

2018 Radical SR1 Cup Sporting & Technical Regulations



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C. Blotcham

Signed

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1 SPORTING REGULATIONS - GENERAL

1.1 Title and Jurisdiction

The 2018 Radical SR1 Cup is promoted by Radical Sportscars (the commercial rights holder) & organised and administered by MotorSport Vision Racing Ltd (MSVR) in accordance with the General Regulations of the Royal Automobile Club Motorsports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations. The organisers reserve the right to issue additional statements clarifying items in the rules and regulations and all such statements will be issued to all registered drivers by posting to the address on the registration form.

MSA Championship Permit No: **CH2018/R087**

Race Status: **National B**

MSA Championship Grade: **C**

1.2 Officials

- | | | |
|-------|--|--|
| 1.2.1 | Co-ordinator | Carly Latcham
Radical Sportscars |
| 1.2.2 | Licensed Eligibility Scrutineer
Assistant Scrutineers | Phil Mason
Mike Wright, Rob Mason |
| 1.2.3 | Championship Stewards: | Brian Hemmings
Eric Cowcill
Mike Dixon
Bill Shewan
Any three of the above may reach a decision |
| 1.2.4 | Clerk of the Course | Gary Tanner or his appointed deputy |

1.3 Competitor Eligibility

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



1.3.4 Membership of MSV is free on race entry into an MSVR event.

1.4 Registration

1.4.1 All competitors must register as competitors for the championship by returning the Registration Form with the registration fee to the Co-ordinator prior to the Final Closing date of the first round being entered.

1.4.2 The Registration Fee for this Championship is included within the Radical SR1 Cup ownership package, at a cost of £44,500+VAT overall. If you already own the car the cost is £5,200 plus VAT.

1.4.3 Registrations will be accepted from 01 December 2017 until further notice.

1.4.4 Registration numbers will be the permanent Competition numbers for the Championship and will be allocated by the Radical Co-ordinator on a first-come, first-served basis.

1.4.5 At the discretion of MSVR and Radical Sportscars, a guest driver may compete in this championship without the need to comply with registration fee requirements of 1.3.2 b) and 1.4.2 but must be a member of MSVR (see 1.3.4).

1.5 Championship Events

The 2018 Radical SR1 Cup will be contested over **6 EVENTS (An Event = 2 races)**.

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

Event	Date	Venue	Organising Club
1	31 st March 2018	Oulton Park	MSVR
2	12 th May 2018	Snetterton 300	MSVR
3	23 rd June 2018	Silverstone National	MSVR
4	21 st July 2018	Cadwell Park	MSVR
5	8 th September 2018	Donington Park GP	MSVR
6	10 th November 2018	Brands Hatch Indy	MSVR

1.6 Scoring

1.6.1 Points will be awarded to registered competitors listed as classified finishers in the Final Results as follows:

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

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 W1.3.4 in the current MSA Yearbook.

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

1.6.5 Competitors not registered for the Championship may be permitted on an individual round basis and will:

- (a) be deemed "Guest Competitors"
- (b) not score points and for the purpose of points scoring will be ignored
- (c) qualify for Event awards



- (d) comply with the eligibility criteria as prescribed in Article 1.3 above, with the exception of 1.3.1. (b) and 1.3.2. (b), as appropriate.

Guest drivers under 1.6.5 are drivers that possess a race licence that is not issued by MSA or an EU country.

- 1.6.6 Guest drivers are not eligible to score points. In the event that a "guest driver" later enters the championship then points are only scored from the date of entry and not awarded retrospectively.

1.6.7 Fangio Trophy

Before the first event the minimum age limit for the Fangio Trophy will be determined taking into account the average age of the registered competitors and communicated to all competitors.

All drivers, irrespective of class of car, who are the same or older age as the Fangio Trophy minimum on 01.01.2018 will be entered into the "Fangio Trophy". Points will be awarded as per 1.6.1 & 1.6.2 to drivers in this class irrespective of where they are placed in the main championship classes.

For example a driver is placed 4th as classified finisher in the SR1 class he will score 27 points but he is also the first classified driver in the Fangio Trophy he would also score 40 points in the "Fangio Trophy". Points scored within the Fangio Trophy are for this class alone & will not be taken into account for Championship title scoring purposes.

