



2018 Radical Challenge Championship
Sporting & Technical Regulations



*2018 RADICAL CHALLENGE CHAMPIONSHIP
Sporting & Technical Regulations
Issue ONE*

PUBLISHED COPY

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1 SPORTING REGULATIONS – GENERAL

1.1 Title and Jurisdiction

The 2018 Radical Challenge Championship is organised and administered by MotorSport Vision Racing Ltd (MSVR) in accordance with the General Regulations of the Royal Automobile Club Motorsports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations. The organisers reserve the right to issue additional statements clarifying items in the rules and regulations and all such statements will be issued to all registered drivers by posting to the address on the registration form.

MSA Championship Permit No: **CH2018/R008** Race Status: **National B**
MSA Championship Grade: **C**

1.2 Officials

- | | | |
|-------|--|---|
| 1.2.1 | Co-ordinator: | Carly Latcham - Radical Sportscars |
| 1.2.2 | Assistant Co-ordinator: | Will Brown - Radical Sportscars |
| 1.2.3 | Licensed Eligibility Scrutineer
Assistant Scrutineers | Phil Mason
Rob Mason |
| 1.2.4 | Championship Stewards: | Brian Hemmings
Eric Cowcill
Mike Dixon
Bill Shewan |

Any three of the above may reach a decision

- | | | |
|-------|---------------------|-------------------------------------|
| 1.2.5 | Clerk of the Course | Gary Tanner or his appointed deputy |
|-------|---------------------|-------------------------------------|

1.3 Competitor Eligibility

- 1.3.1 Entrants must:
- be members of MSVR and
 - be registered for the Championship and
 - be in possession of a valid 2018 MSA Entrants Licence.
- 1.3.2 Drivers and Entrant/Drivers must:
- Be current Members of MSVR and
 - be Registered for the Championship and
 - be in possession of valid Competition (Racing) Nat B status Licence, *as a minimum*
 - or be a professional driver, in possession of a valid Licence (featuring an E.U. flag) and medical, issued by the ASN of a member country of the European Union, or comparable country. ((H)26.2.1. applies)
 - *If participation in the Championship requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.
 - Any EU/non EU driver holding an FIA International Grade Licence must present a "Permission to Start" document either for a single event or for the full season.
 - An MSA National A minimum grade required for the Spa Francorchamps event



- 1.3.3 All necessary documentation must be presented for checking at all rounds when signing-on.
- 1.3.4 Membership of MSVR is free on race entry into an MSVR event.

1.4 Registration

- 1.4.1 All drivers must register as competitors for the championship by returning the Registration Form with the registration fee to the Co-ordinator prior to the Final Closing date of the first round being entered. Registrations will be accepted from 1st December 2017 until further notice.
- 1.4.2 The Registration Fee for this Championship is: £200 (+ VAT). The registration fee is payable to Radical Sportscars. All drivers must register for the championship in order to compete and therefore all drivers will be eligible for championship points regardless of how many events they contest.
- 1.4.3 Registration numbers will be the permanent Competition numbers for the Championship and will be allocated on a first come, first serve basis as allocated by the Championship coordinator. The number 1 will not be available.
- 1.4.4 The Radical Factory may, at any time in the season enter a "development" car that would be fitted with a modification of a part which would not be totally compliant to these regulations but by running in a race situation would prove the part to be "race-worthy" and would lead to that part being written into and consequently eligible for the Championship. The development car would be identified with the race number "0" and would not be eligible for points or prizes but would be eligible to take part in all aspects of the event provided that it complies with the Safety Scrutineering and Sporting Regulations.
- 1.4.5 Registration for the 2018 Radical Challenge Championship will be for:
 - a) Solo Challenge Championship (Class S) - the same single driver, solely driving one (1) SR3 car
 - b) Team Challenge Championship (Class T) - TEAMS of two drivers sharing the driving of one (1) car as defined as follows:
 - i) The Lead Driver must be the entrant as defined in Section B 2018 MSA Yearbook & Section H32, and as listed on the Championship Registration Form. Radical reserves the right to amend any lead driver status at each event, or for the overall championship.
 - ii) No more than 2 drivers per event are permitted.
 - iii) All drivers must be registered to that Team prior to their arrival at the Event
 - iv) One (1) driver **MUST** be nominated and registered as Lead Driver and **MUST** take part in all Events that the Team enters in the Championship in order for that Team to be awarded points.
 - v) On Registering, a Team will be issued a Championship Number. That number stays with the Lead Driver. IF the second driver changes Teams then he assumes the number of the Lead Driver in the alternate Team.
 - vi) A Registered Team may use more than one car over the season and still gain points provided that each car used is in the same class.

1.5 Championship Events

The 2018 Radical Challenge Championship will be contested over **7** EVENTS.

An Event = qualifying + 3 races of 1 x 20 minutes plus 2 x 40-minute races

EXCEPT:

Spa-Francorchamps, 8th-10th June, 'Radical Festival' event. At this race event competitors from the Radical Challenge Championship will be joined by invitational class competitors from the Radical European Masters, Radical Swedish Cup and other Radical Official Championships globally. The Invitational Class will permit unmodified Radical models other than those permitted under usual Radical Challenge Championship class



regulations, running sealed standard RPE engines.

The Spa-Francorchamps event will follow the same format as referenced above, however the 20-minute race will have a rolling start. Specific regulations relating to this event will be communicated in advance.

Drivers competing in the Solo Class will accrue points in all listed races at each event

Drivers competing in the Team Class will accrue points in all listed races at each event as follows:

- i)** Race 1 = Lead Driver & Driver 2
- ii)** Race 2 = Lead Driver or Driver 2
- iii)** Race 3 = Lead Driver & Driver 2

Event	Date	Venue	Organising Club
1	21-22 April 2018	Donington Park National	MSVR
2	19-20 May 2018	Brands Hatch GP	MSVR
3	8-10 June 2018	Spa Francorchamps	GT Open
4	30 June 2018	Oulton Park	MSVR
5	11-12 August 2018	Snetterton 300	MSVR
6	29-30 September 2018	Rockingham ISCC	MSVR
7	13-14 October 2018	Silverstone GP	MSVR

- 1.5.1 In accordance with MSA regulation D11.1 the organisers reserve the right to amend the published list of dates and rounds, in which case, all registered competitors will be informed of the amendments by Official Bulletins posted to the address specified on the Official Registration Form.

1.6 Scoring

- 1.6.1 The following points will be awarded to registered competitors listed as classified finishers in the Final Results as follows:

Race 1 & Race 3

80, 70, 60, 54, 48, 44, 40, 36, 32, 28, 24, 20, 18, 16, 14, 12, 10, 8, 6, 4 plus 2 points for each additional classified finisher in the class, plus 2 points for pole position in each class and 2 points for fastest race lap in each class.

