

# 2016/17 Radical Middle East Cup Series

## Sporting & Technical Regulations

### Sporting Regulations - General

#### 1. Title and Jurisdiction

- a. The Radical Middle East Cup (Radical Cup) is organised promoted and administered by AUH Motorsports LLC (AUH) in accordance with the requirements of the Automobile and Touring Club of the United Arab Emirates (ATCUAE) (incorporating the provisions of the International Sporting Code of the FIA) these Series Regulations and the General Regulations of the club organizing the event.. 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 e mail address on the registration form.

#### 2. Officials

- a. Series Coordinator: Dominic Simon
- b. Technical Delegate: Craig Thompson
- c. Race Director: Frazer Martin
- d. Chief Steward. TBA

#### 3. Competitor Eligibility

- a. For the purposes of these Regulations "Competitor" is as described in Article 9 of the International Sporting Code of the FIA: Therefore, for the avoidance of doubt, a Driver and Entrant of a driver should be considered to be the competitor for the purposes of the material parts of these regulations, as may be required.
- b. All Drivers, Competitors and Officials participating in the Series must hold current & valid licences (minimum requirement a National grade FIA Drivers Licence) and where applicable, valid licences and/or authorisations issued by their ASN.
- c. In the event that a Team (as referred to throughout these regulations) does not hold an Entrants licence, the first named driver will be considered as the entrant.

#### 4. Registration

- a. All drivers must register as competitors for the Series by returning the Registration Form and the registration fee to the coordinator prior to the Final Closing date of the first round being entered.
- b. Drivers wishing to enter a single round must enter not later than 7 days before the event.
- c. All registration and entry fees must be paid in full in advance.

- d. Registration for the Radical Cup Series will be for Teams of one or two drivers.
- e. For any driver that has not previously finished six Races, the competitor must carry a novice cross on the rear of the car, and may be required to sign a declaration that he/she is competent to compete in the appropriate Race. The driver may be required to satisfy the Clerk of the Course prior to practice that he/she is aware of the flag signals. The competitor should be subject to special observation during practice, and must achieve a lap time of at least 120% of the class best, unless the Clerk of the Course is satisfied as to extenuating circumstances.

## 5. Registration

- a. The Registration Fee for this Series is AED 3,000 per team.
- b. Registrations will be accepted from 21st July 2016 until the last round of the series.
- c. Registration numbers will be the permanent Competition numbers for the Series and will be allocated by the Radical Co-ordinator. The number 1 (One) shall not be used.
- d. At the discretion of the organisers, a guest team may compete in this Series without the need to comply with registration fee requirements in 5 a.. An administration fee of AED 1000 will apply to one-off guest teams. Any guest team will be required to meet the same requirements as the registered teams by completing ALL Series documentation, in particular the driver profile form. This form is required to grade drivers. In the event that such teams enter a second race in this Series, the full registration fee will be payable less the administration fee.

## 6. Series Rounds

- a. The Radical Middle East Cup Series 2016/17 will be contested over six rounds as follows:-

Round 1	28 <sup>th</sup> 29 <sup>th</sup>	October	Yas Marina
Round 2	18 <sup>th</sup> 19 <sup>th</sup>	November	Dubai
Round 3	9 <sup>th</sup> 10 <sup>th</sup>	December	Losail <b>(TO CONFIRM)</b>
Round 4	27 <sup>th</sup> 28 <sup>th</sup>	January	Dubai
Round 5	10 <sup>th</sup> 11 <sup>th</sup>	February	Yas Marina
Round 6	10 <sup>th</sup> 11 <sup>th</sup>	March	Yas Marina

- b. Each round will comprise 2 x 30 min Practice sessions, 2 x 15 min qualifying sessions and 2 x 45 minute races. There will also be an optional 4 x 45 minute open pit lane testing session on the day prior to the event.

## 7. Series points

- a. Except for the final round, points will be awarded to registered teams and qualifying drivers, in all classes, listed as classified finishers in the official race results as follows: 20, 15, 11, 8, 6, 5, 4, 3, 2 plus 1 point for all other classified finishers.

- b. Teams and drivers will score double points for the last two races at the final round
- c. The totals from all qualifying events the final Series points and positions.
- d. Any Guest team entered will not be eligible to score points.
- e. Dead Heats
  - I. Prizes and points awarded according to the classification for competitors who tie will be added together and shared equally.
  - II. If two or more Teams finish the season with the same number of points, the higher place in the Series shall be awarded to:
    - 1. the holder of the greatest number of first places;
    - 2. if the number of first places is the same, the holder of the greatest number of second places;
    - 3. if the number of second places is the same, the holder of the greatest number of third places and so on until a winner emerges.
    - 4. if this procedure fails to produce a result, the organisers will nominate the winner according to such criteria as it thinks fit.

## 8. Awards

- a. All awards are to be provided by the Series organiser.
- b. Each race:
  - a. Trophies will be awarded for: 2 x 1st, 2 x 2nd, 2 x 3rd.
- c. Each event:
  - a. Best Senior Driver aged over 45 at 1/11/2016
  - b. Best Novice driver (For the sole purpose of this award a novice driver will be deemed to be a driver that has held a race licence for less than 1 year as of 1<sup>st</sup> November 2016
  - c. Driver of the day
- d. End of Season Awards
  - a. First driver.
  - b. Team Title to the Team scoring the highest accumulated points.
  - c. Best Novice driver that has held a race licence for less than one years as at 1 November 2016
  - d. Best GCC driver
  - e. Gentleman Trophy for Senior Drivers
  - f. Spirit of Radicals award
  - g. Driver of the Season (awarded to the driver selected by the Organisers)
- e. Title to all Trophies: In the event of any Provisional Results or Series Tables being revised after any provisional presentations and such revisions affect the distribution of any awards the Competitors concerned must return such awards to the Radical UAE in good condition within 7 days.

