locking wheel nuts and dust caps on tyre valves.

Bulb type

Fluids

CSCC Exceptions

If you have a common sense request to change an item not listed here, you must do so in writing to the CSCC office, for them to make a formal note against your car. An example could be: RA04 DND, short length of oil cooler hose replaced with non standard hose and fittings of the same diameter, on the grounds of cost saving. This list will be available to CSCC and Motorsport UK Officials at race meetings.

Geometry

Geometry adjustments are within standard factory ranges only. Adams & Page have state of the art facilities and are familiar with RX-8. (8)

CAGED LASER ENGINEERING



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The Build Process

Below are guidelines on how you should build the car, the order in which you do so is up to you, but the end result is how the car should end up in race specification. The detailed instructions may look complicated, but the build is actually very easy once you have a car in front of you. Please be safe and ask questions if you are unsure once you have read the build guide in full. The build guide assumes you have the knowledge and capability to work on a car. If you have any doubt as to your own competency please use a trained mechanic, we are not responsible for mistakes, accidents or loss. A photo glossary on the back page may help you.

This car was built by CSCC Director David Smitheram. For much of the time he was working outside and on the ground, with basic, home mechanic type tools. Just in case you needed another reminder.....**If the rules do not specifically say you can do something you must not do it!**

You may choose to buy a low mileage minter and pay more for it upfront, or a cheap example, perhaps budgeting for a few part replacements or even an engine rebuild (relatively inexpensive at £2000 or less). Rust is a common problem on the undersides of RX-8, with suspension components looking particularly shabby. The car is likely to require some basic maintenance before racing, remember it requires an MOT too. You may decide to do this before, during or after the build. If your car requires an MOT the MOT test station can be directed here to view guidelines on the airbag removal and subsequent dash light: <https://www.gov.uk/guidance/mot-inspection-manual-for-private-passenger-and-light-commercial-vehicles/introduction> (section 13)

Remember to tell the MOT tester your car has a limited slip diff.

A standard, UK 231 series 1 RX-8 may look like this:



Series 1, 231, 6 speed models (not special editions)

You cannot use a later series 2 (R3) car:



Series 2/3 are not permitted

It will make for an easier build if you choose a non-sunroof model. No specialist or expensive tools are required during the build although a Dremel type tool with remote head and plastic cutting disc is particularly useful, when trimming the dash to fit around the cage.

So, time to get started. Much of this guide lists the maximum amount of parts that you may remove, you do not have to, for example you may choose to keep the floor mats in place or other trim parts.

Exterior

On the sides you may discard the optional alloy 'blades' (9) that are attached to the plastic wing vents (they corrode and are heavy), the plastic vents themselves must remain. At the front you may relocate the front number plate and discard the rubber that is behind this (10). Note that bonnet and boot pins are not required and the standard rear fog light (11) is sufficient as a rain light (NCR 7.5.6). You may replace the locking wheel nuts with non-locking, standard nuts. Colour changes/stickers are permitted throughout, providing the supplied CSCC stickers are affixed (12).

You need at least one towing strap at the front and one at the rear, but it is recommended to fit two at the front. The factory tie down/towing points are easy to access behind small covers that blend in to the grille (13). The screw in towing eyes cannot be used as they protrude too far from the bodywork and the holes are too small, so as a suggestion source 3 x long eye bolts (M20x2.5) and 6 x nuts, three stainless shackles and three newer style wire towing loops (14). Note that these factory screw in tie down points are not regarded by Mazda as towing points, however, users have reported them ok and they are by far the easiest points to access. When fitting the front towing loops check the oil cooler lines, these are notorious for rust on the passenger side (15), so either replace them or cover them in grease to prevent further corrosion.

Fit the Mintex 1144/1801 brake pads front and rear (16). It is strongly recommended to change your brake fluid at the same time.

Engine bay

You may discard the 'Renesis' engine vanity cover (17) and cloth material on the underside of the bonnet (18). If you fit the optional Sohn oil feed kit this replaces the standard washer bottle. You may remove cloth material from one inner wing, to allow the fitment of the Cartek GT Isolator (19). An oil catch tank is not required but an Motorsport UK specification catch tank could be fitted, in the unlikely event of experiencing oil surge. Temporarily disconnect the battery before you work on removing the interior and airbags.

