

- 2.10.2 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.

2.11 General Safety

- 2.11.1 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.

2.12 Safety Car

- 2.12.1 The Safety Car will be used in accordance with the regulations as laid down in the Motorsport UK Regulations (Section Q, Appendix 3).
- 2.12.2 The Clerk of the Course reserves the right to introduce a Safety Car (Motorsport UK Regulation **as above**) at any time during qualifying or a race until such time as the race leader has completed 75% of the scheduled race distance.

2.13 Onboard Cameras

Should be fitted in accordance with Motorsport UK regulation J5.21 and the following regulations.

- 2.13.1 All competing cars must be fitted with an in-car camera. The camera must be mounted at the approved point, see approved drawing from Championship Coordinator. 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 commencement of a track session and will inform the competitor 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 Ferme.

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 Ferme, 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, ref regulation 3.1.10. 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.

3 SPECIFIC CHAMPIONSHIP REGULATIONS

3.1 Specific Championship Penalties

3.1.1 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.

3.1.2 On Track Incidents

A competitor involved with and viewed as the cause of said incident, the Clerk of Course may impose penalties prescribed in Motorsport UK 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.

3.1.3 Failing to Comply with Flag Signals

i) Free Timed Practice - The Clerk of Course may impose penalties prescribed in Motorsport UK 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 Motorsport UK 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 Motorsport UK 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 seconds to the race time or may disqualify the driver. Other penalties may be given.

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

i) Free Timed Practice - The Clerk of Course may impose penalties prescribed in Motorsport UK 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.

ii) Qualifying Practice - Reports will be referred to the Clerk of Course who may impose penalties prescribed in Motorsport UK 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 Motorsport UK Regulation C2.1 including (but not limited to) disqualifying the driver.

3.1.5 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

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

i) Free Timed Practice - The Clerk of Course may impose impose penalties prescribed in Motorsport UK 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 Motorsport UK Regulation C2.1. including but not limited to cancelling times and start at the back of the grid.
- iii) Race - penalties prescribed in Motorsport UK Regulation C2.1. including but not limited to disqualification from race.

3.1.7 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 Motorsport UK Regulation G5.3.8.

3.1.8 Infringements of non-technical Motorsport UK Regulations and the Sporting Regulations issued for the Championship.

As per 2021 Motorsport UK Judicial Procedure Regulations.

3.1.9 Should the above penalty(s) (3.1) be imposed during the last five (5) laps, or at the end of a race, then a minimum 30 second time penalty will be added to the elapsed race time of the competitor concerned. For a second offence of speeding in the pit lane the penalty will be doubled. Further infringements may result in a greater penalty.

- ### 3.1.10 Failure to provide footage – For example, onboard cameras failing to record due to an unreported fault or full SD Card or SD card missing
- i) Free Timed Practice – Verbal Warning
 - ii) Qualifying Practice - 3 place grid penalty
 - iii) Race – 3 place penalty

3.2 Infringements of Technical Regulations

3.2.1 Arising from post practice Scrutineering or Judicial action:

Minimum Penalty: The provisions of Motorsport UK Regulation C.3.3

3.2.2 Arising from post race Scrutineering or Judicial Action:

Minimum Penalty: The provisions of Motorsport UK 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 Motorsport UK Regulation C3.5.1 (c)

3.3 Additional Specific Championship Penalties

- ### 3.3.1 The Clerk of the Course reserves the right to impose Stop and Go or Drive Through penalties in accordance with Motorsport UK Q.12.26. 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.

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 2021 Radical SR1 Cup.

Any competitor found guilty of a driving offence which generates penalty points under C2.1.5 will also have Championship points deducted proportional with the severity of penalty imposed. Any deduction of Championship points will be three times that of the associated license penalty points. i.e. formal written reprimand 6 points, fine or time penalty 9 points, exclusion from practice heat or race 12 points, exclusion from meeting 18 points.

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 Motorsport UK action and will result in a Championship Stewards enquiry, with possible loss of Championship points and refusal of further entries.

4 TECHNICAL REGULATIONS

4.1 Introduction

- 4.1.1 The following Technical Regulations are set out in accordance with the Motorsport UK specified format and it should be clearly understood that, if the following texts do not clearly specify that you can do it, you should work on the principle that you cannot. All references to the Motorsport UK 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 2021 Radical SR1 Cup is a 'single-brand' race series, for competitors participating in a single class, using the Radical SR1 Cup race car.
- 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 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). **(Motorsport UK Regulation 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. This includes the ECU. 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 3.2 of the Sporting Regulations.

4.2 General Description

The 2021 Radical SR1 Cup is a 'single-brand' race series for Radical SR1 race cars as specified herein.

4.3 Safety Requirements

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

4.4 General Technical Requirements and Exceptions

DEFINITIONS: Motorsport UK Yearbook 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 on the Radical 2021 online spare parts store ('Store' on the Radical Sportscars website) for the SR1 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.
- 4.5.2 Towing Point – All vehicles must comply with Motorsport UK Regulation Q13.1.3
- 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 approved by a Radical Sportscars Ltd nominated representative.

4.6 Bodywork / Aerodynamics

- 4.6.1 Only bodywork/aerodynamic devices manufactured by Radical Sportscars for the particular model may be fitted as supplied, i.e. front splitter, front diffuser, single plane rear wing.

- 4.6.2 **GROUND CLEARANCE:** The minimum ground clearance is 40mm (Motorsport UK Regulation 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 (4cm) 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. Note: Wooden skid blocks must be fitted, but are exempt from the minimum ground clearance
- 4.6.3 Heat shielding of the bodywork adjacent to the exhaust is permitted inside the engine compartment.
- 4.6.4 All SR1s regardless of age are permitted to be upgraded with the MY2017 Gen2 bodywork and aerodynamic specification. This must be fitted in its entirety. MY2017 Gen2 and previous specification body components cannot be mixed.