## 9. Presentations

- a. Trophies are to be provided for the presentation at the end of each race or at a presentation ceremony. All competitors must attend presentations.

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

### 10. Sporting Regulations; Judicial Procedures

- a. In accordance with the International Sporting Code and these regulations all judicial action will be taken by the Stewards except under the provisions 10.b. below.
- b. The Race Director may impose the following penalties in the event of an infringement of these regulations;

Infringement	During testing, Practice or Qualifying	During Race
Speeding in pit lane	AED 350	Drive through
Overtaking under a waived yellow	Black Flag	Drive through
False start		10 seconds added to pit stop time
Repeated failure to respect start position or out of position in formation lap		Drive through
Wrong direction in pit lane	Exclusion	Exclusion
Not stopping for correct amount of time in pit stop		Difference between allocated pit stop time and actual pit stop time plus 10 seconds
Not stopping for mandatory pit stop		Disqualification
Entering pit lane for driver change outside of designated window		Drive through
More than three laps under black flag with orange disc	Black flag	Black flag
More than three laps under blackflag without entering pits and reporting	Back of the grid start	Exclusion
Failing to respect integrity of the circuit and gaining an advantage	5 grid spaces back in class or grid whichever greater	10 sec penalty or as otherwise determined by Race Director
Exceeding the speed limit in any sector during a Code 60 period		Add back the time gained under under code 60 plus a 5 second penalty for each lap that Code 60 time is below the minimum. Times are adjusted at the end of the race.
Failure to push back into garage or obstruction of pit lane	5 grid spaces back in class or grid whichever greater	10 sec penalty or as otherwise determined by Race Director
Breach of technical regulations	As determined by the Race Director	As determined by the Race Director

- c. When imposing a fine, a classification penalty or a drive through penalty for an infringement of these regulations the Race Director must immediately advise the Stewards of any such penalty he has imposed.
- d. A classification penalty imposed by the Race Director may be re-examined by the Stewards if they receive an admissible appeal. The Stewards are not bound by the decision taken by the Race Director. The penalty may also be modified to the disadvantage of the appellant and one or more additional penalties may be imposed.
- e. Drive-through penalties are not, however, subject to any form of appeal and must be taken within 4 laps of the first signal being given. Failure to comply with a drive through penalty directive will involve automatic exclusion from the results of the session. If the drive through penalty is awarded in the final five laps of the race and the driver does not take the penalty, a penalty of 30 seconds will be added to the drivers race time at the end of the race.
- f. If the circumstances leading to a classification penalty justify the imposition of one or more sporting penalties, the Stewards may impose such penalties without having received a protest and / or without a prior decision having been taken by the Race Director.
- g. The Race Director may additionally, penalise any competitor involved in an incident by imposing a maximum drop of ten places on the starting grid for that driver's next race.
- h. It should be noted that there is no direct or automatic right of Appeal to the International Court of Appeal (ICA) on any matter arising from this Series. Protests and appeals shall be made in accordance with the provisions of the Code.

#### **11. Series Race Meetings & Race Procedures**

- a. Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry closing date which shall usually be 7 days before each round. Late entries may be accepted at the discretion of the Organisers but will attract a late entry fee of AED 1,000.
- b. 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 Series Co-ordinator receives the missing or corrected information or fee.
- c. Organisers should notify Competitors of the times and locations for all briefings. Competitors must attend all briefings.

#### **12. Practice/qualifying**

- a. The minimum scheduled qualifying will be as follows:
- b. Qualifying will be held over a minimum of 2 x 15 minute sessions with a break between the two sessions.
- c. Driver 1 will qualify in Session 1(Q1), Driver 2 will qualify in Session 2(Q2).
- d. All drivers qualifying in Q1 will start race 1, all drivers qualifying in Q2 will start race 2.