Race 2

40, 35, 30, 27, 24, 22, 20, 18, 16, 14, 12, 10, 9, 8, 7, 6, 5, 4, 3, 2, plus 1 point for each additional classified finisher in the class, plus 1 for pole position and 1 for fastest race lap in each class.

If there are 5 or less starters in a class at the start of the Event (Drivers Sign –on) points will be reduced as follows:

Race 1 & Race 3

40, 28, 20, 10, 5 plus 2 points for pole position in the class and 2 points for fastest lap in the class.

Race 2

20, 14, 9, 3, 1 plus 1 point for pole position and 1 for fastest race lap in the class.

- 1.6.2 The totals from all qualifying championship events run will determine the final championship points and positions.
- 1.6.3 Ties shall be resolved using the formula in (W)1.3.4. in the current MSA Yearbook.
- 1.6.4 Where the race distance has been reduced (2.6.) it shall still count as a full points scoring round.



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- 1.6.5 Drivers that possess a race licence that is not issued by MSA or an EU country may compete as Guest Competitors. These competitors are not registered for the Championship and may be permitted on an individual round basis and will:
- (a) be deemed "Guest Competitors"
 - (b) not score points and for the purpose of points scoring will be ignored
 - (c) qualify for Event awards
 - (d) comply with the eligibility criteria as prescribed in Article 1.3. above, with the exception of 1.3.1. (b) and 1.3.2. (b), as appropriate.

1.7 Awards

- 1.7.1 All awards are to be provided by Radical Sportscars
- 1.7.2 Per Round: Trophies to 1st, 2nd, 3rd in each class.

 Champagne to 1st, 2nd, 3rd in each class.
- 1.7.3 Championship: Trophies to 1st, 2nd, 3rd in each class

 Overall Championship Trophy to the driver scoring the most points overall
 irrespective of class.
- 1.7.4 Bonuses: In the event of a bonus scheme or schemes being introduced all registered competitors will be informed by official bulletin.
- 1.7.5 Presentations - Trophies are to be provided for the presentation at the end of each race or at an end of the meeting presentation ceremony.
- 1.7.6 Entertainment Tax Liability:
Prize money and Bonuses shall be posted to the Entrants within [*] of the results being declared final after each [*].

In accordance with current government legislation, the [*] is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women and account to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportsmen/women.

That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Islands or Eire. This means that, as the organiser, the [*] is required to deduct tax at the current rate applicable from any such payments they may make to non-UK residents.

Under certain circumstances, it may be possible for competitors to enter into an agreement with the Inland Revenue to limit the tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before the payment is due.

For further information contact: HMRC Personal Tax International, Foreign Entertainers Unit, St John's House, Merton Road, Liverpool L75 1BB. Tel: 0151 472 6488 F:0151 472 6483

- 1.7.7 If a competitor has monies outstanding with MSVR/Radical Motorsport/Radical Performance Engines/Radical Engineering or any series supplier, then all championship points accrued from the date of supply shall be withdrawn and trophies shall not be presented at the end of season awards ceremony.



2 CHAMPIONSHIP EVENT MEETINGS & RACE PROCEDURES

2.1 Entries

- 2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry closing date which shall usually be 20 days before each round. Race Entry Fees are non-refundable.
- 2.1.2 Incorrect or incomplete entries (Including Driver to be Nominated Entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Secretary of the Meeting receives the missing or corrected information or fee.
- 2.1.3 Any withdrawal of entry or Driver/Car changes made after the acceptance of any entry must be notified to the Secretary of the Meeting in writing. If Driver/Vehicle changes are made after publication of entry Lists with Final Instructions the Competitor concerned must apply for approval of acceptance by the Stewards of the Meeting BEFORE Signing-On.
- 2.1.4 The maximum Entry Fee for each round shall be as detailed in Supplemental Regulations for the event.
- 2.1.5 Qualification races will be held at the discretion of the Organisers.
- 2.1.6 Reserves are to be nominated on the Final List of Entries published with Final Instructions or Amendment Sheet Bulletins. Subject to the limitations of the event Track Licence, all reserves will practice and replace withdrawn or retired entries in Reserve Number order irrespective of class. If any reserves are given Grid Places prior to issue of the first grid sheets for any round the times set in practice shall determine their grid positions. If Reserves are given Grid Places after publication of the Grid sheet and prior to cars collecting in the Official "Assembly Area" they will be placed at the rear of the Grid and will be started WITHOUT time delay. Otherwise they will be held in the pitlane and be released to start the race after the the last car to start the GREEN FLAG LAP or last car to take the start has passed the startline or pit exit, whichever is the latter. Such approval to start MUST be obtained from the Clerk of the Course.

2.2 Briefings

Organisers should notify Competitors of the times and locations for all briefings in the Final Instructions / Supplementary Regulations for the meetings. Briefings are mandatory for all drivers (Solo Drivers and Team Managers for the Team Challenge) any competitor/Team Manager who fails to attend a briefing may then be fined.

2.3 Qualification Practice

- 2.3.1 Should any Practice session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session; the decision of the Clerk of the Course shall be final.
- 2.3.2 Each driver shall complete a minimum of 3 laps in the car to be raced in order to qualify (MSA Regulations Q4.5).
- 2.3.3 Qualifying will be held over a scheduled duration of 20-25 minutes.

Class T:

The Qualifying and Race 1 driver order declaration must be declared at driver sign-on or at least 90 minutes prior to the start of qualifying, whichever is soonest (see 2.5.1)

The Grid for Race 1 will be set by the aggregate fastest qualifying time of the Lead Driver and Driver 2 from the session. The Starting Driver for Race 1 shall be the declared driver (see 2.5.1). The grid for Race 2 will be set by the fastest time from the Lead Driver, the lead driver must start Race 2 race (see 1.4.5i).



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The Grid for Race 3 will be set by the finishing positions in Race 2. The starting driver is the driver who did not start Race 1.

It is the responsibility of the Drivers to make sure that the Driver Declaration Form is completed and is in the box at the correct time.

Class S

Grid for Race 1 will be set by the fastest qualifying time and the grid for Race 2 will be set by the second fastest qualifying time.

Grid for Race 3 will be set by their finishing position in Race 2.