4.7 Engine

- 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 2021 Radical SR1 Cup 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/Motorsport UK engine seals inspected by the Eligibility Scrutineer prior to qualification for the first event.

Once registration for the 2021 Radical SR1 Cup has been accepted ALL engine work for the duration of the 2021 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 SR1 Cup

Radical-Suzuki 1340cc Generation 2 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 must be standard for the engine as sealed by Radical Sportscars. The standard air box and filter as supplied by Radical Sportscars must be retained and used. 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 Insulation wrapping of the exhaust is not permitted. Ceramic coating is not permitted.

4.7.8 Ignition System

The standard Radical Sportscars ECU must be retained. It is not permitted to reprogram the ECU. The Eligibility Scrutineer may 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 any of the races.

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

SR1: 600kg

Ballast must be fitted in accordance with the relevant 2021 Motorsport UK Yearbook requirements (regulation J5.15).

4.9 Suspension

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

4.9.2 The front and rear suspension is double wishbone. The front and rear suspension is fitted with the unique Nik-link anti-roll system. Competitors are only permitted to use rollbars supplied by Radical. Competitors are permitted to disconnect the rollbar by removing the bolt through the rose joint. Rollbar must remain in place.

4.9.3 Spring rates are fixed and must be standard as supplied by Radical Sportscars.

- SS0017 (7" x 300lb) Front
- SS0016 (7" x 250lb) Rear

4.9.4 AVO dampers must be fitted with the 2021 SR1 Cup specification which will be determined by championship bulletin prior to the first event.

4.10 Transmission

4.10.1 The standard integral 6-speed gearbox must be used. In addition a Radical supplied and fitted paddleshift system can be used.

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 as supplied by Radical Sportscars. Drive ratio changes are not permitted. The 2021 SR1 Cup sprocket ratio must be used - Front Sprocket 17t, Rear Sprocket 46t. Any deviations or changes will be advised by championship technical bulletin ahead of an event.

4.11 Electrics

4.11.1 Exterior Lighting

Cars may run with or without the full lighting kit supplied by Radical Sportscars. Headlight covers and light buckets 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. DLR's to remain fitted.

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 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.

d) All SR1s regardless of age are permitted to be fitted with the MY 2017 Gen2 dashboard, switchgear and datalogging/LCD display system as supplied from Radical Sportscars.

4.12 Brakes

4.12.1 Only Radical 4-pot calliper front and rear, ventilated front and rear brake disc of 240mm diameter by Radical Sportscars, may be fitted.

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

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

4.13 Wheels and Steering

4.13.1 Cast 1-piece wheels supplied by Radical Sportscars must be fitted.

Maximum wheel size: Front 13" x 7 1/2" Rear 13" x 9"

- 4.13.2 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 A maximum of twelve treaded 'dry weather' tyres in total may be used throughout the championship. Serial numbers from all tyres used must be declared on the Radical Championship Tyre form (Note; the tyre form may be in electronic format). 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. Once declared to the scrutineer the tyres are locked in and cannot be changed, regardless if they have been declared and not used. Once declared, they do not need to be declared at subsequent events.

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 must be declared on a tyre form. If the replacement tyre is required due to an on-track incident, then new tyres can be used without incurring the aforementioned penalty at the Eligibility Scrutineers discretion.

Wet weather tyre quantities are unrestricted. Fitment to the car of these tyres is only permitted during a race or qualifying session that has been declared wet by the Clerk of the Course.

- 4.14.3 For "guest" competitors or competitors who are not doing the whole season (6 events) – 1 set of tyres must last a minimum of 2 events. Should a competitor require additional tyre(s) a three-place grid penalty will be applied at the subsequent race the tyre was used. In case of a puncture/crash damage to a tyre, additional tyres may be used without penalty at the scrutineer and championship coordinators discretion.

- 4.14.4 The use of tyre heating equipment/heat retention devices, tyre treatments or compounds, is prohibited.

- 4.14.5 Front tyres can only be used on the front axle and rear tyres can only be used on the rear axle.

4.15 Fuel Tank and Fuel

- 4.15.1 Type of Fuel Tank - The standard tank as supplied by Radical Sportscars must be retained. In addition, a Radical supplied FIA fuel cell for the respective model can be used.

- 4.15.2 Only pump fuel as defined by the 2021 Motorsport UK Yearbook is permitted.

Competitors must have a minimum of 3 litres of fuel left in the fuel tank at the end of any session.

- 4.15.3 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 Motorsport UK Regulation J5.17 – J5.18.

4.17 Competition Numbers/Decals

4.17.1 Positions

Racing numbers must be affixed in accordance with Motorsport UK regulations. Radical and Sponsors decals and number backgrounds as issued for the current year must be affixed to the vehicle as laid out in the diagram issued with those decals. Radical nose badge must be affixed to the vehicle. Failure to comply will render the car ineligible.

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 All drivers will be required to wear their SR1 Cup race suit when competing at Radical SR1 Cup events. Sponsors may require drivers to display a badge on their overalls. Patches will be supplied as required from the Championship Coordinator.

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. 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 Motorsport UK / 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) 07535 524326 (W)

5.1.3 Championship Organiser

Motor Sports 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

Mark Armstrong
Radical Motorsport Ltd
Tel: 01733 331616 x 275 Fax: 01733 264959
E-mail: mark.armstrong@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.

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.