



HAGERTY®

RADICAL


CUP

UNITED KINGDOM

2023 HAGERTY RADICAL CUP UK CHAMPIONSHIP

Sporting & Technical Regulations
ISSUE ONE

PUBLISHED COPY

Signed 

Date 29/03/2023

1 SPORTING REGULATIONS – GENERAL

1.1 Title and Jurisdiction

The 2023 Hagerty Radical Cup Championship is organised and administered by MotorSport Vision Racing Ltd (MSVR)* in conjunction with Radical Motorsport Limited ('Radical Motorsport' 'Radical') (jointly and severally 'the Organisers')* in accordance with the General Regulations of Motorsport UK (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.

*The full company details are set out at Section 5 of these Championship Regulations

Motorsport UK Championship Permit No: **CH2023/R089 (C)** Race Status: **Interclub**

Motorsport UK Championship Grade: **C**

1.2 Officials

- | | | |
|-------|---------------------------------|---|
| 1.2.1 | Co-ordinator: | Nicole VanDerWalt - Radical Motorsport |
| 1.2.2 | Assistant Co-ordinator: | Tom Drewer - Radical Motorsport |
| 1.2.3 | Licensed Eligibility Scrutineer | Phil 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:

- a) be current members of MSVR and
- b) be registered for the Championship and
- c) be in possession of a valid 2023 Motorsport UK Entrants Licence.

1.3.2 Drivers and Entrant/Drivers must:

- a) Be current Members of the MSVR and
- b) be Registered for the Championship and
- c) be in possession of valid Competition Race Club status Licence, as a minimum
- d) *Or be in possession of the highest grade of national Race licence or valid FIA International Licence, together with their ASN's written consent ((H)26.2. and FIA ISC Article 2.3.7.b applies)
- e) *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.
- f) 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.

g) Professional drivers are not typically eligible to take part in the and the decision as to whether a driver is deemed 'professional' shall be in the entire discretion of the Organisers.

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 completing the registration form within the Radical online entry system and pay the registration fee prior to the Final Closing date of the first round being entered. Registrations will be accepted from 1st January 2023 until further notice.

1.4.2 The Registration Fee for this Championship is: £300(+ VAT). The registration fee is payable to Radical Motorsport. 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 only be available for the previous season's Overall Champion.

1.4.4 Registration for the Radical Cup UK will be for one of the following classes:

a) PRO SR3

b) PLATINUM

c) INVITATIONAL (non-Championship class)

1.5 Championship Events

The 2023 Hagerty Radical Cup UK and its class Championships will be contested over **6 EVENTS**.

An Event = qualifying + 3 races (2 sprint races and 1 pit-stop race per event)

Grids will be shared with the Radical SR1 Cup Championship.

Event	Date	Venue	Organising Club
1	1-2 nd April 2023	Donington Park National	MSVR
2	29-30 th April 2023	Brands Hatch GP	MSVR
3	20-21 st May 2023	Snetterton 300	TOCA
4	17-18 th June 2023	Oulton Park Island	TOCA
5	29-30 th July 2023	Silverstone GP	MSVR
6	16-17 th September 2023	Donington Park GP	MSVR

1.5.1 In accordance with Motorsport UK 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.

In the event of Force Majeure, the Championship Organisers reserve the right to reduce the total number of Championship rounds in accordance with the current Motorsport UK Yearbook D.11.2.

1.6 Scoring

1.6.1 The following points will be awarded to those registered Competitors taking the start of a race and thus listed in the official results:

a) Based on a driver's position in their respective class:

1 st - 40 pts	2 nd - 35 pts	3 rd - 30 pts	4 th - 27 pts
5 th - 24 pts	6 th - 22 pts	7 th - 20 pts	8 th - 18 pts
9 th - 16 pts	10 th - 14 pts	11 th - 12 pts	12 th - 10 pts
13 th - 9 pts	14 th - 8 pts	15 th - 7 pts	16 th - 6 pts
17 th - 5 pts	18 th - 4 pts	19 th - 3 pts	20 th - 2 pts

- b) Additionally, each driver will receive 1 bonus point per classified starter in their respective class.
- c) Additionally, the driver who qualified on pole in their respective class will receive 1 bonus 'Pole' point.
- d) Additionally, the driver recording the fastest lap in their respective class will receive 1 bonus 'Fastest Lap' point.

In races where the lap times of the previous race set the grid for subsequent race, the driver will receive both the 'Fastest Lap' point for the initial race and the 'Pole' point for the following race. If the pole sitter does not take the start of the race, the 'Pole' point will not be awarded.

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 Motorsport UK Yearbook.

1.6.4 Where the race distance has been reduced (Section 2.6) it shall still count as a full points scoring round.

1.6.5 Drivers not registered for the Championship will be deemed Guest Competitors and will not be eligible to receive any Championship or annual prizes, trophies or titles, nor shall their results contribute to the Teams Championship. Guest Competitors are limited to 1 event, any additional requests will be at the Organisers' discretion.

1.6.6 Teams Championship Trophies

The team classification is a classification independent from the driver classification, and will be awarded for each class. All Competitor entries must be declared with a team, or the entry will automatically be classified as a privateer. Points for the Teams Championship Trophies will be allocated to the top scoring vehicle from each team for each race using the same point system as the drivers Championship. The results of guest Competitors will be ignored.

1.6.7 Fangio Trophy

A Fangio Trophy will be awarded to the highest point scoring driver in the PRO SR3 class of 50 years or older as of 01.01.2023.

1.6.8 Rookie of the Year Trophy

A Rookie of the Year Trophy will be awarded to the highest point scoring driver in the PRO SR1 class deemed to be a rookie. To be eligible the driver typically must not have competed in four or more Radical Cup races, or be 'early' in their racing career. Final eligibility is at the discretion of Radical Motorsport Ltd.

1.6.9 Outright Title Trophy will be awarded to the driver who has scored the highest number of points, regardless of Class.