1.6.8 Rookie Cup

In addition, drivers who have not previously competed for more than 1 season of circuit racing will be eligible for the Rookie Cup. For avoidance of doubt, 1 season is equal to 6 race meetings. All drivers, irrespective of car who have never previously competed or have done less than 6 race meetings at the start of each race day will be entered into the Rookie Cup. Any driver who wins two overall races will no longer be eligible to compete in the Rookie Cup and will be removed from the Rookie Cup standings.

Points will be awarded as per 1.6.1 & 1.6.2 to drivers in this class irrespective of where they are placed in the main championship classes.

1.7 Awards

- 1.7.1 All awards are to be provided by Radical Sportscars

- 1.7.2 Per Round: Trophies to 1st, 2nd, 3rd overall.

Champagne to 1st, 2nd, 3rd overall.

- 1.7.2.1 A Fangio Trophy will be awarded to the first placed driver at each round in the Fangio Trophy

- 1.7.2.2 A Rookie Cup trophy will be awarded to the first placed driver at each round in the Rookie Cup.

- 1.7.3 Championship: Trophies to 1st, 2nd, 3rd third overall

Perpetual Overall Championship Trophy to the driver scoring the most points overall.

Fangio Trophy Trophies to 1st, 2nd, 3rd third overall

Rookie Cup Trophy awarded to 1st place overall



1.7.4 Presentations

Awards are to be provided for the presentation at the end of each race or at an end of the meeting presentation ceremony.

1.7.5 Entertainment Tax Liability:

In accordance with current government legislation, Radical Sportscars are 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 Sportscars are 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:- The Inland Revenue, Foreign Entertainers Unit, Centre for Non-Residents, St John's House, Merton Road, Bootle, Merseyside L69 9BB. Tel: 0151 472 6488 Fax: 0151 472 6483

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



2 CHAMPIONSHIP EVENT MEETINGS & RACE PROCEDURES

2.1 Entries

- 2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry closing date which shall be 20 days before the first round.
- 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 Qualification races will be held at the discretion of the Organisers.
- 2.1.5 Reserves are to be nominated on the Final List of Entries published with Final Instructions or Amendment Sheet Bulletins. All reserves will practice and replace withdrawn or retired entries in Reserve Number order irrespective of class. If any reserves are given Grid Places prior to issue of the first grid sheets for any round the times set in practice shall determine their grid positions. If Reserves are given Grid Places after publication of the Grid sheet and prior to cars collecting in the Official "Assembly Area" they will be placed at the rear of the Grid and will be started WITHOUT time delay. Otherwise they will be held in the pitlane and be released to start the race after the the last car to start the GREEN FLAG LAP or last car to take the start has passed the startline or pit exit, whichever is the latter. Such approval to start MUST be obtained from the Clerk of the Course.

2.2 Briefings

Organisers should notify Competitors of the times and locations for all briefings in the Final Instructions / Supplementary Regulations for the meetings. Competitors must attend all briefings.

2.3 Qualification Practice

- 2.3.1 Should any Practice session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session; the decision of the Clerk of the Course shall be final.
- 2.3.2 Each driver shall complete a minimum of 3 laps in the car to be raced, and in the correct session, in order to qualify (MSA Regulations Q4.5).
- 2.3.3 For the purposes of setting grid positions for the race/s, the best time recorded in qualifying will form the grid position for Race 1. The 2nd fastest qualifying lap will set the grids for Race 2.

2.4 Races

- 2.4.1 Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race ((Q)5.4.) (1.6.4. above applies)
- 2.4.2 The standard minimum scheduled distance for **each race** shall be 20 minutes whenever practicable but should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the Meeting it shall still count as a full points scoring round.



2.5 Starts

2.5.1 All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet.

2.5.2 The start will be via Standing Start.

The minimum Countdown procedures/audible warnings sequence shall be:

- i. 1 minute to Start of Green Flag lap – 1 minute board & audible warning.
- ii. 30 seconds board and audible warning for start of Green Flag/Pace Lap.
- iii. A five second board will be used to indicate that the grid is complete.
- iv. The red lights will be switched on five seconds after the board is withdrawn. When the Red Lights are extinguished the start is given.