- 2.3.4 Team Class - At the start of the qualifying session, the Driver Declared on the Driver Declaration Form MUST be in the car. If the driver(s) qualify in the wrong order, the car will be placed at the back of the grid for Race 1.
- 2.3.5 A single driver team may continue without the requirement to make a pit stop. A member of the Radical Administration Team will be present in the Pit Lane to observe Driver Changes.
- 2.3.6 Normal Pit Lane protocol MUST be observed during the driver change:
- i) The car must come to a complete standstill before the driver may undo or loosen the belts
 - ii) The engine must be switched off before the driver gets out of the seat.
 - iii) Driver two must be correctly belted into the car before the engine is re-started
 - iv) a single member of the team, as indicated by the wearing of a green armband, must be present to make sure that the car is released safely into the pit lane
 - v) Any release judged by a) Pit Lane Marshals b) Scrutineers c) official observers to be deemed as "unsafe" will receive a penalty. See "Specific Penalties"
 - vi) Pit Lane speed limit is 60 kph. Any person exceeding this limit will be issued a penalty. See Specific Penalties"
- 2.3.7 In the case of Force Majeure, providing that the Driver has satisfactorily completed 3 (three) laps at a Radical Official test day in that season and in a similar car at that circuit in the configuration to be used prior to the Event, it will not be necessary to complete 3 (three) laps of qualifying to qualify for the race. If this is the case, the Driver will be placed at the back of the grid for whichever race he has not completed the qualifying. If the Driver did not complete either of the qualifying sessions (Spa Event) he will be placed at the back of the grid for both races. Reserves who qualify during the Official Qualifying will take precedence over any Competitor who does not participate in the Official Qualifying session.
- 2.3.8 In the case that more than one Driver fails to qualify but satisfies 2.3.7 then the grid positions shall be awarded in championship order at the back of the grid. If at the start of the season, ie there are no current championship standings, the grid positions shall be in Championship number order at the back of the grid.

2.4 Races

Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race ((Q)5.4) (1.6.4. above applies)

2.5 Starts

- 2.5.1 Drivers in the Team Challenge will inform the Championship Co-ordinator via a Driver Declaration Form who will start Qualifying and Race 1. This information must be posted into the Declaration Box at driver sign-on or at least 90 minutes before the start of qualifying, whichever is before. Once posted and declared in the box no changes may be made.



The Driver Declaration Forms will be available in the Radical Hospitality Area. The Driver Declaration Box will be clearly visible in the Radical Hospitality Area and will be sign-posted.

The Driver Declaration Box will be removed 90 minutes prior to qualifying and the information received will be recorded. This information will be passed on to the Clerk of Course, Timekeepers and an official driver starting list will be posted on the Official Championship Notice Board and on the Radical Hospitality Area Notice Board. It is the responsibility of the Drivers to make sure that the Driver Declaration Form is completed and is in the box at the correct time.

Failure to Declare the Start Driver in the correct timeframe will result in a penalty. See "Specific Penalties"

- 2.5.2 All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet.
- 2.5.3 The Countdown procedures/audible warnings sequence shall be:
- i) Race 1 & Race 3 shall have a Rolling Start following the guidelines as in the current MSA Yearbook Regulation Q12.1 (b). All races at the Spa Francorchamps Event shall have Rolling Starts following the guidelines as in the current MSA Yearbook Regulation Q12.1 (b).
 - ii) Race 2 shall have standing starts following the guidelines as in the current MSA Yearbook
 - iii) Standing Starts:
 - 1 minute to Start of Green Flag lap - 1- minute board & audible warning.
 - 30 seconds board and audible warning for start of Green Flag/Formation Lap.
 - A 5 second board will be used to indicate that the grid is complete.
 - The red lights will be switched on five seconds after the board is withdrawn. The start is given when the Red Lights go off.
- 2.5.4 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.
- 2.5.5 Any cars remaining in the Pit Lane/Assembly Area, removed from the grid after the 1 minute stage or driven into the pits on the Green Flag Lap shall be held in the pitlane and may start the race after the last car to take the start from the grid has passed the startline or the pitlane exit, whichever is the later.
It is not permitted to change tyres between leaving the Assembly Area and the start of the race. Any competitor wishing to change tyres must enter the pit lane to do so and will start the race from the pit lane as detailed.
- 2.5.6 In the events of a lights failure the starter will revert to the use of the National Flag.
- 2.5.7 Any change from the above procedure will be notified to competitors by Final Instructions or Bulletin.
- 2.5.8 Should the Start Driver not be the Declared Start Driver; the driver must make a pit stop within the first three (3) laps of the race and change to the Declared Start Driver. If this procedure is not completed within the specified timeframe i.e. three laps (3) then a sixty second (60) penalty will be applied to the final race time. Any mandatory pit stops and driver changes must still be adhered to.
- 2.5.9 In exceptional circumstances the following may apply, the race may be started behind the Safety Car. Ref regulation 2.12.2

2.6 Session Red Flag

Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the Startline and RED FLAGS will be displayed at the Startline and at all Marshals Signalling Points around the Circuit.

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pit lane, during practice, and to the starting grid area, during a race, unless otherwise directed by officials.



Cars may not enter the Pits unless directed to do so. Work on cars already in the Pits must cease when a race is stopped.

2.7 Pits, Paddock & Pitlane Safety

- 2.7.1 Pits & Paddock: Competitors must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.
- 2.7.2 Pitlane: The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take all due care and respect the pit lane speed limits.
- 2.7.3 Refuelling: No Refuelling is allowed during practice, qualifying or race EXCEPT for Invitational Class competitors at the Spa-Francorchamps event. This may only be carried out in accordance with the MSA General Regulations, the Organising Club Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for that meeting only.
- 2.7.4 Speed Limit: Pit Lane Speed Limit will be 60 KPH.
- 2.7.5 Race 1 & 3 – Mandatory Pit Stop
During Race 1 and 3 at each event it will be necessary for all competing cars to make a Pit Stop, irrespective of which class.

A maximum of two identified Team Members to work on any car or belt in Driver 2 during the pit stop, identified by wearing a green armband.

Any number of the Radical Supplied Technical Team, identified by the wearing of a bright orange armband or a member(s) of the Tyres Technical Team, identified by the wearing of the championship supplier uniform, are the only other personnel allowed to 'work' on the car during the official pit stop.

40 minute races

After 18 minutes of racing a 'Pit Lane Open' warning sign will be displayed at the control line to the first car that passes the sign and remains displayed for 1 lap, or for the time required for 1 lap at that particular circuit. After passing the displayed board on track, competitors may enter the pit lane to make their mandatory pit stop. This stop must be made within a time period which will be 8 minutes, after which time the Pit Lane Closed sign will be displayed at the control line for 1 lap or for the time required for 1 lap at that particular circuit.