1.7 Awards

1.7.1 All awards are to be provided by Radical Motorsport

1.7.2 Per Round: Trophies to 1st, 2nd, 3rd in each class.

If there are 5 or less starters in a class at the start of the Event (Drivers sign-on) prizes may be reduced at the Organiser's discretion.

1.7.2.1 Championship: Class Champions Trophy awarded to 1st, 2nd and 3rd place in each class

Teams Champions Trophy awarded to 1st place in each class

Fangio Trophy Trophy awarded to 1st place overall (In conjunction with Radical SR1 Cup Championship)

Rookie of the Year Trophy awarded to 1st place overall (In conjunction with Radical SR1 Cup Championship)

Overall Title Trophy Trophy awarded to 1st place overall (In conjunction with Radical SR1 Cup Championship)

1.7.4 Bonuses: In the event of prizes or bonus 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 Championship Trophies will be presented by Radical after all results are official and any appeals are concluded.

1.7.7 Entertainment Tax Liability:

Prize money and Bonuses shall be posted to the Entrants within seven days of the results being declared final after each round.

In accordance with current government legislation, the Organiser 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, Radical Motorsport 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

1.7.8 If a Competitor has any monies judgement outstanding with MSVR/Radical 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 via the online entry system with the correct entry fees prior to the entry closing date which shall be 10 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 and the entry form for each event.
- 2.1.5 Qualification races, if required, 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 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 and team managers. Any Competitor/team manager who fails to attend briefings may be fined.

2.3 Qualification Practice

- 2.3.1 Qualifying Practice will be held over a scheduled minimum duration of 20 minutes. Typically the scheduled duration will be 30 minutes.
- 2.3.2 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.
- 2.3.3 Each driver shall complete a minimum of 3 laps In the car to be raced in order to qualify. The Clerk of the Course and/or Stewards of the Meeting shall have the right to disqualify any driver whose practice times or driving are considered to be unsatisfactory. In the event that any driver is unable to complete 3 laps then Motorsport UK General Regulations Q12.4 apply. The Clerk of the Course's discretion is final.
 - a) In this case the driver shall be placed at the back of the grid.
 - b) Reserves who participate in qualifying will take precedence over any Competitor who does not participate in the practice qualifying session.
- 2.3.9 In the case that more than one Driver fails to qualify but satisfies 2.3.3 then the grid positions shall be awarded in Championship order at the back of the grid. If at the start of the season or there are no current Championship standings, the grid positions shall be awarded in order of racing number.

2.4 Races

Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race [Q12.15] (1.6.4. above applies)

2.5 Starts

- 2.5.1 All Races shall commence with a Rolling Start following the guidelines as per the current Motorsport UK Yearbook Regulation Q12.9.11.
- 2.5.2 Starting positions for each Race will be determined by:
- Race 1 – fastest lap times during Qualifying Practice.
 - Race 2 – fastest lap times during Race 1.
 - Race 3 – fastest lap times during Race 2.
 - Force Majeure – Current positions in the Championship
- 2.5.3 Typically the grids will be set based on times regardless of class. However the Clerk of Course may elect to set the grid by class and then lap times, and in the case of the latter, as per Motorsport UK Regulation Q12.12.3, the race may feature a split start.
- 2.5.4 The minimum Countdown Procedures shall be:
- 2 minutes – Stop Work
 - 1 minute - Start Engines/Clear Grid.
 - 30 Seconds - Visible and/or audible warning for start of Pace Lap.
- 2.5.5 The use of tyre heating/heat retention devices, tyre treatments and compounds at any time, including in the Assembly Area, Pit Lane or on the grid is prohibited.
- 2.5.6 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.
- 2.5.7 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/Pace 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.
- 2.5.8 Any driver unable to start the Green Flag/Pace lap or start are required to indicate their situation as per Motorsport UK Regulation [Q12.11.2]. In addition any driver unable to maintain grid positions on the Green Flag Lap, to the extent that ALL other cars are ahead of them, may complete the Green Flag Lap but must remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay. All other cars must maintain their original grid positions and not close any gaps.
- 2.5.9 Once the Pace car lights have gone out all weaving must stop.
- 2.5.10 The Pace car will pull off at the end of the Green Flag/Pace lap. The pole setter will maintain a constant speed similar to that of the Pace Car, and the field will present itself in a two row formation.
- 2.5.11 No car may overtake another one before the starting signal is given which is when the red lights go out.
- 2.5.12 Should a False Start or 'jump start' occur, the driver concerned shall be penalised by the addition of 10 seconds to his total race time.
- 2.5.13 In the events of a lights failure the starter will revert to the use of the National Flag.
- 2.5.14 Any change from the above procedure will be notified to Competitors by Final Instructions or Bulletin.

2.5.15 In exceptional circumstances the following may apply, the race may be started behind the Safety Car. Section 2.12.2 applies.

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 and/or red lights 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;

- a) During practice and qualifying return to the pit lane, unless otherwise directed by officials.
- b) During a race to the starting grid area, unless otherwise directed by officials.

All cars in the pit lane during a red flag period must take any restart from the pit exit. 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 Motorsport UK, Circuit Management and Organising Club Safety Regulations are complied with at all times.

2.7.2 Pit Lane:

- a) Unless otherwise specified in final instructions the Pit lane Speed Limit is 60 KPH.
- b) The outer lane or lanes must 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.
- c) A driver who, in order to gain any sort of an advantage, or impede another driver, slows excessively in pitlane may be penalised.
- d) A Pit Assignment allocating pit boxes, if distributed, must be adhered to by all Competitors. Typically the order will be determined by Team Championship Points (regardless of class) from the previous year, and then car number, so that the team with the highest points will be positioned closest to Pit Exit. Teams having not competed in the year prior will be added in alphabetical order. Minor adjustments to this are permitted to accommodate teams sharing equipment.
- e) Any Pit Lane Parking Procedure issued by officials is mandatory and must be observed.
- f) No car may reverse in the Pit Lane under its own power.

2.7.3 Refuelling: No Refuelling is allowed during practice, qualifying or race. This may only be carried out in accordance with the Motorsport UK General Regulations, the Organising Club Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for that meeting only.

