

**2018 Radical European Masters
Sporting & Technical Regulations
Issue ONE**



RADICAL





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1. SPORTING REGULATIONS – GENERAL

1.1 Title & Jurisdiction

The Radical European Masters series will be organised and administered by Radical Sportscars Ltd, the body sanctioned by the Federation International de l'Automobile (FIA), The Motorsports Association of Great Britain (MSA) and Motorsport Vision Racing (MSVR) as the affiliated club responsible for the eligibility of events, locations, participants, vehicles & results. The Series is recognised by the Federation Internationale de l'Automobile (FIA). The Series is run in accordance with and governed by the general prescriptions of the International Sporting Code of the FIA and its' Appendices (the Code) and the specific provisions of these Regulations.

In any dispute the English version of the regulations shall be definitive.

1.2 Officials

- 1.2.1** Co-ordinator: Carly Latcham
- 1.2.2** Technical Delegate: Phil Mason
- 1.2.3** Race Director: David Scott or his appointed deputy
- 1.2.4** Permanent Series Steward: Eric Cowcill
- 1.2.5** Organising Committee: William Brown
David Scott
Joe Anwyll
Alex Mortimer
Rob Mason
Carly Latcham
Hitesh Katechia

1.2.6 General Undertaking

All drivers, competitors and officials participating in the Championship undertake, on behalf of themselves, their employees and agents, to observe all the provisions as supplemented or amended of the Code, the Circuit General Prescriptions, the applicable Technical Regulations, the present Sporting Regulations, and the regulations specific to each Event.

1.3 Competitor Eligibility

- 1.3.1** For the purposes of these Regulations "Competitor" is as described in Article 21 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.
- 1.3.2** All Drivers, Competitors and Officials participating in the Championship must hold current & valid licences (minimum requirement a Grade C International FIA Drivers Licence) and where applicable, valid licences and/or authorisations issued by their ASN in accordance with Art 2.2 ISC). Competitors must be at least 16 years old.
- 1.3.3** It is the competitors' obligation to ensure that all persons concerned by his/her entry observes all the requirements of the Code, the Circuit General Prescriptions, the applicable Technical Regulations, the present Sporting Regulations, and the regulations specific to each Event.
- 1.3.4** 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.



- 1.3.5** Eligible cars are Radical SR3 RS, SR3 RSX, SR8 (all variants with FIA chassis), RXC Coupe and RXC Race Spyder as set out these regulations.
- 1.3.5.1** The Radical Factory may, at any time in the season, enter a “development” car i.e. any of the above models (1.3.5) that would be fitted with a modification of a part that would not be totally compliant to these regulations but by running in a race situation would prove the part to be “race-worthy” and would lead to that part being written into, and consequently eligible for the Championship. The development car would be identified with the race number “0” and would not be eligible for points or prizes but would be eligible to take part in all aspects of the event provided that it complies with the Safety Scrutineering and Sporting Regulations. The development car is in a separate class and will accrue success seconds separate from other registered competitors.
- 1.3.6** The presentation of a car for Scrutineering will be deemed an implicit statement by the competitor of the conformity of the car.
- 1.3.7** Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout the Event. Timing transponders must be fitted and working at all times during an event – this includes any free practice sessions.
- 1.3.8** Each competitor must have all documents required by Article 1.3.2, and the various documents relating to his/her car, available at Administration and for inspection at any time during the Event.