We will allow the removal of the air conditioning components in the engine bay, including radiator/condenser, compressor pump, drive belt and pulley. This removes a small amount of weight but more importantly by removing the AC radiator it allows a little more air to enter the engine bay. A/C components within the car must not be removed. Personally I (David) kept my AC in my race car, it made for a considerably more pleasant place to be when not racing and my car had no issues with heat in testing or in races. If you choose to remove your AC system please think of your health, eyesight and the environment and have the AC gas removed professionally.



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Boot

Discard the boot floor 'carpet' and cloth sound material behind it, carpet on the underside of the boot lid, tools, inflation kit, plastic panels (20). Leave the hard, attached sound deadening on the floor in place (no scraping allowed!). (21)

Interior

Here is where you will remove the most trim, but don't damage or throw anything away just yet unless you are certain it is not required, as some of it will go back in after the roll cage is fitted. As a tip, start at the floor and work up, as to remove the dashboard you will need to remove and unscrew parts below. (22)

Interior Rear

Discard the rear seats and foam enclosure, small trim panels beside the rear seats, plastic 'parcel shelf' panels (including small tweeter speaker) and cloth sound material (23). This small tweeter is the only speaker that is removed, all others including the rear amp must remain throughout the car and be fully functional. Discard the plastic 'bin' that was between the rear seat backs, cut the plastic piece (orange arrows) that is now relatively loose, as shown pictured (24a/24b). Discard the loose rear floor mats.

Temporarily remove the door cards from the rear 'suicide' doors and discard the front seatbelts (if you are driving the car to have the cage fitted leave this step until later). The airbag sensors and surrounding metal cage (orange arrow in 25) can be removed and the green wires cut (25 and inset). Leave everything else, including wiring and clips, intact and put the door cards back in place. (26a/26b)

Interior Front

The front doors remain intact, no need to touch these (27). Unbolt and discard the front seats, disconnecting the plugs under the seat. Remove but keep the footwell kick panels and sill covers. Remove the loose floor mats, you may wish to re-fit these later for road or race use. Unbolt but keep the drivers clutch foot rest. Unscrew, remove and keep the centre tunnel cover (includes storage covers) and the brass coloured metal frame this attaches to, unscrew and keep the gear knob and gear-shift gaiter. Remove and keep the ashtray and cigar lighter. Discard the carpet (28) and cloth sound material (including any mouldy sweets/coins you may have found!). Leave in place the rubber barrier and sound proof material that runs up behind the dashboard from both footwells (29/29 inset). Remove and discard the black, rigid ducting that directs air under the front carpet on both drivers and passengers sides. Working from the bottom up, remove and keep the centre console, heater control/cd player/sat nav.

On the top of the transmission tunnel, behind/beneath where the heating controls were is a silver box with yellow plugs; unplug this (airbag controller) and discard it once access allows (30a/30b). Unbolt the airbag from the steering wheel, discard the airbag charge but leave the airbag itself within the steering wheel centre (31). Note that you will leave the standard steering lock in place as the car is road legal. Consider using tip-ex to mark the splines and centre of the steering wheel. With the steering pointed dead straight unbolt, remove and keep the steering wheel. Remove the panel that holds the passenger airbag, discard the airbag charge itself (32) but leave in place the metal cage that is riveted to the underside of the passenger airbag dash cover (32a). Continue unscrewing, unbolting and removing dash trim, electrical connectors and the instrument panel until it is just the main dash piece left to come out (33). The small, drivers side panel containing the bonnet release/DSC off switch is best left inside the car. Discard the plastic covers that run up the inside of the windscreen pillars. Unscrew and keep the screws holding the indicator and wiper stalks, carefully letting them dangle down. Remove the dash (34).

To drive the car legally (for example to take the car to Caged Laser Engineering) you will need to plug the dash clocks back in or else the indicators won't work.