- e. After 15 minutes of qualifying (Q1) a chequered flag will be waved which will indicate the end of Q1 and the pit exit will be closed. Once the driver has passed the chequered flag he should then proceed to the pit lane where he will stop at his allocated pit. If, in a two driver team, the drivers will change places. If a single driver, the driver will have the opportunity to stop at his pit or the driver can decide to proceed to the end of the pit lane ready to rejoin the circuit.
- f. The pit exit will re-open at 20 minutes, where ever possible. Cars must form an orderly queue at the end of the pit lane prior to the pit lane being re-opened and Qualifying 2 (Q2) will then commence for a further 15 minutes after which time the chequered flag will be waved to indicate the end of Qualifying, when all cars must go directly to Parc Ferme unless directed to contrary by Officials of the Meeting.
- g. Not less than 60 minutes before Qualifying, the Drivers for Q1 and Q2 should be nominated and notified to the Series Co-ordinator. The List of Drivers will be circulated to the Race Director, Timekeepers and Officials.
- h. A single driver must complete laps in both Q1 and Q2 to establish a grid position for race 1 and race2.
- i. The grid for race 1 will be set by the fastest qualifying time achieved in the Qualifying Session 1 (Q1).
- j. The grid for race 2 will be set by the fastest qualifying time from Qualifying Session 2(Q2).
- k. In the case of Force Majeure and with the Agreement of the Stewards, providing the Driver(s) has satisfactorily completed 3 (three) laps at a Radical official test day in that season or in a similar car at that circuit prior to the Event, it will not be necessary to complete 3 (three) laps of qualifying to qualify for the race. If this is the case, the Driver will be placed at the back of the grid for whichever race he has not completed the qualifying. If neither Driver qualified in the usual manner both drivers will start from the back of the grid.
- l. If more than one Team fails to qualify but satisfies 12.k, then the grid positions shall be awarded in Series order at the back of the grid. If at the start of the season, ie there are no current Series standings, the grid positions shall be in Series number order at the back of the grid.
- m. In the event that two or more cars qualify with an equal time then the first car to have set the time will take precedence.
- n. Should any practice or qualifying session be disrupted, the Race Director shall not be obliged to resume or re-run the session in order to achieve the published timing. The decision of the Race Director shall be final.

### 13. Races

- a. The minimum scheduled race distance shall be 45 minutes duration whenever practicable but should any race distance be reduced at the discretion of the Race Director or Stewards of the Meeting it shall still count as a full points scoring event provided that at least 75% of the race duration has been completed.



#### 14. Starts

- a. All race start countdowns are to have a minimum elapsed period of 3 minutes from the time that all cars are formed up on the grid to the start of the rolling lap in the formation as specified on the Track Licence for each circuit.
- b. The minimum countdown procedures/audible warning sequence shall be:
  - a. Rolling Starts: 2 × 2 Formation (subject to track licence)
  - b. 2 minute to start of Rolling Lap – Start Engines, Clear Grid
  - c. 30 seconds – visible and audible warnings for the start of the rolling lap.
- c. The use of tyre heating equipment/heat retention devices, tyre treatments or compounds, is prohibited.
- d. All races will have one (1) Pace Lap – dependent upon length of circuit and whenever practicable.
- e. Towards the end of the pace lap the pace car will leave the circuit after extinguishing its roof lights indicating a start is imminent. The grid will continue at a similar speed on the approach to the start line led by the pole sitter. All cars will start racing when the red start light(s) are extinguished. In the event that the starting light(s) fail the Starter will revert to using the National Flag.
- f. Any cars removed from the grid after the 2-minute stage or driven into the pits on a rolling Lap shall be held in the pit lane. They may start the race after the last car to take the start from the grid has passed the start line or pit lane exit, whichever is the later.
- g. Any drivers unable to start the Green Flag lap are required to indicate their situation and any drivers 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 until they cross the control line at the start of the race.

#### 15. Pits & Pit Lane Safety

- a. Pit lane speed limits will be as per final instructions and must be adhered to at all times.
- b. Competitors must be and are responsible for driving standards when entering and leaving the pit lane area and this includes checking for overtaking vehicles when departing from their pit lane apron stopping position. Any competitor who is involved in a collision or near-miss whilst in the pit lane area and is deemed to have been the cause of such may be penalised.

#### 16. Pit Stops

- a. After 17 minutes of racing a 'Pit Lane Open' warning sign will be displayed at the control line to the first car that passes the sign and remains displayed for the entire Pit Lane Open period) After passing the displayed board, competitors may enter the pit to make their mandatory pit stop. This stop must be made (ie. Car has entered the pit lane) within a time period which will be 9 minutes, after which time the Pit Lane Closed sign will be displayed at the control line.

- b. If Code 60 or a Safety car is in operation whilst the pit lane open sign is displayed drivers may enter the pits in order to effect their pit stops.
- c. Should a competitor begin i.e. enter the pit lane, for their mandatory pit stop prior to the "Pit Lane Open" sign being displayed then a Drive through penalty will be issued. This penalty to be taken as a separate action and not as part of the pit stop.
- d. Should a competitor begin i.e. enter the pit lane, for their mandatory pit stop after the "Pit Lane Closed" sign being displayed then a Drive through penalty will be issued. This penalty to be taken as a separate action and not as part of the pit stop.
- e. This mandatory pit stop will be monitored by the Official Timekeepers by means of the pit lane timing loops and on occasion by pit lane marshals using stop watches. The pit stop duration will be the Driver Pit stationary Time.
- f. Failure to make a mandatory pit stop will lead to exclusion of the competitor(s) concerned from the results of the race.
- g. Note: Once the pit stop has commenced, under the "Pit Lane Open" sign there will be no penalty for not completing the pit stop after the "Pit Lane Closed" sign being displayed.

#### 17. Driver Change Procedures

- a. All seatbelts must remain fastened until the car has stopped and refastened before the car pulls away.
- b. Whilst the car is stationary the engine MUST be switched off and can be started again prior to the car pulling away as long as the driver is seated and belted in the car.
- c. During the designated pit stop window, cars must enter the pit lane and stop in the designated area (as outlined in the drivers briefing) adjacent to their team and switch off the engine, remaining stationary for a minimum of the driver performance equaliser duration outlined in 17.5.
- d. "The Pit Stationary time will be 45 seconds for all SR3 cars. A performance equaliser penalty will be added for those cars which are not SR3 cars. This performance equaliser penalty will be determined by the organisers following the completion of the final qualifying session and will be confirmed to drivers not less than 60 minutes before the start of race 1. A supplementary pit stop time (success penalty) will be added to the 45 seconds, based on the finishing position in the previous race. Such additional time will be calculated as follows
  - a. 1st place add 15 seconds
  - b. 2nd place add 10 seconds
  - c. 3rd place add 5 seconds
- e. For the first race of the Series, all cars will have a 45 second pit stop and no success penalty will be applied.
- f. In the case of a single driver, stop the car and switch off the engine, wait a minimum of 30 seconds before re-starting the car and after the allotted time may pull away and re-join the race.