1.4 Registration

- 1.4.1** All drivers must register as competitors for the championship by returning the Registration Form and the registration fee to the Co-ordinator prior to the Final Closing date of the first round being entered.
- 1.4.2** Registration for the Radical European Masters will be for TEAMS of one or two drivers sharing or solely driving one (1) car, defined as follows:
- 1.4.2.1** A Team:
- a) May be made up of 1 or 2 registered drivers. No more than 2 drivers per event are permitted.
 - b) If more than 1 driver, all drivers must be registered to that Team prior to their arrival at the Event.
 - c) If a Team is more than 1 driver, then 1 of these drivers MUST be nominated and registered as Lead Driver and MUST take part in all Events that the Team enters in the Championship in order for that Team to be awarded points.
 - d) On Registering, a Team will be issued a Championship Number. That number stays with the Lead Driver. IF the second driver changes Teams then he assumes the number of the Lead Driver in the alternate Team.
 - e) A Registered Team may use more than one car over the season and still gain points provided that each car used is in the same class.
 - f) The Drivers for each team must be written on a Driver Declaration form which will be handed in at Drivers Sign on at the start of the event. From these forms a list of “Declared Drivers” will be produced. This list of participants will be the definitive list and will be circulated to all officials and will be posted on the “Official Championship Notice board” in the Radical Race Centre.
 - g) Once the Team has completed the “Declaration of Drivers” no other driver may be entered or removed in that Team for that Event unless for reasons of force majeure, the declared driver(s) must compete in all of the Event to qualify for points from said Event.



- 1.4.3** If a driver changes classes during the season points will not be carried over from one class to another.
- 1.4.4** The Registration Fee for this Championship is £500.00 (+ VAT) per team. The registration fee is payable to Radical Sportscars. All drivers must register for the championship in order to compete and therefore all drivers will be eligible for championship points regardless of how many events they contest.
- 1.4.5** Registrations will be accepted from 1st December 2017 until the last round of the championship.
- 1.4.6** Registration numbers will be the permanent Competition numbers for the Championship and will be allocated by the Radical Co-ordinator. The number 1 (One) shall be allocated to the 2017 Overall Championship winning Team.
- 1.4.7** Insurance
- 1.4.7.1** The organiser of an Event must ensure that all competitors, their personnel and drivers are covered by third party insurance.
- 1.4.7.2** Thirty days before the Event, the organiser must send Radical Sportscars details of risks covered by the insurance, which must comply with the national laws in force. This insurance certificate, written in the language of the country as well as in English, shall be made available to the competitors.
- 1.4.7.3** Third party insurance arranged by the competitor shall be in addition and without prejudice to any personal insurance policy held by a competitor or by any other natural person or legal entity taking part in the Event.
- 1.4.7.4** Drivers taking part in the Event are not third parties in respect to one another.

1.5 Championship Rounds

1.5.1 The provisional 2018 Radical European Masters will be contested over 5 events as follows:

| Event | Date | Venue | Event Name | Organisers |
|-------|-------------------|-------------|-----------------------|------------|
| 1 | 13 – 15 April | Estoril | International GT Open | GT Sport |
| 2 | 4 – 6 May | Paul Ricard | International GT Open | GT Sport |
| 3 | 6 – 8 July | Hungaroring | International GT Open | GT Sport |
| 4 | 31 Aug – 2 Sep | Silverstone | International GT Open | GT Sport |
| 5 | 21 – 23 September | Monza | International GT Open | GT Sport |

- 1.5.2** Events will comprise of a mandatory Drivers Briefing and:
- 1.5.2.1** 2 Free Practice sessions of 60 minutes
- 1.5.2.2** 2 Qualifying sessions of 20 minutes
- 1.5.2.3** 3 races of between 50 & 60 minutes. Note: All session times are subject to change by the organisers.
- 1.5.3** The timetable for administrative checks, Technical Delegate checks, practice and race will be published in specific information for each event.
- 1.5.4** Failure to comply with the timetable for administrative checks will be reported to the Stewards of the Meeting for application of sanctions.



1.6 Championship points

- 1.6.1** Points will be awarded to Registered Teams, in all classes, listed as classified finishers in the official race 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 all other classified finishers plus 1 for pole position and 1 for fastest race lap in each class. If there are 5 or less starters (see 1.6.5) in a class at the start of the event i.e. at Drivers Sign-on, points will be reduced as follows: 20,16, 11, 5, 1 plus 1 point for pole position and 1 for fastest lap in each class.
- 1.6.2** The totals from all qualifying championship events will determine the final championship points and positions.
- 1.6.3** Dead Heats Prizes and points awarded according to the classification for competitors who tie will be added together and shared equally. If two or more Teams finish the season with the same number of points, the higher place in the Championship shall be awarded to: a) the holder of the greatest number of first places; b) if the number of first places is the same, the holder of the greatest number of second places; c) 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. d) if this procedure fails to produce a result, the organisers will nominate the winner according to such criteria as it thinks fit.
- 1.6.4** For the avoidance of doubt reference above to starters in 1.6.1 refers to Registered Teams (1.4.2 & 1.4.2.1).