2.7.4 Cooling Devices: It is permitted to use commercially available electric blowers to direct air into ducting during pit stops.

2.7.5 Pit Stop Personnel: At any time, only the following crew are permitted, per car:

A Car Controller, identified by wearing a armband with car number displayed, is only permitted to control the stopping of the car and its safe release, direct the pitstop, timing of the stop and be the sole liaison with officials for matters related to the car during a session.

A maximum of two Team Members are permitted to work on the car during a pit stop.

Any number of the Radical Technical Team or Tyre Supplier Technical Team, identified by an armband and/or their uniform, are permitted to work on the car during a pit stop.

- 2.7.6 If the number of team personnel working on the car exceeds the is limit, then the driver shall be penalized:
- a) Practice/Qualifying: Drop of 5 grid positions
 - b) Race: The addition of 10 seconds to his total race time.
- 2.7.7 At the first event a Competitor participates in, one armband will be issued to be worn during all official sessions as outlined above by the 'Car Controller'. If a Team fails to bring the armbands to an event, they will be able to purchase more from the Radical Spares Truck.
- 2.7.8 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"
- 2.7.9 Race 3 Mandatory Pit Stop: Unless otherwise directed by the Clerk of Course, Race 3 of each event will feature a mandatory pitstop.
- a) Once race time has reached 8 minutes, a 'Pit Window Open' warning sign will be displayed at the starters gantry. This will be irrespective of the position of the leaders on the track, and will remain displayed for at least one lap.
 - b) Should a Safety Car need to be deployed leading up to the Pit Window the Clerk of Course may elect to delay the Pit Window Opening until the race has been neutralized.
 - c) Drivers may only enter the pit lane after passing the displayed 'Pit Window Open' sign on track.
 - d) Once race time has reached 18 minutes, a 'Pit Window Closed' warning sign will be displayed for at least one lap to indicate at the end of the pit window.
 - e) Drivers are allowed to enter the Pit Lane after the 'Pit Window Closed' sign has been shown, provided they do not pass the 'Pit Window Closed sign on track.
 - f) The minimum delta time from the Pit In to Pit Out timing loops will be 45 seconds, unless otherwise directed by the Clerk of the Course, plus any Success Seconds awarded (see 2.7.10)
 - g) Engines may remain on, unless the driver is getting out or into the car.
 - h) All seatbelts must remain fastened until the car has stopped and refastened before the car pulls away.
 - i) Work may be carried out on the car during this pitstop.
 - j) If a car fails to re-start its engine, it may be push started.
 - k) Should a Safety Car be deployed during the Pit Window, the the Pit lane will remain open for cars to pit. Cars in pitlane may be held at the end of Pit lane by the Pit Exit Controller.
 - l) The minimum penalty for not pitting during the Pit Window will be a drop to last place in the classification.
 - m) The minimum penalty for short stopping the pitstop will be a Stop-Go Penalty, where the stationary time will correspond to the time the original pitstop was short by. A drop of places in the classification of the competition (results) is also permissible.
- 2.7.10 "Success Seconds" will be awarded to the top five (5) finishers in Race 3 of each event for each class, and be applied to the pit stop in Race 3 at the subsequent event. The following will be applied, unless otherwise directed by the Clerk of Course:
- a) 1st Place – 20 Seconds
 - b) 2nd Place – 15 Seconds
 - c) 3rd Place – 10 Seconds
 - d) 4th Place – 5 Seconds
 - e) 5th Place – 5 Seconds

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

- 2.10.1 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. (Motorsport UK regulation (D)26.3.)
- 2.10.2 All starting cars will be classified as a finisher in a race, 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.

2.11 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 races. The setting and servicing of these items must only be carried out by properly authorised Motorsport UK 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 (Motorsport UK Regulation Section Q, Appendix 3).
- 2.12.2 The Safety Car will be used in accordance with the regulations as laid down in the Motorsport UK Regulations (Section Q, Appendix 3).
- 2.12.3 The Clerk of the Course may impose a Drive Through Penalty (as per Q12.26) 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 Motorsport UK regulation J5.21.
- a) The camera must be mounted at the approved location, with an unobstructed view of both the driver's hands on the steering wheel and the forward field of view from the cockpit.
 - b) The camera must be operational with available memory to hold enough footage for the entirety of the next on-track session.
 - c) The memory card must be marked with the racing number of the car.
 - d) Following any session the Clerk of Course may request to review footage from any cameras, including non-official on-board cameras.
 - e) Competitors may not delete or modify any video footage collected.
 - f) Only Championship Officials may touch the recording device or remove the memory cards from the cameras once a track session has commenced or whilst the cars are in Parc Fermé.
 - g) Failure to abide by any of the above may result in penalty:

Qualifying: 3 Grid Place Penalty

Race: 3 Place Penalty

- 2.13.2 All rights including copyright in relation to footage captured by on board cameras, no matter that the camera is owned by the Competitor or the Organiser/Promoter will belong to Radical Motorsport and may not be shared or otherwise used for broadcast or commercial purposes or on social networking sites, forums or any other internet media without permission of Radical Motorsport.

- 2.13.3 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. Ref 3.3.3.14. 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.

- 2.13.4 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.
- 2.13.5 Competitors must make available on request in car camera footage for broadcast or use on Radical Challenge social media, including, but not limited to, posting the pole lap on social media platforms.

2.14 Replacement Cars / Engines:

- 2.14.1 In the event that a car or engine becomes unusable due to a crash or other significant issue once the Event has begun, a driver may request permission from the Eligibility Scrutineer to use another replacement car or engine for the remainder of the Event.
- Following approval, the replacement car or engine must then be presented for scrutineering. The decision of the Eligibility Scrutineer in this matter can not be contested.
 - Only in exceptional circumstances– and in the spirit of competition– provided all other options have been exhausted, and provided the majority of the class Competitors agree in writing, an eligible car from a lesser class may be permitted by Eligibility Scrutineer for use as a replacement car for a higher class, and will be scored accordingly for results and points. In this instance the replacement car must conform with all regulations applying to its regular class, with the exception of carrying the class markings of the class it will be scored as.
 - A Competitor using a replacement car or engine may take their original starting position.