2.5.3 Any car removed from the grid after the 1 minute stage or driven into the pits on the Green Flag lap shall be held in the pitlane and may start the race after the last car has passed the startline or pitlane exit, whichever is the later to take the start from the grid.

2.5.4 Any driver unable to start the Green Flag/Pace lap or start are required to indicate their situation as per MSA Regulation (Q)12.13.2. 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.

2.5.5 In the events of a lights failure the starter will revert to the use of the National Flag.

2.5.6 Any change from the above procedure will be notified to competitors by Final Instructions or Bulletin.

2.5.7 In exceptional circumstances the following may apply, the race may be started behind the Safety Car. Ref regulation 2.12.1

2.6 Session Red Flag

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

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

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

2.7 Pit, Paddock & Pitlane Safety

2.7.1 Pits & Paddock: Competitors must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.

2.7.2 Pitlane: The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take all due care and respect the pit lane speed limits.

2.7.3 Refuelling: May only be carried out in accordance with the MSA General Regulations, the Organising Club Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.



2.7.4 Speed Limit: Pit Lane Speed Limit will be 60 km/h unless otherwise notified.

2.7.5 Exceeding Track Limits: Drivers must use the Track at all times. For the avoidance of doubt the white lines defining the track edges are considered to be part of the track but the kerbs are not. A driver will be judged to have left the track if no part of the car remains in contact with the track. Should a car leave the Track for any reason the driver may re-join. This includes when it is necessary to use "outside assistance" in order to recover the car. However, this may only be done when it is safe to do so and without gaining an advantage.

2.8 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
- V. keep their helmets on and harnesses done up while on the circuit or in the pitlane

2.9 Results

2.9.1 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. (MSA regulation (D)26.3.)

2.9.2 All cars will be classified taking into account the number of complete laps they have covered, and for those which have completed the same number of laps, the order in which they crossed the Line.

2.9.3 For all speed races on circuits and of less than 4 hours' duration, only cars which have covered at least 90% of the distance covered by the class winner will be classified (rounded down to the nearest whole number of laps).

2.10 Timing Modules

2.10.1 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 MSA licensed Timekeepers. Competitors will be charged by the timing company for replacement of the Modules due to misuse or loss at any time during the season.

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

2.11 General Safety

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



2.12 Safety Car

- 2.12.1 The Safety Car will be used in accordance with the regulations as laid down in the MSA Regulations (**Section Q, Appendix 2**).
- 2.12.2 The Clerk of the Course reserves the right to introduce a Safety Car (MSA Regulation **G5.2.17**) at any time during qualifying or a race until such time as the race leader has completed 75% of the scheduled race distance.

2.13 Onboard Cameras

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

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

The Championship Scrutineers may inspect cameras before commencement of a track session and will inform the competitor and Clerk of the Course of inoperable cameras. Only Official Radical Championship Staff may remove the memory cards from the cameras once the track activity has commenced (qualifying or racing) this includes whilst the cars are in Parc Ferme.

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

In the event that no data is available on request (other than due to a proven defect with the equipment) penalties may be applied. 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 Ferme by Radical Championship Officials for review.



3 SPECIFIC CHAMPIONSHIP REGULATIONS

3.1 Specific Championship Penalties

3.1.1 Exceeding Track Limits

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

3.1.2 On Track Incidents

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

3.1.3 Failing to Comply with Flag Signals

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

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

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

3.1.5 Abandoned Cars

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

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

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



- ii) Qualifying Practice - penalties prescribed in MSA Regulation C2.1. including but not limited to cancelling times and start at the back of the grid.
- iii) Race - penalties prescribed in MSA Regulation C2.1. including but not limited to disqualification from race.

3.1.7 Drivers Briefing

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

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

As per 2018 MSA Judicial Procedure Regulations.

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

3.2 Infringements of Technical Regulations

3.2.1 Arising from post practice Scrutineering or Judicial action:

Minimum Penalty: The provisions of MSA Regulation C.3.3

3.2.2 Arising from post race Scrutineering or Judicial Action:

Minimum Penalty: The provisions of MSA Regulation C3.5.1 (a) & (b)

3.2.3 For infringements deemed to be of a more serious nature the Clerk of the Course and/or the Stewards of the Meeting are to invoke the provisions of MSA Regulation C3.5.1 (c)

3.3 Additional Specific Championship Penalties

3.3.1 The Clerk of the Course reserves the right to impose Stop and Go or Drive Through penalties in accordance with MSA Q.12.6. Drive Through and Stop/Go Penalties are not subject to appeal and must be taken within 3 laps of the first signal being given. Failure to comply will involve automatic disqualification from the results of the session.