1.7 Awards

- 1.7.1** All awards are to be provided by Radical Sportscars or its appointed distributors.
- 1.7.2** Trophies per race in all classes: 2 x 1st, 2 x 2nd, 2 x 3rd
- 1.7.3** Champagne per race: 2 x 1st, 2 x 2nd, 2 x 3rd in each class provided by race organisers.
- 1.7.4** Trophies – The Overall Championship Title will go to the Team scoring the highest accumulated points irrespective of class plus 1st, 2nd, 3rd in each class.
- 1.7.5** Title to all Trophies: In the event of any Provisional Results or Championship 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 Sportscars in good condition within 7 days.
- 1.7.6** Champagne and trophies are to be provided for the presentation at the end of each race or at a presentation ceremony.
- 1.7.7** If, at the end of the Radical European Masters season, a competitor has monies outstanding with Radical Motorsport/Radical Performance Engines Engineering or any championship 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. SPORTING REGULATIONS – JUDICIAL PROCEDURES

2.1 Overview

- 2.1.1** In accordance with the International Sporting Code and these regulations all judicial action will be taken by the Stewards except under the provisions of 2.1.2 below. The Stewards may impose a fine, a classification penalty or a drive through penalty for an infringement of these regulations where a penalty has not been defined, or:
- a) Cancellation of a qualifying practice lap time or times.
 - b) Retrospective time penalty.
 - c) Pit lane drive through or Stop and Go penalty.
- 2.1.2** Drive-through and Stop and Go penalties are not, however, subject to any form of appeal and must be taken within 3 laps of the first signal being given. Failure to comply with a drive through or Stop and Go penalty directive will involve automatic disqualification from the results of the session.
- 2.1.3** 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.
- 2.1.4** The Stewards may additionally, penalise any competitor involved in an incident by imposing a Penalty.
- 2.1.5** 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.
- 2.1.5.1** Protest and Appeal fees will be in accordance with each event Supplementary Regulations.
- 2.1.5.2** The appeal fee for the International Court of Appeal is €6,000 (ref. as detailed in the Judicial and Disciplinary Rules of the FIA).

2.2 Infringements and penalties of the Sporting Regulations

The following penalties will apply to all events within the Championship. The penalties in this section are indicative and not exhaustive.

- 2.2.1** Definitions:
- 2.2.1.1** Drive Through Penalty – The competitor must enter the Pit Lane, obeying the Pit Lane Speed Limit, drive through the Pit Lane without stopping at his/her pit and re-join the race.
- 2.2.1.2** Stop/Go Penalty – The competitor must enter the Pit Lane, obeying the Pit Lane Speed Limit and driver to the Stop/Go Penalty box as directed by the Pit Lane Marshals. The Stop period will be determined by the Race Director or Stewards.
- 2.2.1.3** Further penalties may be applied at the discretion of the Stewards of the Meeting.
- 2.2.2** Infringements and penalties
- 2.2.2.1** 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. However, this may only be done when it is safe to do so and without gaining any advantage. However,



if at any point during the race, a competitor's car leaves the circuit and re-joins with assistance then that competitor may resume his race without any further penalty. Further reports may incur further penalties at the Stewards discretion up to and including disqualification. See "Specific Penalties". Penalties may also be applied if it is considered that the driver is misusing or over using the kerbs during track activity.

2.2.2.2 A competitor is not permitted to enter the Pit Lane to take a Drive Through Penalty or Stop/Go penalty during a Safety Car Intervention period, which for this purpose is deemed to have ended when the car subject to the Penalty passes the Green Flag at the Start / Finish line on the track.