Interior upper

Discard the various trim covers over the curtain airbags. Discard the passenger grab handle, interior lights/sunglasses holder and sun visors. Pull the headlining down and discard (35), disconnect the wires at the top of the windscreen pillar that go to the interior overhead lights by unplugging a clip to the right of the accelerator pedal. Discard the airbags and charges. Discard the white 'egg crate' plastic (36). The passenger grab handle brackets will need to be removed for the roll cage fixing, either drill out the welds or cut the metal brackets off (37).

At this stage the car is ready for cage fitment.

Refitting and Finishing

With the cage installed (38) you are now ready to re-install the interior and Motorsport UK safety equipment. All of the optional modifications permitted are listed on a previous page, instructions are either just an internet search away or they come with the item. You are likely to want to carry out routine maintenance and 'spanner checks' at the same time as completing the build.

Having removed much of the interior you will now start to put some of it back. Whilst it may appear odd to be adding weight back into the car it will ensure that the interior looks neat, reduces sharp edges and settles the suspension height at a more visually appealing level. You will reinstall the dash and centre console in the reverse order you removed it. The dash will need cutting to fit around the roll cage (39), in the top corners and low down by the bonnet release (40) and to the left of the glovebox. Keep this cutting neat (neater than David managed!), removing the minimum of plastic to fit, measure twice, cut once!

Refit the: Dash*, steering wheel and centre (horn push), steering wheel surrounds, centre console including cd player/nav and heater controls, ashtray and cigar lighter with side panels, centre tunnel top including lids, glove box, passenger airbag cover, plastic panel to the right of the drivers feet and left of the passengers feet (inc. fuse cover) and sill covers (41)(42). You may add the loose carpet mat(s) if desired.

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* Now is a good time to drill and locate the extinguisher pull and Cartek cut out wiring and button (43/44), before fitting other panels. Remember that these need to be in reach when you are secured in your race seat. Carefully drill a hole and add a rubber grommet to feed the exterior extinguisher pull and cut out wiring from the plastic wiper scuttle area on the passenger side into the cabin. Loom tape is useful to keep things neat and tidy and 'Duraseal' type connectors are recommended when joining wires.

Fit the FIA seat, seat mount, 6 point harness, extinguisher assembly (and stickers), Cartek cut-out (and stickers) and roll cage padding. It is suggested you buy one length of 44mm FIA padding (available from Advantage Motorsport) to place where your head may contact a bar and one or two or three lengths of cheaper, non-FIA padding (K1.6.6).

The floor is an unusual shape, making traditional seat side mounts very difficult to fit safely. Companies such as Planted Technology make a purpose built mount (45), but if you are very tall you may need to look for another solution.

The exterior extinguisher pull and Cartek switch will fit into the passenger side wiper/scuttle panel (46) (black plastic between bonnet and windscreen), but you may choose to position these somewhere else. You may cut a channel into the piece of plastic below the scuttle to create a better run for the extinguisher pull cable and you may also use self-tapping screws to make sure the plastic scuttle is held down securely. Water collects on the scuttle and whilst the push button is water resistant it is permitted to drill small holes to aid drainage in this top scuttle panel only. Make sure the exterior extinguisher pull is well lubricated with grease or it will seize. (47) Follow the nozzle mounting recommendations for your extinguisher, these can differ between manufacturers. Pictured are simple 90 degree brackets used by the building trade. (47a and b)

A transponder is required; these can either be leased (search MyLaps or TSL Timing), or rented on a round by round basis TSL Timing.

Apply the CSCC stickers that you must collect at your first race event. Purchase and apply your chosen fluorescent yellow race numbers to the windows (the CSCC will have these to purchase if you should need them).

Your car, when finished, should look like the final images in the photo glossary.

Frequently Asked Questions

Q. The CSCC has never done 'one make' racing before, why now?

A. There are a number of key differences that make this concept unique. Experience has shown us that there are a number of barriers to drivers starting and then continuing in motorsport, the CSCC RX-8 Trophy aims to get over these hurdles:

Money. Affordable motorsport is a term often used, but by the time you add a package of expensive required parts and you allow changes to the suspension, bushes, exhaust, intake, brakes, wheels and more the costs can spiral.