3 SPECIFIC CHAMPIONSHIP REGULATIONS

- 3.1.1 By registering for the Championship all Competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code which is appended to these regulations (Appendix 1).
- 3.1.2 Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion and referral to Motorsport UK.
- 3.1.2 It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Championship Coordinator and/or Safeguarding Officer who will also relay the report Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at www.motorsportuk.org/resource-centre by selecting Policies and Guidelines.

3.2 Driving Standards

The encouragement of high racing standards is paramount to Radical Motorsport, and the onus is on all Competitors to treat their fellow Competitors, series organisers and officials with the upmost respect.

Breaches of driving standards will be firmly dealt with. If it appears from any evidence, including in-car video, that there may have been a breach of driving standards or behaviour, whether on or off the track, that could be considered to have brought the Championship into disrepute the Driving Standards Observer and/or the Championship Co-ordinator will be entitled to request the Clerk of the Course, or if necessary the Stewards, to investigate 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 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 that Driver will receive written warning from the Championship Clerk of the Course that the Driver's 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.

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 licence 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.

4 SPECIFIC CHAMPIONSHIP PENALTIES

In accordance with Section C of the current Motorsport UK Yearbook and the provisions of these Championship Regulations.

4.1 Infringements of Technical Regulations:

4.1.1 Arising from post practice or qualifying Scrutineering or Judicial action:

Minimum Penalty: Practice Qualifying times disallowed, as per the provisions of Motorsport UK Regulations [C3.3].

4.1.2 Arising from post race Scrutineering or Judicial Action:

Minimum Penalty: Drop in places to last place in the classification, or the provisions of Motorsport UK Regulation [C3.5.1 - 3.5.2]

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)]

4.2 Additional Specific Championship Penalties

In accordance with the current Motorsport UK Judicial Procedure Regulations and the provisions of these Championship Regulations. The following penalties will apply to all events within the Championship. The penalties in this section are indicative and not exhaustive.

4.2.1 The Clerk of the Course reserves the right to impose Stop/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. Should any of these penalties, including those outlined below, be imposed during the last five (5) laps, or at the end of a race, then a 30 second time penalty plus the stop time (where relevant) will be applied to the elapsed time of the Competitor in question.

4.2.2 Pit Stops including the Mandatory stop:

- i) Failure to execute mandatory stop within the allocated pit window – Drop to last in classification.
- ii) Loosening seatbelts whilst in motion – Addition of 10 seconds to total race time.
- iii) Short Pit Stop – Stop/Go penalty - variable duration depending on how short the stop was
- iv) Unsafe Release – Addition of 10 seconds to total race time
- v) Team member(s) not wearing Identification - £100 fine issued to the Team
- vi) Incorrect number of Team Pit Personnel – Practice/Qualifying: Drop of 5 grid positions.
Race: Addition of 10 seconds to total race time.

4.2.3 Exceeding Pit Lane Speed Limit

Stop/Go with variable stop as below:

- i) Over limit up to 5kph – 0 seconds (drive through)
- ii) 6 – 10 kph over limit – 5 seconds
- iii) 11 – 15 kph over limit – 15 seconds
- iv) 16+ kph over limit – 30 seconds

4.2.4 Crossing Pit Lane Exit Blend Line

- i) Qualifying — removal of fastest lap by the driver crossing said line.
- ii) Race(s) — Addition of 10 seconds to total race time.

4.2.5 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.

4.2.5.1 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.

4.2.5.2 Exceeding Track Limits Penalties

Penalties will be applied in accordance with Motorsport UK Regulation Q12.22.1.

4.2.6 On Track Incidents

If a Competitor involved with and viewed as the cause of an incident, the Clerk of Course may impose penalties prescribed in Motorsport UK Regulation C2.1. These may include:

- a) a time, lap, or drop of position penalty;
- b) or a maximum grid drop of 10 places for that driver's next race;
- c) or take a Stop/Go penalty up to a maximum of 60 seconds.

4.2.7 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 drop of position, or may disqualify the driver. Other penalties may be given.

4.2.7.1 Working on the car on the grid after the 2 minute board is shown - Race – Addition of 10 seconds to total race time.

4.2.8 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) a drop of position or disqualifying the driver.

4.2.9 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 GR C.2.1
- ii) Failure to attach the steering wheel while in Parc Fermé will result in 30 seconds being added to Race Time

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

- i) Free Timed Practice — The Clerk of Course may 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 a drop in position or disqualification from race.

4.2.11 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.

4.2.12 Failure to provide video 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
- iv) Race – 3 place penalty

5 TECHNICAL REGULATIONS

5.1 Introduction

The following Technical Regulations are set out in accordance with the Motorsport UK specified format and it must be clearly understood that if the following texts do not clearly state that an action or modification is allowed, then it is prohibited. If you are unsure you should seek clarification in writing from the Championship organisers prior to making any changes. Modifications that Improve performance are unlikely to be approved.

Exceptions to the Technical Regulations may be made by the Organisers and in their discretion providing the modifications are:

- Approved in writing by the Championship organisers and scrutineers in advance.
- In keeping with the spirit of the Championship

Clarifications, Modifications and Exceptions referred to above shall be published by the Organisers by Official Bulletin and are Official Documents pursuant to NCR D.8.

By registering for the Championship, Competitors will be deemed to have full knowledge and acceptance of these regulations.

Entrants must at all times comply with the directives of the Championship organiser in respect of scrutineering and eligibility checking.

If your vehicle does not conform to a specific regulation, please email regs@msv.com prior to the closing date for race entries with a detailed description of the part of your vehicle in question. Please include photos and any other information that might be relevant so that we can review your entry accordingly.

In any case, all Motorsport UK safety requirements must be adhered to as specified in the Motorsport UK Yearbook 2023.

All references to the Motorsport UK Yearbook relate to the current edition.