- 2.7.6 Should a competitor enter the Pit Lane, to begin their mandatory pit stop without passing the "Pit Lane Open" board being displayed on the circuit then a Stop/Go penalty will be issued. The duration of the stop is to be determined by the Clerk of Course. This penalty will be taken as a separate action and not as part of the pit stop.
- 2.7.7 Competitors are allowed to enter the Pit Lane after the "Pit Lane Closed" sign has been shown, without penalty, provided that they do not pass the "Pit Lane Closed" sign on track.
- 2.7.8 This mandatory pit stop will be monitored by the Official Timekeepers by means of the pit lane timing loops. The pit stop duration will therefore be 45 seconds plus the time to pass through the pit lane complying with the pit lane speed limit, plus any accrued "Success Seconds"



- 2.7.9 A "Success Equalisation" in the form of "Success Seconds" will be applied to the pit stop in Race 1 and 3 (the "Endurance Races") at each event as follows:

The top five (5) classified in each Class from the previous Endurance Race in that season will receive the following addition to their pit stop:

Class Win: 20 Seconds

Class 2nd Place: 15 seconds

Class 3rd Place: 10 seconds

Class 4th Place: 5 seconds

Class 5th Place: 5 seconds

- 2.7.10 PIT STOPS – ALL CLASSES - Stop the car and switch off the engine. All seatbelts must remain fastened until the car has stopped and refastened before the car pulls away.

In the case of a Team Challenge (Class T) entry: Driver one (1) changes place with Driver two (2). After a minimum of 30 seconds and when Driver two is securely and correctly belted in, re-start the engine. After the appropriate number of seconds, re-join the race

In the case of a Solo Challenge Entry (Class S): Drive up to the Pit, switch off the engine. Wait a minimum of 30 seconds. Re-start the engine. After the appropriate number of seconds, re-join the race.

- 2.7.11 Work may be carried out on the car during the pit stop by 2 identified team members (identified by the correct wearing of green armbands). A third Team Member also wearing green armband will be responsible for the Timing and the Safe Release back into the Live Pit Lane but **MUST NOT WORK** on the car
i) Work is defined for these regulations as "being in contact with the car"

- 2.7.12 If the number of team personnel working on the car exceeds this limit, then the Team will receive a "Stop/Go" penalty. This action is to be taken as a separate action and not part of the Pit Stop.

- 2.7.13 At the beginning of the race season or at the first event that the competitor participates, three (3) green armbands will be issued with a deposit of £10 each. The armbands must be worn as intended during the Pit Stop and be clearly visible by all other Team personnel and Pit Lane Officials.

- 2.7.14 If a Team fails to bring the green armbands to an event, they will be able to purchase more from the Radical Spares Truck at a cost of £20 each - £10 of which will be directly donated to the Marshal's Charity.

- 2.7.15 If a car fails to re-start after its mandatory pit stop time has elapsed, as many Technical Staff as required are allowed to attempt to push-start the car until the engine fires. However the safe release is ultimately the responsibility of the Team Manager.

- 2.7.16 Any release judged by a) Pit Lane Marshals b) Scrutineers c) official observers to be deemed as "unsafe" will receive a penalty. See "Specific Penalties"

- 2.7.17 Failure to make a mandatory pit stop will lead to disqualification of the competitor(s) concerned from the results of the race.

Note: Once the pit stop has commenced, under the "Pit Lane Open" sign there will be no penalty for completing the pit stop after the "Pit Lane Closed" sign being displayed.



- 2.7.18 If a competitor "short stops" ie the time taken from 'pit-in to pit-out' including the stationary time is less than calculated, the driver will be required to take a Stop/Go penalty of a duration determined by the Clerk of Course.
- 2.7.19 If a car needs to "pit" at a time other than the designated window for technical reasons, such as repairs to damaged bodywork, tyre punctures or engine issues, there will be no limit on the number of personnel allowed to work on the car. If there is a change in track conditions and tyres need to be changed from 'wet' to 'slick' or vice versa then only two (2) personnel wearing green armbands will be allowed to work on the car.
- 2.7.20 Exceeding Track Limits - Drivers must use the track at all times and may not leave the track without a justifiable reason.
For the avoidance of doubt:
(a) The white lines defining the track edges are considered to be part of the track.
(b) A driver will be judged to have left the track if any wheel of the car either goes beyond the outer edge of any kerb or goes beyond the white line where there is no kerb.

Should a car leave the track for any reason the driver may rejoin. This includes when it is necessary to use 'outside assistance' in order to recover the car. However, this may only be done when it is safe to do so and without gaining an advantage.

2.8 General Safety

- 2.8.1 Drivers are strictly forbidden to drive their car in the opposite direction to the race unless this is absolutely necessary in order to move the car from a dangerous position. A car may only be pushed to remove it from a dangerous position as directed by the marshals.

2.9 Race Finishes

After taking the Chequered Flag drivers are required to:

- i) progressively and safely slow down
- ii) remain behind any competitors ahead of them
- iii) return to the Pit Lane Entrance/paddock Entrance as instructed
- iv) comply with any directions given by Marshals or Officials and proceed to Parc Fermé immediately
- v) keep their helmets on and harnesses done up while on the circuit or in the pitlane.

2.10 Results and Classification

All Practice Timesheets, Grids, Race Results are to be deemed Provisional until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures. (MSA regulation (D)26.3.)

- 2.10.1 All cars will be classified taking into account the number of complete laps they have covered, and for those which have completed the same number of laps, the order in which they crossed the Line.
- 2.10.2 For all speed races on circuits and of less than 4 hours' duration, only cars which have covered at least 90% of the distance covered by the class winner will be classified (rounded down to the nearest whole number of laps).

2.11 Timing Modules

- 2.11.1 All competitors will be required to fit Electronic Self Identification Modules to their cars for the purposes of accurate timing. Holders for these and detailed fitting instructions will be issued with the transponders and it will be the responsibility of the competitor to fit these in the car in the position and manner specified. The modules must be in place and functioning correctly for all Championship qualifying practice sessions and



paces. The setting and servicing of these items must only be carried out by properly authorised MSA licensed Timekeepers. Competitors will be charged by the timing company for replacement of the Modules due to misuse or loss at any time during the season. Transponders should be operational during all track activity.

- 2.11.2 Competitors may not place electronic timing equipment within 5 metres of the Official Start, Finish or any other official timing lines at any event or test day session/day. Any such equipment placed within these zones will be removed.

2.12 Safety Car

- 2.12.1 The Clerk of the Course reserves the right to introduce a Safety Car (MSA Regulation **G5.2.17**) at any time during a race until such time as the race leader has completed 75% of the scheduled race distance.
- 2.12.2 The Safety Car will be used in accordance with the regulations as laid down in the MSA Regulations (**Section Q, Appendix 2**).
- 2.12.3 The Clerk of the Course may impose a Drive Through Penalty (as per **Q12.6**) or retrospective time penalty upon any Competitor or team who he considers has gained an unfair advantage whether inadvertently or not from a breach of these Safety Car Regulations. If in the opinion of the Clerk of the Course during the event that one Competitor breaches these Safety Car Regulations for the benefit of another Competitor then both may be penalised.