- g. In the case of a two driver team the 1st driver changes place with the second driver, re-starts the engine and pulls away after the allotted time (Also as notified in the supplementary regulations and/or Drivers Briefing)
- h. If for reasons of force majeure a car needs to "pit" just before the opening of the designated pit open window and is then ready to leave within the window, it must rejoin the circuit and pass the 'Pit Lane Open' sign before returning to the pit lane to do the mandatory stop. It is not possible to claim that being stationary before the pit open window commenced will count towards the stopping requirement.
- i. .
- j. If a car needs to "pit" at a time other than the designated window there will be no limit on the number of personnel allowed to work on the car UNLESS there is a change in weather conditions and the tyres need to be changed. In this case only the two personnel will be allowed to change the tyres.

#### **18. Race Finishes**

- a. After taking the chequered Flag drivers are required to progressively and safely slow down, remain behind any competitors ahead of them, return to the Pit lane entrance/Paddock Entrance as instructed, comply with any directions given by Marshals or Officials and keep the helmets on and harnesses done up while on the circuit or in the pit lane.

#### **19. Parc Fermé**

- a. After qualifying all cars must go directly to Parc Fermé. Failure to do so will result in no qualifying time being posted.
- b. All cars starting the race must go to Parc Fermé after the race as directed by the officials unless cleared to do otherwise by the Technical Delegate. Failure to do so may result in the car not being classified.
- c. All cars will be held in Parc Fermé where checks will be carried out by Scrutineers.
- d. No team members shall be allowed into Parc Fermé unless called by the Scrutineer to assist with checks.

#### **20. Results & Classification**

- a. All cars will be classified taking into account the number of complete laps they have covered, and for those which have completed the same number of laps, the order in which they crossed the Line.
- b. For all races only cars which have covered at least 75% of the distance covered by the winner will be classified (rounded down to the nearest whole number of laps).
- c. All Practice Timesheets, Grids and Race Results are deemed to be PROVISIONAL until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and /or after completion of any Judicial or Technical Procedures. The Stewards may declare the results provisional for a maximum of 21 (twenty one) days until any investigation of video or other evidence has been completed and subsequent judicial procedures undertaken regardless of whether this investigation is as a result of a protest or merely a result of establishing if a Regulation has been broken.

## 21. Driving Standards

- a. The encouragement of high standards of racing with appropriate respect for other competitors and their vehicles will be considered paramount, and in that respect:
- b. The Series Organisers reserve the right to impose further penalties on competitors proven by the Officials of any meeting to have behaved, on or off the track, in a manner considered to have brought the Series into disrepute. This may include individual race bans, loss of points, awards, and/or season awards or exclusion from the Series. In cases of repeated offences, the Series Organisers reserve the right to exclude any other competitor from a fixed number of races or from the Series. In such cases no other competitor's score shall be adjusted. The Organisers reserve the right to view Data from any source, including but not limited to video and data logging equipment, this includes the ECU. Failure to provide any requested data may result in the imposition of time penalties and/or disqualification from the race
- c. Breaches of driving standards will be firmly dealt with. If it appears from official video recordings 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 Series into disrepute, the Series Organisers will be entitled to request that the Series Stewards to consider the inception of an enquiry 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 exclusion from the Series.
- d. Vehicles which have sustained severe body damage or whose appearance is judged by the Clerk of the Course or Series Stewards to be below an acceptable standard may be excluded from the grid. Competitors are expected to affect some repairs from previous accident damage prior to presenting their vehicle for scrutineering. In some cases an instruction to carry out repairs will be issued by the Series Organisers or Chief Scrutineer.

## 22. Timing

- a. Each car must be equipped with a transponder unless otherwise instructed by the meeting organisers.
- b. The purchase, fitment and functioning of the transponder is solely the responsibility of the competitor.
- c. The transponder number provided by competitors must be notified seven days before the meeting to the coordinator.

## 23. Operation of Safety Car (Use of a Safety car or the alternative Code 60 as described in Clauses 23 and 24 will be notified to competitors in the Supplementary regulations for the event)