Space. A typical race car is usually unsuitable or too uncomfortable to use on the road, requiring a trailer and tow vehicle. Not everyone has a garage or driveway large enough to safely store these.

Time. Preparing a race car takes time; time is something that many of us have in short supply with family, work and other life commitments. Fully stripping a car and changing a host of control parts in addition to the usual mechanical preparation can take months or even years to do.

The RX-8 Trophy is the answer to all these points: a great handling, cheap, road legal race car that can be driven to and from the circuit, discounted parts that are focused on safety and reliability and a fast build time. Building an RX-8 to our Trophy specifications could take the average person less than 30 hours of work (excluding the time the car is away having its roll cage fitted). The RX-8 Trophy runs as part of the Co-ordSport Tin Tops [series](#), it is not a championship; you can pick and choose the rounds to suit you without the requirement to commit to a complete season.

Our 30 minutes qualifying and 40 minute race format takes place on the same day, gives plenty of track time and if you race with a friend all of these costs are effectively halved, as the CSCC doesn't charge extra for a second driver.

Q. Why an RX-8?

A. You will easily buy a useable road car for less than £1500 and finish it as a race car for less than £5000. They are superb handling, rear wheel drive Coupe, with strong brakes, twin oil coolers, a limited slip diff and a 9000+rpm rev limit as standard.

As a mass produced road car the RX-8 was both misunderstood and flawed. They sold over 20,000 in the UK alone, with drivers tempted by exceptional reviews praising the handling and performance, along with the degree of practicality thanks to its rear 'freestyle' doors. However, the average modern road driver is unaccustomed to lifting the bonnet between services; a problem in a high revving engine designed to use oil. They are also thirsty on fuel, with high emissions and they don't like short journeys; they benefit from getting warm and seeing 9000rpm at least once every journey to help clear carbon deposits. Engines are unlikely to see intergalactic miles, but with specialists charging less than £1500 for a full rebuild it isn't too painful! None of these 'problems' are an issue for an enthusiast; in fact the benefit of all these well documented 'issues' is high depreciation, with excellent 2nd hand spares availability. CSCC Director David Smitheram's own development car had passed 105,000 miles and had its engine rebuilt at 80,000 miles, having been used and abused daily in the hands of a former owner who knew virtually nothing about cars.

Q. I've heard that 'taking advantage of the rules' can occur in one make racing, how is this going to be different?

A. In addition to Motorsport UK safety scrutineering the CSCC will encourage self-scrutineering when it comes to eligibility, as well as inviting Rotary specialists and Mazda employees to take part in checking cars. This is club level motorsport, where we will insist on the highest level of driving standards and promote a strong paddock community. There are no points to gain and no overall champion at the end of the season, just go out and have some fun, if you win a trophy great, if not don't worry. The overall class winner (car and/or driver) will get a pit stop time penalty at the next race they enter to help prevent the same winner at each round. If a car is found to be non-compliant it can either be rectified or it can race within the CSCC WOSP New Millennium series, where more modified RX-8 are welcomed.

Q. Why must I retain the air conditioning, stereo, original wheels, heater etc? Why does the car have to have an MOT, it's a race car?!

A. The concept is clear, it allows someone with limited time, money or space to build an RX-8 on a budget, drive it to the circuit and go home again in relative comfort, potentially using it every day. With its quiet, standard exhaust it won't upset your neighbours and should be welcomed at every trackday in the UK. There is nothing to stop you modifying the car further at a later date and moving to the WOSP New Millennium and/or Verum Builders Open Series. You don't have to drive it to/from the circuit or tax the car, this is optional.



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Q. Can I change or modify the xxxxx (any part not specifically listed in 'Optional modifications permitted') ?

A. No, you can't! We don't insist on genuine Mazda parts, but any replacement part must be identical OEM in construction, material and performance and that the only reason for fitting a non-Mazda part is if it is identical in every way except price. Common sense will apply when the club makes a decision on a case by case basis but a case must be made in writing and in advance of a race meeting.

Q. Last time I built a race car I scraped off the underseal and sound proofing and removed unnecessary electrics, can I this time?

A. No, leave them alone! The 'hard' sound proofing must remain intact throughout (48). This helps keep the build time short and easy.