2.13 Onboard Cameras

- 2.13.1 All competing cars must have an in-car camera fitted in accordance with MSA regulation J5.21. The camera must be mounted at the approved point. The camera must be operational with a memory capacity to hold enough footage for the next on-track activity. If the competitor does not have their own camera or their own camera is broken then the competitor **MUST** inform the Co-ordinator in good time so that an alternative camera can be fitted before the next on-track session.
- 2.13.2 At the end of Qualifying and racing the Clerk of Course may request to review the footage from any of the cameras. The Clerk of Course may then deal with any incident(s) arising from such review.

The Championship Scrutineers may inspect cameras before the track session and will inform both the team/driver and Clerk of the Course of inoperable cameras.

Only Official Radical Championship Staff may remove the memory cards from the cameras once the track activity has commenced (qualifying or racing) this includes whilst the cars are in Parc Fermé.

If a memory card is removed from the camera by a Team member or Driver during an Official Track Activity ie during a pit stop within qualifying or racing, or while the car is parked in Parc Fermé, without the permission of the Clerk of Course this will be notified to the Clerk of Course and a penalty may be applied. Ref regulation 3.2.

In the event that no data is available on request (other than due to a proven defect with the equipment) penalties may be applied. The burden of proof to establish the cause of such failure to record will lie with the competitor. The Clerk of Course reserves the right to request footage from any in-car cameras. In these instances the footage will be obtained in Parc Fermé by Radical Championship Officials for review.

- 2.13.3 The Clerk of Course reserves the right to request footage from other, non-official onboard cameras (e.g. Smarty Cams, Go Pros and similar owned/fitted by competitors) any in-car camera. In these instances the footage will be obtained in Parc Fermé by Radical Championship Officials for review, if additional evidence is required.



3 SPECIFIC CHAMPIONSHIP REGULATIONS

3.1 Specific Championship Penalties

Breaches of driving standards will be firmly dealt with. If it appears from official video recordings, in-car video or any other track evidence that there may have been a breach of driving standards or behaviour, on or off the track, in a manner considered to have brought the championship into disrepute, the Championship Co-ordinator will be entitled to request that the Championship Stewards consider the inception of an inquiry into the matter, notwithstanding that the Clerk of the Course or the Stewards of the event may or may not have already investigated the incident. Penalties may include individual race bans, loss of points, awards, and/or end of season awards or disqualification from the MSVR 2018 Radical Challenge Championship.

In order to maintain standards of conduct, the Championship Co-ordinator, in consultation with the Clerk of the Course, may monitor any / all official reports of adverse behaviour at race meetings. If any individual is included on two such reports during one racing season he will receive written warning from the championship Co-ordinator that his driving / behaviour is to be specifically observed at future race meetings. Any adverse reports during this period of observation could result in official MSA action and will result in a Championship Stewards enquiry, with possible loss of Championship points and refusal of further entries.

3.2 Infringements of Technical Regulations

- 3.2.1 Arising from post practice or qualifying Scrutineering or Judicial action:
Minimum Penalty: The provisions of MSA Regulation C.3.3
- 3.2.2 Arising from post race Scrutineering or Judicial Action:
Minimum Penalty: The provisions of MSA Regulation C3.5.1 (a) & (b)
- 3.2.3 For infringements deemed to be of a more serious nature the Clerk of the Course and/or the Stewards of the Meeting are to invoke the provisions of MSA Regulation C3.5.1 (c)

3.3 Additional Specific Championship Penalties

- 3.3.1 As per the current MSA Judicial Procedure Regulations and the provisions of these Championship Regulations.
- 3.3.2 The Clerk of the Course reserves the right to impose Stop and Go or Drive Through penalties in accordance with MSA Q.12.6. Drive Through and Stop/Go Penalties are not subject to appeal and must be taken within 3 laps of the first signal being given. Failure to comply will involve automatic disqualification from the results of the session.
- 3.3.3 Specific Penalties
 - 3.3.3.1 The following penalties will apply to all events within the Championship. The penalties in this section are indicative and not exhaustive.
 - 3.3.3.2 Pit Stops including the Driver Change/Mandatory stop:
 - i) Prior to passing the 'Open' board on circuit - Stop/Go
 - ii) Passing the 'Closed' board on circuit without having made the mandatory stop/driver change - Stop/Go
 - iii) Loosening seatbelts whilst driving up to and from Team Pit Stop Area – Drive Through
 - iv) Failure to execute 'Driver Change/Mandatory pit stop' - disqualification
 - v) Short Stop - Stop/Go variable depending on how short the stop was
 - vi) Unsafe Release - Drive Through
 - vii) Team member(s) not wearing Identification - £100 fine to the Team (to be donated to the Marshals Charity)
 - ix) Incorrect manning level - Stop/Go



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x) During the stop the engine must be switched off and prior to the car pulling away the driver must be seated and belted into the car. Failure to do any of these - Drive Through.

3.3.3.3 Exceeding Pit Lane Speed Limit

Stop/Go with variable stop as below:

- i) Over limit up to 5kph - 5 seconds
- ii) 6 - 10 kph over limit - 15 seconds
- iii) 11 - 15 kph over limit - 20 seconds
- iv) 16+ kph over limit - 30 seconds

Should the above penalty(s) (3.3.3.2 & 3.3.3.3) be imposed during the last five (5) laps, or at the end of a race, then a 30 second time penalty will be added to the elapsed race time of the competitor concerned.

3.3.3.4 Crossing Pit Lane Exit Blend Line

- i) Qualifying - removal of fastest lap by the driver crossing said line.
- ii) Race(s) - Drive Through

3.3.3.5 Exceeding Track Limits

- i) Qualifying Practice - Lap time will be deleted if advantage gained. Continual offenders can be disqualified.
- ii) Races -
On the second offence the driver will be shown a warning flag.
On the third offence, 5 seconds will be added to race time.
On the fourth offence, 10 seconds will be added to race time.
On the fifth offence a drive through penalty will be given.
On the sixth offence the driver may be disqualified and penalty points will be given.

3.3.3.6 On Track Incidents

A competitor involved with and viewed as the cause of said incident, the Clerk of Course may impose penalties prescribed in MSA Regulation C2.1. These may include a maximum grid drop of 10 places for that drivers next race. Or have a maximum of 2 minutes added to their race time. Or take a Stop/Go penalty up to a maximum of 60 seconds.