- a. The Safety Car may be brought into operation to neutralise a race upon the sole decision of the Clerk of the Course. The Safety Car will be driven by an experienced circuit driver and will carry an observer capable of recognising all competing cars and who is in permanent radio contact with race control.
- b. The Safety Car, yellow/amber lights illuminated, will normally join and exit the circuit from the pit lane and the Safety Car boards will be shown initially from the start/finish line. If these locations are to be varied specific written instructions and verbal briefings will be issued detailing the exact locations to be used.
- c. On the order from the Clerk of the Course, the Safety Car will join the circuit with its revolving lights on, regardless of where the race leader is.
- d. When the order is given to deploy the Safety Car a waved yellow flag and "SC" board will be displayed at the start/finish line. The waved yellow flags and "SC" boards will flow around the circuit in both directions, as an adjacent post displays both their waved yellow flag and "SC" board. This system may be supplemented by a message being simultaneously broadcast to all marshals' posts if such a communication system is available.
- e. Flashing yellow lights may also be used at the start-line and at other points around the circuit.
- f. All competing cars, when notified of the Safety Car intervention (by the flag signals, "SC" boards, or by any other means) will reduce speed and line up behind the Safety Car, no more than 5 car lengths apart, and maintaining the same speed as it. Overtaking or overlapping of any other competing car during a Safety Car intervention is forbidden. Overtaking of a Safety Car is forbidden unless the particular competitor concerned is signalled to overtake the Safety Car by the observer in the Safety Car.  
When ordered to do so by the Clerk of the Course, the observer in the Safety Car will wave past any cars between the Safety Car and the race leader. These cars will continue at reduced speed and without overtaking until they reach the line of cars behind the Safety Car.
- g. While the safety car is in operation, competing cars may enter the pit lane, but may only re-join the track when signalled to do so and not when the safety car and the line of cars following it are about to pass or are passing the pit exit. A car re-joining the track must proceed at an appropriate speed until it reaches the end of the line of cars behind the Safety Car.
- h. The Safety Car will remain in operation until at least the majority of competing cars on the circuit are lined up behind it.
- i. When the Clerk of the Course calls in the Safety Car it will extinguish the yellow/amber flashing lights prior to exiting the circuit. This would normally be such that a minimum of 25% of a lap for circuits over 2 km and 50% of a lap for circuits less than 2 km should be completed by the Safety Car with its lights extinguished.
- j. Following the safety car extinguishing its lights, and prior to passing the green flag, the race leader will dictate the pace and, if necessary, fall more than five car lengths behind the Safety Car. In order to avoid the likelihood of accidents before the Safety Car returns to the pits, from the point at which the lights on the car are extinguished

drivers must proceed at a pace which involves no erratic acceleration or braking nor any other manoeuvre which is likely to endanger other drivers or impede the restart.

- k. As the Safety Car is approaching the pit entry, the green flag will be displayed at the start/finish line and the "SC" board withdrawn. Following this display of the start signal yellow flags and "SC" boards at the marshal's posts will be withdrawn and be replaced with a waved green flag for one lap. The waved green flag will flow around the circuit in both directions, as an adjacent post displays their waved green flag. This system may be supplemented by a message being simultaneously broadcast to all marshals' posts if such a communication system is available. Overtaking remains strictly forbidden until the start signal at the start/finish line is passed.
- l. Each lap covered while the Safety Car is in service will be counted as a race lap unless specified to the contrary in Series regulations.
- m. Under certain circumstances the Clerk of the Course may ask the Safety Car to use the pit lane. In this case, and provided its yellow/amber lights remain illuminated, all cars must follow it into the pit lane without overtaking. Any car entering the pit lane under these circumstances may stop at its designated garage area.
- n. Should it be necessary to stop a race during a Safety Car deployment the Safety Car, with all competing vehicles following, will pass through the red flag at the start/finish line, complete one further lap at reduced speed and then, once the Safety Car comes to a stop at a position indicated by the Safety Car observer (which will usually be either the grid or Parc Fermé), all competing cars must stop behind it unless otherwise directed.
- o. In exceptional circumstances the following may apply:
- p. The race may be started behind the Safety Car. In this case its revolving yellow/amber lights will be turned on at the two-minute signal. This is the signal to the Entrants/Drivers that the race will be started behind the Safety Car and it will remain at the front of the grid during the remainder of the countdown. When the Green Flag is shown at the Start/Finish Line, the Safety Car will leave the grid and all cars will follow in single file in grid order no more than 5 (five) car lengths apart. The race will be deemed to have started when the Safety Car leaves the grid and the Green Flag is displayed.
- q. Cars will leave the grid in single file grid order behind the Safety Car under the instruction of the Chief Start/Finish Line Marshal. Cars will remain in single file without overtaking, except that a car that falls behind may regain its grid position if the cars behind it could not avoid passing without unduly delaying the remainder of the field. In this case, Drivers may carefully overtake to re-establish their original starting grid order. If a car falls to the back of the grid, it must remain at the back of the grid.
- r. Any car(s) delayed leaving the grid may not overtake another moving car if stationary after the remainder of the cars had crossed the line. In this case the car(s) shall remain at the back of the grid, in the order they left the grid.

- s. A time penalty or Drive through Penalty may be imposed on any Driver who, in the opinion of the Clerk of the Course, unnecessarily overtakes another Driver during these laps.
- t. The “SC” boards and Yellow Flags will be displayed at Marshals' Signalling Posts around the circuit until the Clerk of the Course withdraws the Safety Car from use.
- u. All laps undertaken in this start procedure will be deemed to be counted as race laps
- v. Any car being driven unnecessarily slowly, erratically or which is deemed potentially dangerous to other drivers at any time whilst the safety car is deployed will be reported to the Clerk of the Course. This will apply whether any such car is being driven on the track, the pit entry or the pit lane.