EVERYTHING THAT IS NOT SPECIFICALLY AUTHORISED AND ANYTHING NOT SPECIFIED IN THESE REGULATIONS OR ANY OFFICIAL CHAMPIONSHIP BULLETIN IS STRICTLY FORBIDDEN AND RENDERS THE CAR INELIGIBLE INVOKING ALL THE PENALTIES UNDER MOTORSPORT UK REGULATION C.3.5.1.

5.2 General Description

5.2.1 The Radical Cup UK is a single make Championship for eligible racing cars manufactured by Radical Motorsport as specified below:

Class	Radical Model	Model Variants
PRO SR3	SR3	RSX and newer, fitted with 1500cc
PLATINUM	SR10	All
	SR8	MY2017 and newer, fitted with 2.7L V8
	SPYDER	All
	RXC	All
	Future Models	All
Invitational (non Championship class)	All	All

Guest/Invitation Class: All entries to this class must be approved by the Championship Organisers and deemed eligible by the Championship Scrutineer.

5.2.2 The responsibility to prove eligibility is that of the entrant at all times. The Championship organisers in conjunction with the Championship/eligibility scrutineer shall determine matters as to the

eligibility and the implementation which may involve photographing any part of the vehicle and performing electrical diagnostics at the scrutineers discretion.

- 5.2.3 All entries are at the discretion of the Championship organisers.
- 5.2.4 Radical Motorsport reserves the right to adjust all official car specifications at any time during the Championship, including in the interest of equalising competitiveness between models or model variants.
- 5.2.5 In the interests of fairness and safety, it is strictly forbidden for Competitors to depart from the official Radical Motorsports factory specification, confirmed by the latest version of the global Radical Cup Scrutineering Guide downloadable at www.radicalmotorsport.com.
- 5.2.6 All parts must be supplied by Radical Motorsport, fitted only to the appropriate designated model variant, in their original position, as supplied, in working order and retained, unless specifically permitted by these regulations or the Radical Cup Scrutineering Guide.
- 5.2.7 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 and safety 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.
- 5.2.8 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 forfeited (also see Motorsport UK Regulation C3.4).
- 5.2.9 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.
- 5.2.10 Any infringement of these Technical Regulations will render the Competitor liable to penalties as defined in Article 4.1 of the Sporting Regulations.

5.3 Safety Requirements

The following Articles of Motorsport UK Yearbook 'Section K Competitors: Safety' regulations are highlighted as being applicable (but not to the exclusion of any other) Motorsport UK General Regulations that automatically apply):

- K 1.2.1 & K 1.2.2 – ROPS (Roll over protection systems) as defined in (8.1.3)
- K 2.1.2 – K 2.1.4 – Seat belts, 4, 5 and 6 point harnesses
- K 8.1.1 – Circuit Brakers
- K 2.2 – K2.3 – Seats
- K 3.1 – Fire extinguisher
- K 5.1 & K 5.2 – Red warning light
- K 6 – Fuel tanks & fillers
- K 8 – External circuit breaker (see also G120 & 121)
- K 9 – Race Overalls (in particular, K 9.1.1)
- K 10 – Crash helmets
- K 13 – Head restraints

A link to the 2023 Motorsport UK Competitors & Officials Yearbook can be found here:
<https://www.motorsportuk.org/News-Publications/Publications/Yearbook>

5.4 General Technical Requirements and Exceptions

- 5.4.1 The Eligibility Scrutineer shall be the sole arbiter and shall be a judge of fact. Any finding as to whether or not any item or component is 'eligible', 'acceptable', 'standard' or 'relevant' for the purpose of these regulations shall be a judgement of fact by the Eligibility Scrutineer.
- 5.4.2 The decision of the Championship Organiser upon all matters in relation to interpretation, applications, breaches and enforcement of these regulations (including without limit, eligibility and Classification) shall be binding upon all Competitors, who shall on registering for the Championship be deemed to have full knowledge of these regulations and to have accepted same in full.
- 5.4.3 Motorsport UK Nomenclature and Definitions (B) apply.

5.5 Chassis

- 5.5.1 Any chassis repair work not carried out by Radical Motorsport Ltd is unauthorized and is at the sole risk of the Competitor. Radical Motorsport Ltd accepts no liability or responsibility for injury or death as a result of unauthorised repairs.
- 5.5.2 Towing eyes/towing points front and rear must be fitted, and must comply with [Q13.1.3].

5.6 Bodywork

- 5.6.1 General: Unless permitted by the Radical Cup Scrutineering Guide, only bodywork and aerodynamic devices manufactured by Radical motorsport for the particular model variant may be fitted to that model variant, for example, but not limited to:
 - 5.6.1.1 Any SR3 RSX cannot be fitted with an SR3 RS bodywork or rear wing
 - 5.6.1.2 An SR3 RSX cannot be fitted with a second set of diveplanes as featured on the SR3 XX
- 5.6.2 Interior: Unless permitted by the Radical Cup Scrutineering Guide, only interior components manufactured by Radical motorsport for the particular model variant may be fitted to that model variant.
- 5.6.3 Exterior:
 - 5.6.3.1 All skid blocks must be installed.
 - 5.6.3.2 Tape may only be used to directly cover bodywork fasteners, or aid in a temporary repair.
 - 5.6.3.3 Bodywork may not be strengthened or reinforced beyond a typical repair, nor additionally braced or supported, or attached with substitute or additional fasteners.

5.6.4 Silhouette:

May not be altered with the exception of the above.

5.6.5 Ground Clearance:

- 5.6.5.1 The minimum ground clearance is 40mm (J5.20.11). With the exception of breather hose(s), 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.
- 5.6.5.2 Official measurements are taken with an official tool of 40mm on the official flat patch or designated area determined and communicated by the scrutineers at each event.
- 5.6.5.3 Ground Clearance will be measured without driver and at a standard pressure of 28psi. Air/nitrogen may only be added under the guidance of the Eligibility Scrutineer.
- 5.6.5.4 At the sole discretion of the Eligibility Scrutineer, measurement allowances may be made for a car with severe body damage, chassis damage or suspension damage. A written warning may be issued and any allowance given will expire prior to the subsequent session.