Q. My car came with some aftermarket lightweight wheels/sports exhaust/performance panel air filter/rear spoiler etc.

A. Good for you, but you can't use them in this class. Sell them on ebay and buy some standard/oem parts.

Q. How about drilling holes, cutting items, removing parts, adding brake cooling, a re-map, adjusting dwell timing, taking out fuses etc. etc?

A. No! Only those items listed in these regulations and build guide may be altered, removed, modified or fitted.

Q. Does my air con and heating have to work?

A. All parts of the heating system must work. The AC components under the bonnet only may be removed.

Q. Can I disable the ABS/DSC?

A. The ABS and DSC must function. You may however switch off the DSC by pressing the 'DSC Off' dash switch each time you start the car (short or 7 second press).

If the rules do not specifically say you can do something you must not do it!

Useful Contacts

In addition to the many companies listed in the CSCC members discount directory, the following are companies who have expressed an interest in helping to support CSCC RX-8 Trophy competitors.

Roll Cage

Caged Laser Engineering, Somerset www.cagedlaser.co.uk 01761 239133

Mintex brake pads, discs, oils and more.

Questmead www.questmead.co.uk 01706 363939

Race livery, vinyl stickers.

RSV Graphics www.rsvgraphics.com 07514 105 215

Tyres, full geometry set up

Adams & Page www.adamsandpage.co.uk 01494 525971

General Race car supplies including harness, extinguisher, race suit, helmet etc.

Advantage Motorsport www.advantage-motorsport.co.uk 01829 238268

Specialists who may be able to assist with parts or services.

Essex Rotary www.essexrotaryspecialists.com 07880 913505

Macgracing, Derbyshire www.macgracing.co.uk 01347 868536

Rotary Motion, Wiltshire www.rotarymotion.net 01249 408888

Co-ordSport, Birmingham www.coordsport.com 0121 6616263 (Exedy Clutches and lots more)

V1 01/11/23

Motorsport UK Certificate No: RS****/***



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Photo Glossary

1.



2.



3.



4.



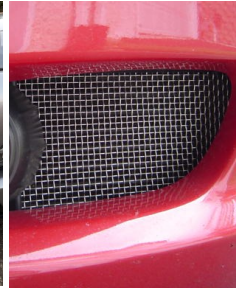
5.



6.



7a.



7b.



8.



9.



10.



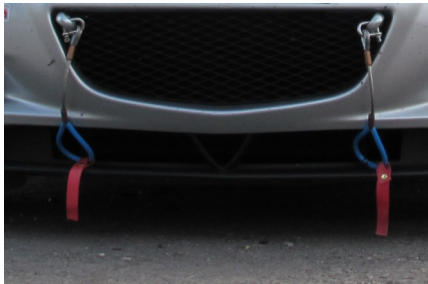
11.



12.



13.



14.



15.



16.



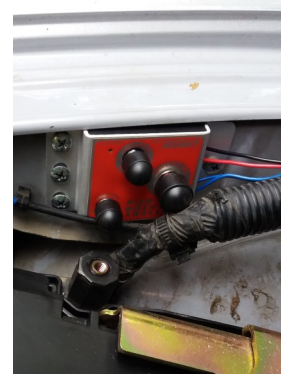
17.



18.



19.



Recognised Club

CSCC, 1 Masons Wharf, Corsham, Wiltshire, SN13 9FY
 Email: info@classicsportscarclub.co.uk
 Web: www.classicsportscarclub.co.uk
 Telephone: 01225 810655



CSCC Tin Tops

2025 RX-8 Trophy Class Regulations

Co-ordsport



Photo Glossary



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Photo Glossary

37.



38.



39.



40.



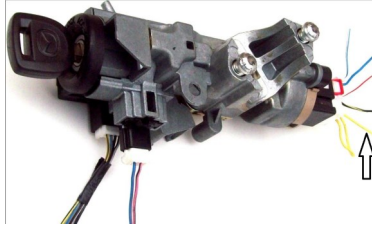
41.



42.



43.



44.



45.



46.



47.



47a.



47b.



48.



Finished photos



V



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