**24. CODE 60 (Use of a Safety car or the alternative Code 60 as described in Clauses 23 and 24 will be notified to competitors in the Supplementary regulations for the event)**

- a. The Code 60 procedure is an alternative method whereby a race can be neutralized in the event of an incident. It is normally a procedure reserved for endurance racing and is designed to help in the safe rescue and recovery of stricken vehicles without resorting to Red Flag procedures, where a race has to be stopped.
- b. Code 60 allows the whole track to be secured instantly and allows rescue vehicles immediate access to the track whilst competitors continue to run, at reduced speed and in a single line.
- c. The maximum speed of race vehicles is reduced to an average of 60kilometres per hour over the entire track, on the posting of Code 60 flags (a purple flag with the number 60 in white) at all marshal posts simultaneously. Overtaking is prohibited during Code 60 periods, and adherence to this speed limit is monitored through intermediate track timing, through transponders and the timekeeping equipment.
- d. It is envisaged that by adopting Code 60 procedures, the Clerk of the Course will be able to allow a race to continue under stringently controlled circumstances without foreshortening race duration, and will acclimatize potential competitors with the procedures used in Endurance racing.
- e. The Code 60 procedure will be brought in to operation at the discretion of the Clerk of the Course to neutralize a race in which an incident, which does not warrant a complete race stoppage, nevertheless needs the attention of safety or recovery crews.
- f. When the order is given to deploy Code 60 flags, all marshal posts will simultaneously display waved purple flags (as described above) and all competitors will immediately slow down without braking hard in order to continue at an average lap speed of 60 kilometres per hour. Overtaking is strictly prohibited on pain of penalty. The gaps between competing vehicles should not be affected as all competitors should maintain the correct speed.
- g. During Code 60 operations, the Pit Lane will normally remain open and competing vehicles can enter and leave the Pit Lane at will, (providing the Pit Lane lights remain at Green) and may re-enter the track to continue around the circuit at the reduced speed. It should be noted that it is not permissible to regain a position held before entering the Pit.



- h. Code 60 operations are not a substitute for Yellow Flag procedures, and competitors should be aware that Yellow flags, indicating the possibility of further slowing down, may still be used at the site of any incident.
- i. When the Clerk of the Course gives the order for the Code 60 procedure to end, all marshal posts will simultaneously withdraw Code 60 flags, and replace these with Green flags. This will signify that full racing can recommence immediately, and that overtaking is again permissible.
- j. Each lap completed under Code 60 conditions will count as a race lap. If, during the Code 60 procedure, the scheduled number of laps is completed, the chequered flag will end the race as normal.
- k. Failure to respect the Code 60 procedures in any way, or the endangerment of officials or other competitors during Code 60 operations will result in penalties being applied by the Clerk of the Course or Stewards of the Meeting.

#### **25. Competition numbers/decals**

- a. Racing numbers must be affixed in accordance with the regulations. Radical and Sponsors decals as issued for the current year must be affixed to the vehicle as laid out in the diagram issued with those decals. Failure to comply will render the car ineligible.
- b. One set of race numbers and decals will be supplied free of charge by the race organisers at the start of the season. Competitors will be required to pay for the cost of replacements numbers and decals.

#### **26. Drivers equipment**

- a. Drivers taking part in practice and the race must always wear the clothes, helmets and Frontal Head Restraint specified in the International Sporting Code, Appendix L – Chapter III.

#### **27. Radios**

- a. Pit to car voice radio systems shall be permitted but must be licensed with the relevant local authorities. It is the responsibility of the competitor to ensure they are compliant.
- b. Any form of radio or remote data transmission is not allowed.



# Technical Regulations

The 2016/17 Radical Cup Series is for Radical SR3 Sportscars complying with FIA Appendix J Article 277, these technical regulations, and the car specification published by Radical Sportscars incorporating FIA Dossier ST-09-06 dated 14/07/2010 in all respects. Other Radical cars may be permitted to race at the sole discretion of the Organisers but will be subject to a performance equaliser additional pit stop penalty as determined by the Organisers.

The following Technical Regulations are set out in accordance with standard principles 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. Therefore everything that is not specifically authorised and anything not specified in these regulations or any series bulletin is strictly forbidden.

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.

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

Whilst the Technical Delegate 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 Series, 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.

Tests to establish the power output of any car may be carried out by the Scrutineers at premises agreed with the Organisers. The transportation of the car and the costs associated with same will be borne by the entrant. Such power testing will be carried out using rolling dynamometer equipment operated in accordance with the equipment manufacturer's instructions.

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 Technical Delegate 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.

Where costs are incurred as a result of any eligibility check, as may be reasonably requested either by the Technical Delegate or the Series Organisers, these will be borne by the competitor .

As a method of control, any component on a competitor's car may be removed by the Technical Delegate and exchanged for a similar component provided by the Series 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 on completion of the race.

The 2016/17 Radical Cup Series is a 'single-brand' race series, for competitors participating in the Radical SR3, SR5, SR8, RXC cars as specified herein.

- SR8 2.6 litre V8
- SR8LM 2.8 litre V8
- SR8 2.7 litre V8
- RXC Turbo and RPE Engine
- RXC Spider Turbo and RPE engine
- SR3 RS 1500 Supersport 2009 build or later
- SR3RSX 1500
- SR5 2.0 litre
- Open to all 1500cc K7 powered Radical SR3 cars built before 1 January 2009 and Radical SR3 cars fitted with 1340cc engines
- A Radical that does not fully comply with the technical regulations may be permitted to run at an event. Participation in the races will be at the sole discretion of the Organisers. Participants in such cars may be subject to a performance equaliser penalty in the form of an additional pit stop time which is determined by the Organisers.