3.3.3.7 Failing to Comply with Flag Signals

- i) Free Timed Practice - The Clerk of Course may impose penalties prescribed in MSA Regulation C2.1. These include but are not limited to a fine or a Race Grid penalty for at least one race at the event. Other penalties may be given.
- ii) Qualifying Practice - Reports will be referred to the Clerk of Course who may impose penalties prescribed in MSA Regulation C2.1. This may include but are not limited to cancelling all the Driver's times and start from the back of the grid. Continual disregard of flag signals the Clerk of Course may disqualify the driver. Other penalties may be given.
- iii) Races - Reports will be referred to the Clerk of Course who may impose penalties prescribed in MSA Regulation C2.1. In certain cases he may issue a Drive Through Penalty. Continual disregard of flag signals the Clerk of Course may add up to 60 to the race time or may disqualify the driver. Other penalties may be given.

3.3.3.8 Working on the car on the grid after the 2 minute board is shown - Race - Drive through penalty

3.3.3.9 Ignoring penalty boards, black/orange flag or black flag

- i) Free Timed Practice - The Clerk of Course may impose penalties prescribed in MSA Regulation C2.1. These may include but are not limited to a fine or a Race Grid Penalty for at least one race at the event.



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- ii) Qualifying Practice - Reports will be referred to the Clerk of Course who may impose penalties prescribed in MSA Regulation C2.1. These may include but are not limited to cancelling all the drivers times and start from back of grid. Continual disregard of flag signals, the Clerk of Course may disqualify the driver or consider other penalties in accordance with C2.1
- iii) Race - The Clerk of Course may impose penalties prescribed in MSA Regulation C2.1 including (but not limited to) disqualifying the driver.

3.3.3.10 Abandoned Cars

- i) If a driver has to abandon the car on the circuit or its adjacent area the driver is to ensure the Steering Wheel is correctly re-fitted and to leave it in neutral or with its clutch dis-engaged. Failure to do so may result in a penalty
- ii) Failure to attach the steering wheel while in Parc Fermé will result in 30 seconds being added to Race Time

3.3.3.11 Disobeying an Officials instruction including removal of car from Parc Fermé

- i) Free Timed Practice - The Clerk of Course may impose penalties prescribed in MSA Regulation C2.1. including but not limited to a fine, or a Race Grid Penalty for at least one race at the event.
- ii) Qualifying Practice - Penalties prescribed in MSA Regulation C2.1. including but not limited to cancelling times and start at the back of the grid.
- iii) Race - penalties prescribed in MSA Regulation C2.1. including but not limited to disqualification from race.

3.3.3.12 Drivers Briefing

Non-attendance at the Drivers Briefing will be reported to the Clerk of the Course for the application of a fine in accordance with MSA Regulation G5.3.8.

3.3.3.13 Failure to Declare Drivers in the correct timeframe

- i) Failure to declare drivers for Qualifying will result in the drivers fastest qualifying time being removed for each qualifying session.
- ii) Failure to declare the Start Driver for Race 3 (2.5.1) in the correct timescale will result in a 5 place grid penalty for that race.

3.4 *Infringements of non-technical MSA Regulations and the Sporting Regulations issued for the Championship*

As per 2018 MSA Judicial Procedure Regulations.



4 TECHNICAL REGULATIONS

4.1 Introduction

4.1.1 The following Technical Regulations are set out in accordance with the MSA specified format and it must be clearly understood that, if the following texts do not clearly specify that you can do it, you must work on the principle that you cannot. All references to the MSA Yearbook (blue book) relate to the current edition. Therefore, everything that is not specifically authorised and anything not specified in these regulations or any official championship bulletin, is strictly forbidden.

4.1.2 The 2018 Radical Challenge Championship is a 'single-brand' race series, for competitors participating in the following classes:

Team Class (T) Any car from the list below:

SR3 Class (Class S):
1500 SR3 RSX
1500 SR3 RS
1500 SR3 Supersport

4.1.3 Each Radical model is manufactured to an identical class specification. In the interests of fairness and safety, competitors may not depart from this specification under any circumstances, other than as specified below

4.1.4 All Radical parts must be supplied by Radical Sportscars, fitted in their original position and as supplied, unless specifically stated in these regulations. Parts may only be fitted to the appropriate designated model.

4.1.5 Whilst the Eligibility Scrutineer is empowered to check all competing vehicles for compliance and has been provided with the data to determine the continuing eligibility of each car, the onus of responsibility for the eligibility of vehicles competing in this Championship, rests with the entrant/Competitor. In the event of a dispute concerning the compliance of a vehicle with these Regulations, the onus will be on the Entrant/Competitor to satisfy the Organisers with regards to such compliance, and NOT the organisers to prove non-compliance.

4.1.6 Tests to establish the power output of any car may be carried out by Radical Engine Department. Such power testing will be carried out using rolling dynamometer equipment, owned by Radical Engine Department and operated in accordance with the equipment manufacturers instructions.

4.1.7 Where it is suspected that a component or structure fitted to the competing vehicle, may render the vehicle ineligible under these regulations, the component or access to the component will be sealed by the Eligibility Scrutineer for subsequent examination. Where ineligibility is subsequently proven, all points accrued by the competitor from and including the date of sealing the said component, to the date of the examination, shall be forfeit (C3.4). **(C3.4 - Competitors whose vehicles are subject to a pending eligibility check must advise this fact in writing to the Clerk of the Course of any event in which they wish to take part. The results of any such event will remain provisional until the eligibility decision has been made. Failure to inform the Clerk of the Course will result in a fine.)**

4.1.8 Where costs are incurred as a result of any eligibility check, as may be reasonably requested either by the Eligibility Scrutineer or the Championship Organisers, these will be borne by the Competitor / Entrant concerned.

4.1.9 As a method of control, any component on a competitor's car may be removed by the Eligibility Scrutineer and exchanged for a similar component from the car of another competitor, or provided by the Championship Organisers. If necessary the ECU may be subject to detailed examination. Whilst efforts will be made to ensure that the condition of the exchanged parts is similar, responsibility for the care of



exchanged components lies with the recipient. Exchanged components may be returned to their original owners on completion of the race.

- 4.1.10 Any infringement of these Technical Regulations will render the competitor liable to penalties as defined in Article 4.1 of the Sporting Regulations.

4.2 General Description

The 2018 Radical Challenge Championship is a 'single-brand' race series for Radical race cars as specified herein.

4.3 Safety Requirements

MSA Section K Safety Criteria Regulations will apply as applicable: -
Specifically K2.1.2 (minimum) and K3.1.2(a). See also MSA Appendix J and Appendix Q.

4.4 General Technical Requirements and Exceptions

DEFINITIONS: MSA Section B definitions apply. All references to standard parts and or materials in these regulations shall be taken as being the Radical Sportscars original specifications and drawings. In all cases of dispute, query or clarification or ruling these drawings and specifications shall be regarded as fact. All parts listed in the Radical 2018 International order form or online spare parts store for the SR3 are eligible unless otherwise indicated in these regulations.