2.2.2.3 Should a penalty/s be imposed during the last five laps, or after the end of a race, then a minimum thirty-second-time penalty will be added to the elapsed race time of the competitor concerned. Stewards may impose an alternative penalty.

2.2.2.4 Drive-through & Stop/Go penalties are not, subject to any form of appeal. Failure to comply with a drive through or stop/go penalty directive will involve automatic disqualification from the results of the session.

2.2.3 Specific Penalties:

2.2.3.1 Pit Stops including the Driver Change/Mandatory stop

- a) Prior to passing the 'Open' board on circuit – Stop/Go
- b) Passing the 'Closed' board on circuit without having made the mandatory stop/driver change – Stop/Go
- c) Adjusting seatbelts whilst driving up to and leaving Team Pit Stop Area – Drive Through
- d) Failure to execute 'Driver Change/Mandatory pit stop' – Disqualification
- e) Short Stop – Stop/Go variable depending on how short the stop was
- f) Unsafe Release – Drive Through
- g) Team member(s) not wearing Identification – fine issued to Team (£100/€100 dependant on country) per identification not worn
- h) Incorrect manning level – Stop/Go
- i) During the stop the engine must be switched off and prior to the car pulling away the driver must be seated and belted into the car. Failure to do any of these – Drive Through.

2.2.3.2 Exceeding Pit Lane Speed Limit Stop/Go with variable stop as below:

- a) Over limit up to 5kph – 5 seconds
- b) 6 – 10 kph over limit – 15 seconds
- c) 11 – 15 kph over limit – 20 seconds
- d) 16+ kph over limit – 30 seconds

2.2.3.3 Crossing Pit Lane Entry or Exit Blend Line

- a) Qualifying – removal of fastest lap by the driver crossing said line.
- b) Race(s) – Drive Through

2.2.3.4 Exceeding Track Limits

- a) Timed Free Practice – After 3 reports of a car exceeding the Track Limits a warning flag will be displayed. Further reports will be reported to the Stewards who may issue a Fine or a Race Grid penalty for at least one race at the event.
- b) Qualifying Practice – After 2 reports of a car exceeding the Track Limits a warning flag will be displayed. Further report/s will be referred to the Stewards who may cancel the



drivers' best time/s. In a two-driver team the penalty will be applied to the driver who was in the car at the time of the offence.

- c) Races – After 2 reports of a car exceeding the Track Limits, a warning flag will be displayed. Further reports will be referred to the Stewards who may impose a Stop/Go penalty, the duration of which will depend upon the number of reports received. If there is insufficient time to apply the Stop/Go then the race time will be increased by no less than 30 seconds and no more than 60 seconds. In a two driver Team, if the offence is by the first driver and they are unable to take the penalty due to the Driver Change Pit Stop then the 2nd driver will be required to take the penalty. If the driver continues to exceed the limits then further Stop/Go penalties may be applied or disqualification.

2.2.3.5 On Track Incidents - A competitor involved with and viewed as the cause of said incident, the Stewards may impose either 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

2.2.3.6 Failing to Comply with Flag Signals

- a) Free Timed Practice – The Stewards may impose a fine or a Race Grid penalty for at least one race at the event.
- b) Qualifying Practice – Reports will be referred to the Stewards who may cancel all the Driver's times and start from the back of the grid.
- c) Continual disregard of flag signals the Stewards may disqualify the driver.
- d) Races – Reports will be referred to the Stewards who may issue a minimum of a Drive Through Penalty.
- e) Continual disregard of flag signals the Stewards may add up to 60 seconds to the race time or disqualify the driver.

2.2.3.7 Working on the car on the grid after the 2-minute board is shown

- a) Race – Drive through penalty

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

- a) Free Timed Practice – The Stewards may impose a fine or a Race Grid Penalty for at least one race at the event.
- b) Qualifying Practice – Reports will be referred to the Stewards who may cancel all the drivers times and start from back of grid. Continual disregard of flag signals, the Stewards may disqualify the driver.
- c) Race – The Stewards may disqualify the driver.