#### **General Technical Requirements and Exceptions**

DEFINITIONS: All references to standard parts and or materials in these regulations shall be taken as being the Radical Sportscars original specifications and drawings. In all cases of dispute, query or clarification or ruling these drawings and specifications shall be regarded as fact. All parts listed in the Radical 2014 International Order Forms are eligible respective to car type unless otherwise indicated in these regulations.

#### **1. Chassis**

- a. 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.
- b. Towing Eye Towing eyes must be fitted conforming to FIA Appendix Art 259.14.6
- c. An FIA approved collapsible crash box structure supplied by Radical Sportscars must be fitted to the chassis during Series events.
- d. All Radical Models are manufactured to a standard specification and may not be altered.
- e. All chassis repair work must be carried out by Radical Sportscars Ltd.
- f.

#### **2. Bodywork / Aerodynamics**

- a. Any aerodynamic device manufactured by Radical Sportscars for the particular model, listed on the Radical 2014 international order form may be fitted as supplied,

i.e. front splitter, front diffuser, dive planes, single plane rear wing, double plane rear wing, rear diffuser or roll bar fairing.

- b. The minimum ground clearance is 40mm. Under no circumstance can any part of the bodywork, or of the suspended part of the car, be below a horizontal plane passing 40mm above the ground, the car being in normal racing trim with the driver aboard. A gauge of 40mm may be used by Scrutineers before or after races or practice to check the ground clearance.

### **3. Engine**

- a. All engines shall be prepared and sealed by Radical Performance Engines for Radical Sportscars Ltd. All repairs and rebuilds must be undertaken by Radical Performance Engines.
- b.
- c. The starter, generator and ignition system must be fitted as standard
- d. All competitors who have previously raced in the Radical events must have all out of season engine work carried out by Radical Performance Engines before the Series commences.
- e. Competitors not having out of season work carried out will have their engine seals inspected by the Technical Delegate prior to qualification for the first event.
- f. Once registration for the Radical Cup Series has been accepted ALL engine work for the duration of the Series must be carried out by Radical Performance Engines.

### **4. Cooling System**

- a. The oil and water radiators as supplied as standard by Radical Sportscars must be retained. It is permitted to blank off the radiator to control the temperature.
- b. heating of oil and water is permitted.

### **5. Induction System**

- a. The entire induction system including carburettors/injector system must be standard for the engine. The standard air box and filter as supplied by Radical Sportscars must be retained and used.

### **6. Exhaust System**

- a. The exhaust system including silencer must be standard as supplied by Radical Sportscars.
- b. Exhaust wrapping is not permissible.

### **7. Ignition System**

- a. The standard Radical Sportscars ECU must be retained. It is not permitted to reprogram the ECU. The Technical Delegate will on a regular basis supply a replacement ECU, which the competitor must change on request.
- b. The ECU must be located in the position as supplied from the factory. Heat shielding the ECU is free but it must not restrict removal when required.

## **8. Fuel Delivery System**

- a. The standard fuel pump as supplied by Radical Sportscars must be retained.
- b. Heat shrink or heat insulation of fuel lines, wiring loom and wires may be fitted. This must be easily removable for inspection, if required.

## **9. Suspension**

- a. All cars may be fitted with AVO or INTRAX shock absorbers supplied by Radical Sportscars. No internal modifications are permitted.
- b. Spring rates front and rear are free. Alternate front anti-roll links and rear anti-roll bars as supplied by Radical Sportscars, may be used.
- c. The front and rear suspension is double wishbone. The front and rear suspension is fitted with the unique Nik-Link anti-roll system.

## **10. Transmission**

- a. A separate gearbox catch bottle must be located near to the gearbox breather and connected by a braided hose on all SR8 (SR8LM) cars.
- b. The Radical Pneumatic paddle operated shift system may be fitted.
- c. 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.
- d. The final drive system must be standard as supplied by Radical Sportscars. Drive ratios may be adjusted by changing sprockets/gears supplied by Radical Sportscars.

## **11. Exterior Lighting**

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

## **12. Battery**

- a. An electrically powered starter motor and battery are mandatory and must be operable by the driver when normally seated and capable of repetitive starts.

## **13. Alternator**

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

## **14. Data Loggers**

- a. Data loggers supplied by Radical Sportscars are permitted, however these will be used for drivers' guidance only. Official times will be provided by the official timekeeper. 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 drivers guidance only. Official times will be provided by the Official timekeeper. The Technical Delegate shall have access to data loggers and data logger equipment, upon request.

#### **15. Electrical cut off switch marking**

- a. An additional sticker must be placed on both outer sides of the cockpit to clearly identify the location of the electrical cut –off.

#### **16. Brakes**

- a. Radical 4 pot calliper front and rear
- b. Vented 260mm diameter discs or optional 280mm (SR3) and 300mm (SR8) floating vented discs supplied by Radical Sportscars. Only colour coded brake pads supplied by Radical Sportscars may be fitted.
- c. The fitting of a cockpit adjustable bias adjuster as supplied by Radical Sportscars is permitted.
- d. A mesh screen supplied by Radical Sportscars must be fitted across the brake duct apertures on all cars to prevent ingestion of grass and debris to the brake ducts.

#### **17. Wheels and steering**

- a. All cars shall be fitted with wheels as supplied by Radical Sportscars.
- b. Steering wheel diameter may be changed to suit driver's preference, and must be supplied by Radical Sportscars.