4.5 Chassis

- 4.5.1 Powder coated tubular steel space frame chassis with aluminium panels and integral roll over bar completely standard and unaltered. This includes thickness of panels and rivet spacing. Optional forward facing roll bar stays may be fitted.
- 4.5.2 Towing Point – All vehicles must comply with Q19.1.3
- 4.5.3 The collapsible crash box structure supplied by Radical Sportscars must be fitted to the chassis during championship events.
- 4.5.4 All Radical models are manufactured to a standard specification and may not be altered. All chassis repair work must be carried out by Radical Sportscars Ltd.

4.6 Bodywork / Aerodynamics

- 4.6.1 Any aerodynamic device manufactured by Radical Sportscars for the particular model may be fitted as supplied, i.e. front splitter, front diffuser, dive planes, single plane rear wing, double plane rear wing, rear diffuser or roll bar fairing.
Any SR3 RS manufactured before April 31 2014, cannot be fitted with SR3 RSX body work or rear wing.
Any SR3 RSX cannot be fitted with SR3 RS bodywork or rear wing.
- 4.6.2 GROUND CLEARANCE: The minimum ground clearance is 40mm (J5.20.11) Under no circumstance can any part of the bodywork, or of the suspended part of the car, be below a horizontal plane passing 40mm above the ground, the car being in normal racing trim with the driver aboard. A gauge of 40mm may be used by Scrutineers before or after races or qualifying practice to check the ground clearance. Location of ride height flat patch to be determined and communicated by the scrutineers at each event.

4.7 Engine



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4.7.1 All engine/gearbox and or clutch units are prepared by and sealed by Radical Engine Department for Radical Sportscars Ltd. All repairs and rebuilds must be undertaken by Radical Engine Department.

4.7.2 All competitors who have previously raced in a Radical Official Championship must have all out of season engine work carried out by Radical Engine Department before the 2018 Radical Challenge Championship commences.

Any Competitor who has not used their car in a Radical Championship before, must make sure that their engine carries a Radical Engine Department seal before attending their first event.

Competitors not having out of season work carried out will have their Radical Engine Department/MSA engine seals inspected by the Eligibility Scrutineer prior to qualification for the first event.

Once registration for the 2018 Challenge Championship has been accepted ALL engine work for the duration of the 2018 championship must be carried out by Radical Engine Department.

4.7.3 Radical Engine Department technicians are at liberty to take random oil samples at their discretion to confirm adherence to oil specifications. Failure to conform to recommended oil specification and service intervals would render the engine warranty null and void.

4.7.4 **SR3 Class (Class S)**

- RPE Suzuki 1500cc Generation 2 motor
- RPE Suzuki 1500cc Generation 1 motor
- RPE Suzuki 1500cc Generation 3 Short Stroke motor
- RPE Suzuki 1500cc Generation 4 Long Stroke motor

The starter, generator and ignition system must be fitted as standard

4.7.5 **Cooling System**

The oil and water radiators as supplied as standard by Radical Sportscars must be retained. It is permitted to tape off the radiator to control the temperature.

4.7.6 **Induction System**

The entire induction system including carburettors must be standard for the engine as sealed by Radical Sportscars. It is permitted to change the main jet. The standard air box and filter as supplied by Radical Sportscars must be retained and used.

Throttle body diameters must be as specified for the following engine variants:

- RPE Suzuki 1500cc Generation 2 motor – 42mm
- RPE Suzuki 1500cc Generation 1 motor – 42mm
- RPE Suzuki 1500cc Generation 3 Short Stroke motor – 45mm
- RPE Suzuki 1500cc Generation 4 Long Stroke motor – 45mm

Any SR3 RS manufactured before April 31 2014, cannot be fitted with SR3 RSX throttle bodies. Heat resistant tape may be applied to the air box.

4.7.7 **Exhaust System**

The exhaust system including silencer must be standard as supplied by Radical Sportscars for that model and generation. Insulation wrapping of the exhaust is not permitted. Ceramic coating is not permissible.

Any SR3 RS manufactured before April 31 2014 cannot be fitted with SR3 RSX exhaust manifold or exhaust system.

4.7.8 **Ignition System**

The standard Radical Sportscars ECU must be retained. It is not permitted to reprogram the ECU. The Eligibility Scrutineer will on a regular basis supply a replacement ECU, which the competitor must change on



request. The ECU must be located in the position as supplied from the factory. Heat shielding of the ECU is free but it must not restrict removal when required.

4.7.9 **Fuel Delivery System**

The standard fuel pump as supplied by Radical Sportscars must be retained.

4.7.10 Heat shrink or heat insulation of fuel lines and wiring looms or wires may be fitted. This must be easily removable for inspection, if required.

4.8 **Weights**

Cars may be weighed during Parc Fermé – after qualification and again as required by the Eligibility Scrutineer, after either, or, both of the races.

Cars will be required to meet the following minimum weights with finishing driver and driver equipment

SR3 (S) Class: 700kg

Ballast must be fitted in accordance with the relevant 2018 MSA Yearbook requirements.

4.9 **Suspension**

4.9.1 All cars must be fitted with AVO or INTRAX shock absorbers supplied by Radical Sportscars. No internal modifications are permitted.

4.9.2 Spring rate front and rear are free. Alternative front and rear anti-roll links supplied by Radical Sportscars may be used.

4.9.3 The front and rear suspension is double wishbone. The front and rear suspension is fitted with the unique Nik-link anti-roll system.

4.10 **Transmission**

4.10.1 The standard integral 6-speed gearbox must be used.

The Radical Pneumatic paddle operated shift system may be fitted.

4.10.2 The reverse drive system as supplied by Radical Sportscars must be retained and operational by the driver when seated in the driving position at all times.

4.10.3 The final drive system must be standard as supplied by Radical Sportscars. Drive ratios may only be adjusted by changing sprockets/gears supplied by Radical Sportscars.

4.11 **Electrics**

4.11.1 Exterior Lighting

Cars may run with or without the full lighting kit supplied by Radical Sportscars. Headlight covers must be fitted in either case. Brake lights must be fitted and in working order and must not be wired in a way that allows them to be switched off.

4.11.2 Rear Fog Warning Light

Radical Sportscars' high intensity LED rear lamps must be fitted and be in working order. Two lights to be installed equi-spaced about the vehicle **centreline, or a single FIA centrally mounted light shall be installed.** Rear lights to be a minimum intensity of 21w with a surface area between 20 & 50cm² When Wet tyres are fitted then the car MUST run with its high intensity LED rear lights switched on.



4.11.3 Battery

An electrically powered starter motor, as supplied by Radical Sportscars, and battery are mandatory and must be operable by the driver when normally seated and capable of repetitive starts.

4.11.4 Alternator

Must be standard as supplied by Radical Sportscars, and be in working order.