5.7 Engine

- 5.7.1 The Radical Scrutineering Guide lists all accepted engine, throttle and airbox combinations for specific model variants.
- 5.7.2 All engines, including any integral gearbox and clutch units, are only to be prepared, repaired, rebuilt and sealed by Radical Motorsport.
- 5.7.2.1 Any Competitor who has not used their car in a Radical Cup UK Championship before must make sure that their engine carries a Radical seal before attending their first event. Engine seals will be inspected by the Eligibility Scrutineer prior to qualification for the first event.
- 5.7.3 Radical 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.
- 5.7.4 Oil/Water Cooling
- 5.7.4.1 Taping off the radiators or ducting inlets to control the temperature is permitted.
- 5.7.4.2 Pre-heating of oil and water is permitted.
- 5.7.4.3 'Hanging' radiators with brackets to prevent them from wearing through the sidepod is permitted.
- 5.7.4.4 Adding rubber or sleeves to protect oil and water lines from chaffing is permitted.
- 5.7.5 Induction Systems
- 5.7.5.1 Polishing the inside of the throttle bodies is not permitted.
- 5.7.5.2 Heat resistant tape or foil applied to the air box is permitted.
- 5.7.5.3 Officials may mandate the use of foam blocks in the air box to aid in meeting sound restrictions. These blocks must be used as supplied and may not be modified in any way.
- 5.7.6 Exhaust Systems
- 5.7.6.1 The exhaust system including silencer may only be fitted to the specific model variant as outlined in the Radical Scrutineering guide.
- 5.7.6.2 Coating or wrapping of the exhaust is not permitted.
- 5.7.6.3 Officials may mandate the addition of a noise quietening product to the exhaust systems. These must be used as supplied and may not be modified in any way. Minor modification of the original standard system to attach the prescribed noise quieting product is permitted.
- 5.7.7 Ignition Systems
- 5.7.7.1 Only ECU reprogramming by Radical Motorsport is permitted.
- 5.7.7.2 Officials may mandate the reprogramming of ECUs to alter performance of a specific model or model variant.
- 5.7.7.3 The Eligibility Scrutineer may on a regular basis supply a replacement ECU, which the Competitor must use if requested.
- 5.7.7.4 Heat shielding of the ECU is permitted, but it must not restrict removal when required.

5.7.8 Fuel Delivery Systems

- 5.7.8.1 Heat shrink, heat insulation, or the addition of rubber, to prevent chaffing of the fuel lines is permitted.
- 5.7.8.2 Each car must be fitted with a Radical Fuel testing 'T' piece plus a Radical dry break valve fitted to the fuel line to facilitate safe fuel testing.

5.8 Suspensions

- 5.8.1 Spring rates front and rear are free.
- 5.8.2 Alternative front and rear anti-roll links supplied by Radical Motorsport may be used.
- 5.8.3 Competitors are permitted to disconnect the rollbar by removing the bolt at one end, however the rollbar must remain in place.
- 5.8.4 Factory supplied bump rubbers and packers are permitted. Non-factory bump rubbers, packers and spring platforms are not permitted.
- 5.8.5 Adjustable rear push-rods, if available on newer model variants may be used on older model variants.
- 5.8.6 No modifications to internal specifications of the dampers are permitted, including altering canister pressure.
- 5.8.7 Any seals fitted to dampers may not be tampered with or removed

5.9 Transmissions

- 5.9.1 A Radical pneumatic paddle operated shift system may be fitted to older model variants.
- 5.9.2 The reverse drive system must be retained and operational by the driver when seated in the driving position.
- 5.9.3 Drive ratios may only be adjusted by changing sprockets/gears supplied by Radical Motorsport.
- 5.9.4 Officials may mandate or restrict the drive ratios which may be used by specific models or model variants.

5.10 Electrics

5.10.1 Exterior Lighting

5.10.1.1 Headlights

- a) LED arrays must be retained in model variants featuring them, and must be turned on during all sessions.
- b) Cars may run with or without additional headlights offered for their specific model variant.
- c) In all cases, headlight covers and light buckets must be fitted.

5.10.2 Tail Lights

- a) Brake lights: Must be fitted and in working order and must not be wired in a way that allows them to be switched off or signal delayed.
- b) Rain lights: The Radical high intensity LED central Rain Light must be turned on when wet tires are fitted to the car.
- c) For older model variants it is permitted, and highly recommended, a Radical or FIA high intensity FIA centrally mounted LED lamp be fitted, however two standard tail lights installed equally spaced about the vehicle centerline emitting a minimum intensity of 21w and with a surface area between 20 and 50cm² is permitted.

5.10.3 Batteries

5.10.3.1 Battery(s) must be retained, located in their original position(s), operable by the driver when normally seated and capable of repetitive starts.

5.10.4 Generators

5.10.4.1 Alternator must be retained and operational.

5.10.4.2 The addition of ductwork to cool the alternator is permitted.

5.10.5 Starter Motor

5.10.5.1 Starter motor must be retained, operational and capable of repetitive starts.

5.10.5.2 The addition of ductwork to cool the starter motor is permitted.

5.10.6 Data Monitoring

5.10.6.1 Only Radical supplied digital displays and data loggers are permitted, and must be in full working order.

5.10.6.2 All vehicles are required to record data for series officials and Competitors must provide that data upon request.

5.10.6.3 Fitting of a transponder is mandatory. Lap times recorded on in-car systems are for drivers reference only and are not considered official.

5.10.7 Radios and Information Systems

5.10.7.1 Cars will be permitted to carry a radio and/or information system to receive flag conditions, warnings, or instructions from Race Control, and for which Ofcom licences, if applicable, will be checked at scrutineering in compliance with Motorsport UK Regulation [Q11.3(a) (iv)].

5.10.7.2 Such systems may be mandated by Championship organisers.

5.11 Brakes

5.11.1 Only brake discs, calipers and master cylinders supplied by Radical Motorsport for the specific model variant are permitted, as described by the Radical Scrutineering Guide.