#### **18. Tyres**

- a. Dunlop tyres as supplied by the Radical appointed tyre distributor.
- b. Where necessary, alternative tyre compounds may be specified by Series bulletin.
- c. A maximum of 4 new slick tyres may be used per round after the start of qualifying. Wet weather tyre quantities are unrestricted. Serial numbers from these slick tyres must be declared on the Radical Series Tyre form. Top copies of the form are to be
- d. retained by the team/driver and the bottom copy must be handed to the Technical Delegate prior to the start of each qualification.
- e. Should a competitor require an additional tyre(s) during a round and the Technical Delegate deem a tyre(s) unsafe for racing the competitor is permitted to purchase a replacement tyre(s). If the replacement tyre is new and puts the competitor over his/her permitted tyre allocation then for the following race he/she will forfeit 5 Series points per tyre over and above the allocated number.
- f. The use of tyre heating equipment/heat retention devices, tyre treatments or compounds, is prohibited.

#### **19. Weight**

- a. All cars may be weighed during Parc Ferme – after qualification and again as required by the Technical Delegate, after either or both of the races.
- b. Cars will be required to meet the minimum weights, as weighed on the Series Scales as provided by the Organisers. These scales will be identified and have a valid calibration certificate. Other scales may be nominated from time to time with the agreement of the Stewards.



- c. Minimum weight for Radical SR3 is 690 kg.

## 20. Fuel tank & fuel

- a. Standard tank (FIA Fuel Cell) as supplied by Radical Sportscars must be retained.
- b. Competitors are only permitted to use pump fuel with an Octane rating of 98
- c. 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.

## 21. Silencing

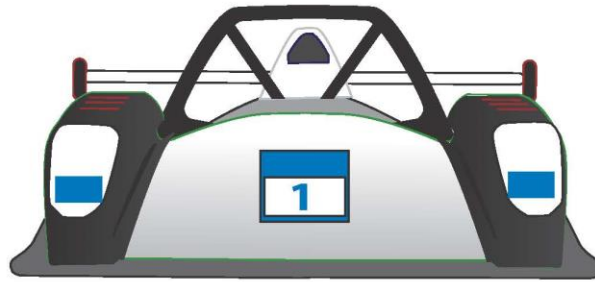
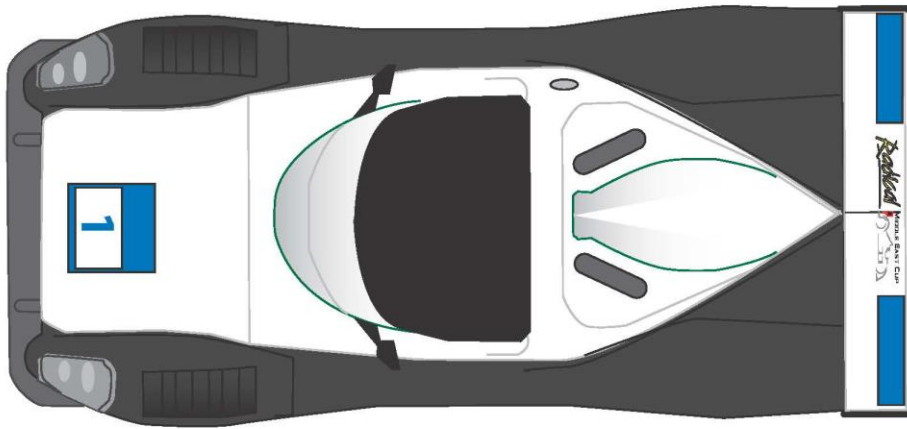
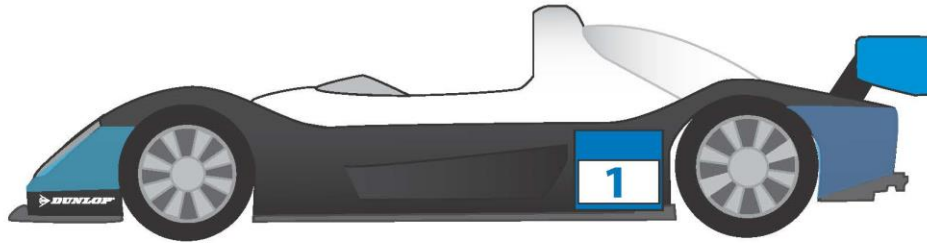
- a. Not used

## 22. Decals

- a. Club and sponsor decals will be available at the first event at which the car is entered.
- b. One complete set of decals including numbers and number backgrounds, will be supplied to each team on receipt of completed registration form, and before the first race, FOC. Any subsequent numbers or number backgrounds will be charged according to the latest Radical price list.
- c. Sponsor decals are to be positioned as per drawings available from the Series Co-ordinator. (See Appendix I)  
Failure to comply will render the car ineligible.
- d. Subject to Sponsor requirements, each Competitor may be required to have the official Radical Cup Series woven badges, sewn onto their overalls at all times during the event. The exact position of these badges shall be at the discretion of the Series Organiser and will be communicated to each competitor by Bulletin at a later date.
- e. Badges are required to be in the correct location without alteration and without interference.
- f. Notification as to whether this clause will be activated will be notified to competitors not less than three weeks before the first event.



**Appendix I (See CI 22)**



Space reserved for Series sponsors