Breaches of driving standards will be firmly dealt with. If it appears from official video recordings, in-car video or any other track evidence that there may have been a breach of driving standards or behaviour, on or off the track, in a manner considered to have brought the championship into disrepute, the Championship Co-ordinator will be entitled to request that the Championship Stewards consider the inception of an inquiry into the matter, notwithstanding that the Clerk of the Course or the Stewards of the event may or may not have already investigated the incident. Penalties may include individual race bans, loss of points, awards, and/or end of season awards or disqualification from the 2018 Radical SR1 Cup.

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



4 TECHNICAL REGULATIONS

4.1 Introduction

- 4.1.1 The following Technical Regulations are set out in accordance with the MSA specified format and it should be clearly understood that, if the following texts do not clearly specify that you can do it, you should work on the principle that you cannot. All references to the MSA Yearbook (blue book) relate to the current edition. Therefore, everything that is not specifically authorised and anything not specified in these regulations or any official championship bulletin, is strictly forbidden.
- 4.1.2 The 2018 Radical SR1 Cup is a 'single-brand' race series, for competitors participating in a single class, using the Radical SR1 Cup race car.
- 4.1.3 Each Radical model is manufactured to an identical class specification. In the interests of fairness and safety, competitors may not depart from this specification under any circumstances, other than as specified below.
- 4.1.4 All Radical parts must be supplied by Radical Sportscars, fitted in their original position and as supplied, unless specifically stated in these regulations. Parts may only be fitted to the appropriate model.
- 4.1.5 Whilst the Eligibility Scrutineer is empowered to check all competing vehicles for compliance and has been provided with the data to determine the continuing eligibility of each car, the onus of responsibility for the eligibility of vehicles competing in this Championship, rests with the entrant/Competitor. In the event of a dispute concerning the compliance of a vehicle with these Regulations, the onus will be on the Entrant/Competitor to satisfy the Organisers with regards to such compliance, and NOT the organisers to prove non-compliance.
- 4.1.6 Tests to establish the power output of any car may be carried out by Radical Engine Department. Such power testing will be carried out using rolling dynamometer equipment, owned by Radical Engine Department and operated in accordance with the equipment manufacturers instructions.
- 4.1.7 Where it is suspected that a component or structure fitted to the competing vehicle, may render the vehicle ineligible under these regulations, the component or access to the component will be sealed by the Eligibility Scrutineer for subsequent examination. Where ineligibility is subsequently proven, all points accrued by the competitor from and including the date of sealing the said component, to the date of the examination, shall be forfeit (C3.4). **(MSA Regulation C3.4 - Competitors whose vehicles are subject to a pending eligibility check must advise this fact in writing to the Clerk of the Course of any event in which they wish to take part. The results of any such event will remain provisional until the eligibility decision has been made. Failure to inform the Clerk of the Course will result in a fine.)**
- 4.1.8 Where costs are incurred as a result of any eligibility check, as may be reasonably requested either by the Eligibility Scrutineer or the Championship Organisers, these will be borne by the Competitor / Entrant concerned.
- 4.1.9 As a method of control, any component on a competitor's car may be removed by the Eligibility Scrutineer and exchanged for a similar component from the car of another competitor, or provided by the Championship Organisers. This includes the ECU. Whilst efforts will be made to ensure that the condition of the exchanged parts is similar, responsibility for the care of exchanged components lies with the recipient. Exchanged components may be returned to their original owners on completion of the race.
- 4.1.10 Any infringement of these Technical Regulations will render the competitor liable to penalties as defined in Article 3.2 of the Sporting Regulations.



4.2 General Description

The 2018 Radical SR1 Cup is a 'single-brand' race series for Radical SR1 race cars as specified herein.

4.3 Safety Requirements

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

4.4 General Technical Requirements and Exceptions

DEFINITIONS: MSA Yearbook Section B definitions apply. All references to standard parts and or materials in these regulations shall be taken as being the Radical Sportscars original specifications and drawings. In all cases of dispute, query or clarification or ruling these drawings and specifications shall be regarded as fact.