5.11.2 Only brake pads supplied by Radical Motorsport with compounds as specified by the Radical Scrutineering Guide may be fitted.

5.11.3 The fitting of a cockpit brake bias adjuster as supplied by Radical Motorsport on cars where it is not fitted as standard equipment is permitted.

5.11.4 The removal of brake duct grilles is permitted.

5.11.5 The addition of tape to or blanking of the brake ducts to control brake temperature is permitted.

5.12 Wheels/Steering

- 5.12.1 Only single piece wheels supplied by Radical Motorsport are permitted.
- 5.12.2 The fitment of newer wheel designs to older model variants is permitted.
- 5.12.3 Steering wheels of alternate diameters supplied by Radical Motorsport, if available for that model variant, are permitted.

5.13 Tyres

- 5.13.1 Hankook is the sole nominated tyre supplier for the Championship. Only tires purchased from Radical Motorsport or Mr Tyre (Motorsport) Ltd (mrtiremotorsport.com), with specific markings and of the approved compounds as outlined in the Radical Scurintearing Guide are permitted for all official Championship testing, practice, qualifying and race sessions.
- 5.13.2 The use of tyre heating/retention devices, tyre treatments and compounds is prohibited.
- 5.13.3 Cars will be permitted to use the maximum 'dry weather' tyres for qualifying and racing:

Class	Maximum Tyres
PRO SR3	6 per event
PLATINUM	6 per event
Invitational	6 per event

- 5.13.4 For the first event of the Championship that a Competitor attends, of the above allotment, there must be a minimum of four brand new 'dry weather' tyres to mount to the car in addition to two spare tyres (1 front, 1 rear) that can be either new, scrubbed or used.
- 5.13.5 For practice prior to qualifying tyre usage is unrestricted.
- 5.13.6 Wet weather tyre quantities are unrestricted.
- 5.13.7 Serial numbers from all slick tyres used must be declared via the official Tyre Declaration Form (which may be in electronic format or in the form of an electronic scanner. Should it be paper form, a copy of the form will be retained by the team, and a copy handed to the Eligibility Scrutineer prior to the start of qualification or the first time of use. Once declared tyres are locked in, they cannot be changed except as outlined below.
- 5.13.8 Should the Eligibility Scrutineer deem one or more of the declared tires unsafe the Competitor will be permitted to:
 - a) Nominate and present to Officials for verification and approval replacement tire(s) of similar wear, or
 - b) Purchase new replacement tire(s), in which case the Competitor will forfeit 5 Championship points per tire in the subsequent race. Any addition or change to the list of declared tires must be reported for recording by Officials.
- 5.13.9 All tyres must remain accessible to the Eligibility Scrutineer at all times.
- 5.13.10 Any modification or treatment to the tyre including cutting, grooving, the application of water, solvents or softeners, the use of heat/cool generating or retaining devices on the tyre, or any

means to artificially enhance the tyre performance is prohibited. Samples may be taken from the tyre tread for analysis and comparison with a tyre taken directly from the supplier's stock.

5.13.11 Tyres may only be inflated with air or nitrogen.

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

5.13.13 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.

5.14 Weights

5.14.1 The minimum weight of the car plus driver and driver equipment at any time during all official sessions shall be that as prescribed by the Radical Cup Scrutineering Guide.

5.14.2 To balance performance, the Championship organisers reserve the right to at any time instruct teams to add, and to enforce, 'BoP' weight to any car in addition to the base minimum weights described above.

5.14.3 Any ballast installed must comply with Motorsport UK regulation J5.15.2 and must be located in the passenger compartment (Motorsport UK regulation J5.15.4). It is recommended the Radical ballast mounting system is used.

5.14.4 The Scutineer may request drivers to weigh-in at the beginning of their first event, and/or subsequent events, so they need not be present during official weighing. Should a result be marginal the Scutineer may request the driver's presence and re-weighing to verify results. Any subsequent measurement taken will supersede the previous one.

5.15 Fuel Tank / Fuel

5.15.1 Fuel tanks and fuel cells may be upgraded or replaced with newer versions.

5.15.1.1 Aluminium fuel tanks may be replaced with FIA fuel cells as supplied by Radical Motorsport if available for that specific model variant.

5.15.1.2 FIA fuel cells must carry a valid certification and certificates must be presented upon request.

5.15.2 Control Fuel: Unless otherwise specified, only Motorsport UK specification fuel supplied by Sunoco Race Fuels (aaoils.co.uk) is permitted 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 be able to pump out a minimum of 1 litres of fuel from the fuel tank at the end of any session (see Motorsport UK Regulation D34.2).

5.15.3 Fuel must be used at ambient temperature.

5.16 Silencing

5.16.1 Vehicles must conform to Motorsport UK silencing regulations J5.17 – J5.18.

5.17 Numbers & Championship Decals

- 5.17.1 Each car must carry the racing number of its driver as issued by Radical Motorsport.
- 5.17.2 Racing numbers must be affixed in accordance with Motorsport UK regulations and in the design, and as laid out in the diagram available at www.radicalmotorsport.com.
- 5.17.3 Radical and Sponsors decals as issued for the current year must be affixed to the vehicle, without modification, as laid out in the diagram.
- 5.17.4 Each class will be required to affix coloured stripes in the locations specified by the diagram to clearly indicate which class they are racing in.
- 5.17.5 Each car must display the Driver's name and national flag on the outside of the cockpit.
- 5.17.6 Each car must display the Driver's national flag on the outwards facing sides of each end plate.
- 5.17.7 Radical nose badge must be affixed to the vehicle.
- 5.17.8 Radical Motorsport may, in its sole discretion, rule as to the suitability of a particular car, team or driver livery. This may include, but not be limited to any livery advertising not in keeping with the spirit of the Championship. Competitors are required to consult with Radical Motorsport in case of any questions.
- 5.17.9 Decals, sponsors and logos that are out of date or from other series are not permitted.
- 5.17.10 Sponsors may require drivers to display a badge on their overalls. Patches will be supplied as required from the Championship Coordinator.
- 5.17.11 **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.**

5.18 Examination of Vehicles

- 5.18.1 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 and safety 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.
- 5.18.2 Tests to establish the power output of any car may be carried out by Radical Performance Engines. Such power testing will be carried out using rolling dynamometer equipment, owned by Radical and operated in accordance with the equipment manufacturers instructions and having a current valid calibration certificate.
- 5.18.3 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 forfeited [C3.4].