4.11.5 Dashboard Instruments

a) Only Data Loggers supplied by Radical Sportscars on the current price list or on the Radical web shop are permitted, however these will be used for drivers' guidance only. Official times will be provided by the official timekeeper.

b) The fitting of a transponder is mandatory. The Radical lap timer, as supplied by Radical Sportscars may be fitted. This however, will be used for driver's guidance only. Official times will be provided by the Official timekeeper.

c) The scrutineer shall have access to data and data equipment.

4.12 Brakes

4.12.1 The Radical 4-pot calliper front and rear, ventilated front and rear brake disc of 260mm (SR3 & SR3 RSX) diameter or an upgrade floating disc, 280mm (SR3) supplied by Radical Sportscars may be fitted. Any SR3 RS manufactured before April 31 2014 cannot be fitted with SR3 RSX brakes or brake lines.

4.12.2 Only brake pads supplied by Radical Sportscars may be fitted.

4.12.3 The fitting of a cockpit adjustable bias adjuster as supplied by Radical Sportscars is permitted.

4.12.4 The fitting of brake duct grilles is optional.

4.13 Wheels and Steering

3-piece or 1-piece wheels supplied by Radical Sportscars.

Maximum wheel size:

SR3 1500, SR3 1500 RS,

SR3 1500 RSX

Front: 15" x 8"

Rear 16" x 10 ½"

4.13.1 Steering wheel diameters may be changed to suit driver preference and must be supplied by Radical Sportscars.

4.14 Tyres

4.14.1 Tyre specification for the championship will be determined by a championship bulletin prior to the first event.

4.14.2 Each car will be allowed to use a maximum of 6 tyres per event.

For the first event of the Championship that a Competitor attends, the car **MUST** be fitted with four brand new slicks and have 2 spare tyres (1 front, 1 rear) that can be either new or used.

4.14.3 Wet weather tyre quantities are unrestricted. Serial numbers from all slick tyres used must be declared on the Radical Championship Tyre form. Top copies of the form are to be retained by the team/driver and the bottom copy must be handed to the Eligibility Scrutineer, prior to the start of qualification, or the first time of use. Should a competitor require an additional tyre(s) during the race weekend the competitor is permitted to purchase a replacement tyre(s). If the replacement tyre puts the competitor over his/her permitted tyre allocation then 7 championship points per tyre over the championship tyre allocation, will be deducted. Replacement tyres shall be declared on a tyre form.



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- 4.14.4 For "guest" competitors only 1 set of slicks may be declared, **plus 2 used spares (1 front, 1 rear)**
- 4.14.5 The use of tyre heating equipment/heat retention devices, tyre treatments or compounds, is prohibited.
- 4.14.6 When necessary the organisers may set a maximum wheel camber setting, toe settings and tyre pressures to be adhered to at a particular event. This will be communicated by Championship Bulletin and may require parts to be sealed by the Eligibility Scrutineer. Failure to comply with specified values will warrant the vehicle ineligible.

4.15 Fuel Tank and Fuel

- 4.15.1 Type of Fuel Tank
The standard aluminium fuel tank or FIA fuel cell as supplied by Radical Sportscars for that respective model must be retained.
- 4.15.2 MSA specification fuel supplied by Sunoco Race Fuels (aaoils.co.uk) is mandatory for all official championship testing, practice, qualifying and race sessions. Compliance with this regulation will be verified by fuel testing carried out throughout the season. To allow comparison testing to be carried out, competitors must have a minimum of 3 litres of fuel left in the fuel tank at the end of any session.
- 4.15.3 Fuel used must be at Ambient Temperature
- 4.15.4 Each car must have a Radical Fuel Testing 'T' piece plus a Radical dry break valve fitted to the fuel line to facilitate safe fuel testing.

4.16 Silencing

Specification as per MSA regulation J5.17 – J5.18.

4.17 Competition Numbers/Decals

4.17.1 Positions

Racing numbers must be affixed in accordance with MSA regulations. Radical, MSVR and Sponsors decals as issued for the current year must be affixed to the vehicle as laid out in the diagram issued with those decals. Each of the two classes will be required to secure a different colour number background to make it clear which class they are racing in. Failure to comply will render the car ineligible.

Solo Challenge (Class S) Red backgrounds/white numbers
Team Challenge (Class T) Blue background/white numbers

- 4.17.2 Sponsor decals are to be positioned as per drawing available from Championship Co-ordinator. Failure to comply will render the car ineligible.
- 4.17.3 MSVR may require drivers to display an MSVR badge on their overalls.

4.18 Suppliers

Decal packs including one complete set of numbers plus backgrounds, Club and Sponsor will be sent to each competitor FOC on receipt of completed registration form. Any subsequent backgrounds and numbers will be charged to the competitor according to the 2018 Radical Price List. Club, Sponsor and number decals will also be available on the Radical Spares Truck at each event.



5 APPENDICES

The following Commercial Undertakings are not subject to the judicial Procedures of either the Championship Stewards or the MSA / MSC

5.1 Race Organising Club and Contacts

5.1.1 Vehicle Manufacturer

Radical Motorsport Ltd
24 – 26 Ivatt Way Business Park
Westwood
Peterborough, Cambs PE3 7PG
Tel: 01733 331616 Fax: 01733 264959
Email: sales@radicalsportscars.com
Website: www.radicalsportscars.com

5.1.2 Eligibility Scrutineer

Phil Mason
16 Beaufort Drive
Bourne, Lincolnshire PE10 9PN
Tel: 01778 424877 (H) 01733 292247 (W)

5.1.3 Championship Organiser

MotorSport Vision Racing
Brands Hatch
Fawkham
Longfield
Kent
DA3 8NG
Tel: +44 (0)1474 875263
Fax: +44 (0)1474 874766
e: simon.gp@motorsportvision.co.uk

5.1.4 Championship Co-ordinator

Carly Latcham
Radical Motorsport Ltd
Tel: 01733 331616 ext 243
Fax: 01733 264959
E-mail: carly.latcham@radicalsportscars.com

5.2 Commercial Undertakings

5.2.1 Vehicle Presentation

The presentation of the car is fundamental to the profile of the championship/series, its sponsors and its audience. Therefore in considering whether to permit any car to the race, at any point during the season, the organisers will regard as paramount the presentation of the car. In taking into account its appearance inherent in which is the standard of its presentation they may disqualify any car which they consider may prejudice the reputation of the championship/series or is otherwise acceptable. This will include where the car is presented at a race event bearing accident damage sustained at a previous event and which has not been subject to the completion of a full and proper repair. A double header is regarded as one event for the purpose of this regulation. Radical Sportscars will park its trucks and awnings centrally in the paddock space allocated by MSVR. All teams are required to park their vehicles in an orderly manner adjacent to the Radical Trucks, as directed by the Paddock Parking marshals.