All parts listed on the Radical 2018 online spare parts store ('Store' on the Radical Sportscars website) for the SR1 are eligible unless otherwise indicated in these regulations.

4.5 Chassis

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

4.6 Bodywork / Aerodynamics

- 4.6.1 Only aerodynamic devices manufactured by Radical Sportscars for the particular model may be fitted as supplied, i.e. front splitter, front diffuser, single plane rear wing.
- 4.6.2 GROUND CLEARANCE: The minimum ground clearance is 40mm (MSA Regulation J5.20.11) Under no circumstance can any part of the bodywork, or of the suspended part of the car, be below a horizontal plane passing 40mm above the ground, the car being in normal racing trim with the driver aboard. A gauge of 40mm (4cm) may be used by Scrutineers before or after races or qualifying practice to check the ground clearance. Location of ride height flat patch to be determined and communicated by the scrutineers at each event.
- 4.6.3 Heat shielding of the bodywork adjacent to the exhaust is permitted inside the engine compartment.

4.7 Engine

- 4.7.1 All engine/gearbox and or clutch units are prepared by and sealed by Radical Engine Department for Radical Sportscars Ltd. All repairs and rebuilds must be undertaken by Radical Engine Department.
- 4.7.2 Once registration for the 2018 Radical SR1 Cup has been accepted ALL engine work for the duration of the 2018 championship must be carried out by Radical Engine Department.



- 4.7.3 The Championship Eligibility Scrutineer, in conjunction with Radical are at liberty to take random oil samples at their discretion to confirm adherence to oil specifications. Failure to conform to recommended oil specification and service intervals would render the engine warranty null and void.
- 4.7.4 **SR1 Cup**
155 bhp (Rear wheel) Radical-Suzuki 1340cc Generation 2 motor - The starter, generator and ignition system must be fitted as standard
- 4.7.5 **Cooling System**
The oil and water radiators as supplied as standard by Radical Sportscars must be retained. It is permitted to tape off the radiator to control the temperature.
- 4.7.6 **Induction System**
The entire induction system must be standard for the engine as sealed by Radical Sportscars. The standard air box and filter as supplied by Radical Sportscars must be retained and used.
- 4.7.7 **Exhaust System**
The exhaust system including silencer must be standard as supplied by Radical Sportscars
Insulation wrapping of the exhaust is not permitted. Ceramic coating is not permitted.
- 4.7.8 **Ignition System**
The standard Radical Sportscars ECU must be retained. It is not permitted to reprogram the ECU. The Eligibility Scrutineer will on a regular basis supply a replacement ECU, which the competitor must change on request. The ECU must be located in the position as supplied from the factory. Heat shielding of the ECU is free but it must not restrict removal when required.
- 4.7.9 **Fuel Delivery System**
The standard fuel pump as supplied by Radical Sportscars must be retained.
- 4.7.10 Heat shrink or heat insulation of fuel lines and wiring looms or wires may be fitted. This must be easily removable for inspection, if required.

4.8 Weights

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

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

SR1: 580kg

4.9 Suspension

- 4.9.1 All cars must be fitted with AVO shock absorbers supplied by Radical Sportscars. No internal modifications are permitted.
- 4.9.2 The front and rear suspension is double wishbone. The front and rear suspension is fitted with the unique Nik-link anti-roll system. Competitors are only permitted to use rollbars supplied by Radical. Competitors are permitted to disconnect the rollbar in wet conditions.
- 4.9.3 Spring rates are fixed and must be standard as supplied by Radical Sportscars.



4.10 Transmission

- 4.10.1 The standard integral 6-speed gearbox must be used. In addition a Radical supplied and fitted paddleshift system can be used.
- 4.10.2 The reverse drive system as supplied by Radical Sportscars must be retained and operational by the driver when seated in the driving position at all times.
- 4.10.3 The final drive system must be as supplied by Radical Sportscars. Drive ratio changes are not permitted. The standard SR1 sprocket ratio of 17-tooth gearbox output and 46-tooth differential sprocket must be used.