- 5.18.4 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.
- 5.18.5 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 must be returned to their original owners on completion of the race.
- 5.18.6 Any infringement of these Technical Regulations will render the Competitor liable to penalties as defined in Article 4.1 of the Sporting Regulations.

6 APPENDICES

The following Commercial Undertakings are not subject to the judicial Procedures of either the Championship Stewards or the Motorsport UK.

6.1 Race Organising Club and Contacts

6.1.1 Vehicle Manufacturer

Radical Motorsport Limited Registered in England and Wales with company number 0753023 having its registered office at 24 – 26 Ivatt Way Business Park Westwood Peterborough, Cambs PE3 7PG and which is the parent company of subsidiaries Radical Motorsport Limited company number 03308491 registered office as above and Radical Performance Engines Limited company number 05008624 registered as above and Radical Precision Engineering Limited company number 04200567 registered as above jointly and severally referred to in these Regulations as 'Radical Motorsport' or 'Radical'

Tel: 01733 331616 Fax: 01733 264959

Email: sales@radicalmotorsport.com

Website : www.radicalmotorsport.com

6.1.2 Eligibility Scrutineer

Phil Mason

16 Beaufort Drive

Bourne, Lincolnshire PE10 9PN

Tel: 01778 424877 (H) 07535 524326 (W)

6.1.3 Championship Organiser

MotorSport Vision Racing Limited registered in England and Wales company number 05744532 having its registered office at MotorSport Vision Centre Brands Hatch Circuit Fawkham Longfield Kent DA3 8NG

Tel: +44 (0)1474 875263

Fax: +44 (0)1474 874766

E-mail: info@msvracing.co.uk

6.1.4 Championship Co-ordinator

Nicole Van Der Walt

Radical Motorsport Ltd

Tel: 01733 331616 ext 275 / 07949 569323

Fax: 01733 264959

E-mail: Nicole.VanDerWalt@radicalmotorsport.com

6.2 Commercial Undertakings

6.2.1 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. This will include accident damage sustained in a previous race and which has not been subject to a complete or sufficiently neat repair.

6.2.2 Team Presentation

Team presentation is also paramount, and it is expected all teams present themselves in the most professional manner possible. All teams are required to:

- a) Park their trucks and vehicles precisely as instructed or directed by Series Officials in the paddock space allocated.
- b) Provide accurate dimensions of trucks, awnings and other support vehicles or structures to the Championship Coordinator upon request to aid in the above.
- c) Abide by any restrictions to the size or number of support vehicles or structures and passenger cars permitted in the paddock as prescribed by Series Officials.
- d) Ensure all crew members are neatly presented, wearing matching clean uniforms, which clearly displays the team name and otherwise complies with any Series Style Guide issued. It is not permitted for any crew members to wear clothing branded solely with Radical logos as they may be confused with Officials.
- e) Ensure all support vehicles comply with any Series Style Guide issued, including the flying of any flags mandated.
- f) Ensure all support vehicles or structures are washed and continuously cleaned.
- g) Dispose of any rubbish, debris or crash damage immediately, and in an appropriate manner.
- h) Whereever practical, utilize flooring and boarding in garages and under awnings.
- i) Abide by any restrictions issued regarding Paddock vehicles such as scooters and four-wheelers.

6.2.3 Hospitality

Hospitality and catering must be purchased from Radical Motorsport.

- a) No outside or third party catering is permitted in the paddock, including self catering by teams.
- b) For the avoidance of doubt catering shall be considered the preparation of or providing of meals as opposed to snacks and drinks.

6.2.4 Commercial Rights / Television

- a) Competitors, entrants and teams may not procure, solicit or arrange for any supplies, gratuities, products, merchandise, equipment or any other thing of value to be provided from any source whatsoever bearing or depicting any Championship logo and/or any trademark and/or any copyright and/or any image used or associated with the Championship without the prior written permission of Radical Motorsport.
- b) With the exception of normal media reporting, all images, photographs, recordings or representations of the participation in the Championship or association with the Championship of Competitors, entrants and teams may only be used for commercial purposes with the prior written consent of Radical Motorsport.
- c) All the broadcast, recording, cable, satellite, digital, video, internet and interactive rights and other rights in all media to the Championship and other related events are the sole property of Radical Motorsport in perpetuity. Any recording or broadcast of the Championship and other

related events or, rebroadcast or reproduction of material without express written permission of Radical Motorsport is strictly prohibited.

6.2.5 Advertising

Any products that are not permitted to be advertised on UK television are prohibited. Any advertising must comply with any codes or guidelines of Ofcom and/or the Advertising Standards Authority that may be specific to the advertised product. Radical Motorsport reserves the right to censor any advertising that may, at the absolute discretion of Radical Motorsport, be deemed unsuitable or inappropriate or in conflict with Championship sponsors.

6.3 Trade Support Vehicle Decals & Overall Patches

Guidelines available for download from www.radicalmotorsport.com

6.4 Race With Respect



A socially-minded standard of behaviour is expected from everyone within the motorsport community.

By participating in a Motorsport UK event in any capacity you agree to follow the values of the Respect Code:

Motorsportuk.org/racewithrespect
#RaceWithRespect

The Values

- Respect
- Fair play
- Integrity
- Good Manners
- Self-Control

I pledge to #RaceWithRespect and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants.
- Always behave with integrity and uphold fairness in the sport; play your part in keeping the sport safe through your actions
- Treat everyone with respect, regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or other status
- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, fellow Competitors, volunteers, as well as fans and supporters
- Respect the rules, regulations and authority of the officials and Motorsport UK

Any breach of these obligations may result in disciplinary action.

7 REGISTRATION FORM

Visit www.radicalmotorsport.com to register for Championship and enter events.