4.11 Electrics

- 4.11.1 Exterior Lighting
Headlight covers must be fitted at all times. Brake lights must be fitted and in working order and must not be wired in a way that allows them to be switched off.
- 4.11.2 Rear Fog Warning Light
Radical Sportscars' high intensity rear fog lamp must be fitted and be in working order.
- 4.11.3 Battery
An electrically powered starter motor and battery are mandatory and must be operable by the driver when normally seated and capable of repetitive starts.
- 4.11.4 Alternator
Must be standard as supplied by Radical Sportscars, and be in working order.
- 4.11.5 Dashboard Instruments
 - a) Only Data Loggers supplied by Radical Sportscars on the current price list or on the Radical web shop are permitted, however these will be used for drivers' guidance only. Official times will be provided by the official timekeeper.
 - b) The fitting of a transponder is mandatory. The Radical lap timer, as supplied by Radical Sportscars may be fitted. This however, will be used for driver's guidance only. Official times will be provided by the Official timekeeper.
 - c) The scrutineer shall have access to data and data equipment.

4.12 Brakes

- 4.12.1 Only Radical 4-pot calliper front and rear, ventilated front and rear brake disc of 240mm diameter by Radical Sportscars, may be fitted.
- 4.12.2 Only brake pads supplied by Radical Sportscars must be fitted.
- 4.12.3 The fitting of a cockpit adjustable bias adjuster as supplied by Radical Sportscars is permitted.

4.13 Wheels and Steering

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

Maximum wheel size:

Front 13" x 7 1/2"

Rear 13" x 9"

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



4.14 Tyres

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

4.14.2 A maximum of twelve treaded 'dry weather' tyres in total may be used throughout the championship. Serial numbers from all tyres used must be declared on the Radical Championship Tyre form. Top copies of the form are to be retained by the team/driver and the bottom copy must be handed to the Eligibility Scrutineer, prior to the start of qualification, or the first time of use.

Should a competitor require an additional tyre(s) during the race weekend the competitor is permitted to purchase a replacement tyre(s). If the replacement tyre puts the competitor over his/her permitted tyre allocation then 7 championship points per tyre over the championship tyre allocation, will be deducted. Replacement tyres must be declared on a tyre form.

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

In addition each driver may nominate one set (2x front and 2x rear) of treaded wet tyres for the season. These must be declared in the same manner as the above. Fitment to the car of these tyres is only permitted during a race or qualifying session that has been declared wet by the Clerk of the Course.

4.14.3 For "guest" competitors or competitors who are not doing the whole season – 1 set of tyres must last a minimum of 2 events

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

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

4.15 Fuel Tank and Fuel

4.15.1 Type of Fuel Tank - The standard tank as supplied by Radical Sportscars must be retained.

4.15.2 Only pump fuel as defined by the 2018 MSA Yearbook is permitted.

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

4.15.3 Each car must have a Radical Fuel Testing 'T' piece plus a Radical dry break valve fitted to the fuel line to facilitate safe fuel testing.

4.16 Silencing

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

4.17 Competition Numbers/Decals

4.17.1 Positions

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

4.17.2 Sponsor decals are to be positioned as per drawing available from Championship Co-ordinator. Failure to comply will render the car ineligible.



4.17.3 All drivers will be required to wear their SR1 Cup race suit when competing at Radical SR1 Cup events. MSVR may require drivers to display an MSVR badge on their overalls.

4.18 Suppliers

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



5 APPENDICES

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

5.1 Race Organising Club and Contacts

5.1.1 Vehicle Manufacturer

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

5.1.2 Eligibility Scrutineer

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

5.1.3 Championship Organiser

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

5.1.4 Championship Co-ordinator

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

5.2 Commercial Undertakings

5.2.1 Vehicle Presentation

The presentation of the car is fundamental to the profile of the championship/series, its sponsors and its audience. Therefore in considering whether to permit any car to the race, at any point during the season, the organisers will regard as paramount the presentation of the car. In taking into account its appearance inherent in which is the standard of its presentation they may disqualify any car which they consider may prejudice the reputation of the championship/series or is otherwise acceptable. This will include where the car is presented at a race event bearing accident damage sustained at a previous event and which has not been subject to the completion of a full and proper repair.

Radical Sportscars will park its trucks and awnings centrally in the paddock space allocated by MSVR. All teams are required to park their vehicles in an orderly manner adjacent to the Radical Trucks, as directed by the Paddock Parking Marshals.