2.2.3.9 Abandoned Cars

- a) 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 disengaged. Failure to do so may result in a 5-grid place penalty for the next race that competitor enters. The Stewards may impose an alternative penalty.

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

- a) Free Timed Practice – The Stewards may impose a fine, or a Race Grid Penalty for at least one race at the event.
- b) Qualifying Practice – All times cancelled and start at the back of the grid.
- c) Race – disqualification from race.



2.2.3.11 Drivers Briefing

- a) Non-attendance at the Drivers Briefing will be reported to the Stewards of the Meeting for the application of a fine.

2.2.3.12 Failure to Declare Drivers in the Correct Timescale

- a) Failure to declare the Start Driver for Qualifying or Race 3 (3.3.1) in the correct timescale will result in a 5-place grid penalty for that race.

2.2.3.13 Should the above penalty(s) (2.6.3) 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. CHAMPIONSHIP RACE MEETINGS & PROCEDURES

3.1 Entries

- 3.1.1** Entry forms are available on the Radical Sportscars website, www.radicalsportscars.com and by email from the Championship Co-ordinator. Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry closing date which shall usually be 20 days before each round. Race Entry Fees are non-returnable.
- 3.1.2** 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.

3.2 Briefings

- 3.2.1** Organisers should notify Competitors of the times and locations for all briefings. Competitors must attend all briefings. Failure to attend or arriving late at the Official Drivers Briefing will be reported to the Stewards of the Meeting for consideration of a penalty being imposed. Drivers SHOULD NOT leave the circuit at the end of each day without advising the Co-ordinator. This is to ensure any judicial proceedings will not be prejudiced by their absence.

3.3 Driver Declaration

3.3.1 Driver Declaration

- 3.3.1.1** Drivers will inform the Championship Co-ordinator at Drivers signing on or at least 90 minutes (whichever is the earliest), before qualifying which driver will do Q1 and Q2, via the use of a Championship Driver Declaration Form. This form should be completed and posted into correct Declaration Box. No changes may be made to the form, from this point onwards.
- 3.3.1.2** Drivers will inform the Championship Co-ordinator at least 120 minutes before Race 3 which driver will start Race 3, via the use of the Championship Driver Declaration Form. This form should be completed and posted into correct Declaration Box. No changes may be made to the form, from this point onwards.
- 3.3.1.3** The Declaration Box will be removed ref (3.3.2.1 & 3.3.2.2) and the information received will be recorded. It is the responsibility of the Team to make sure that their Qualifying & Race 3 Driver Declaration Form is in the box at the correct time. A Sign above the Declaration Boxes will clearly state the time that the box will be removed in order to produce the Start Driver List.
- 3.3.1.4** This information will then be passed to the Race Director, Timekeepers and will be posted on the Official Championship Notice Board.
- 3.3.1.5** If drivers qualify in the wrong session, that Team will be placed at the back of the grid for their respective races.
- 3.3.1.6** The Driver Declaration Forms (Qualifying 1 (Q1), Qualifying 2 (Q2)) & Race 3, will be available from the Spares Truck at each event. The Driver Declaration Boxes will be clearly visible in the Radical Hospitality Area, next to the Championship Notice Board.



3.3.1.7 It is the “Team” i.e. the drivers as listed in 1.4.2 responsibility to inform the Championship Co-ordinator in good time, their nominated Start Driver. Failure to do so will incur a penalty (2.2.3.12)

3.3.1.8 If a Driver Declaration is requested after Qualifying, such change must be approved by the Stewards of the Meeting and may result in the Team starting any or all of the races from the back of the grid.

3.4 Qualifying

3.4.1 The minimum scheduled qualifying will be as follows:

3.4.1.1 Qualifying will be held over a minimum 2 x 20 minute sessions with a 5 minute break to separate the two sessions. Both sessions will take place prior to the start of Race 1.

3.4.1.2 The Lead Driver as recorded on the team’s Registration Form and the Second Driver must each participate in at least one qualifying session, and in the case of a two-driver team each must start and set a time for either Race 1 or 2. They are two distinct drivers. Whichever qualifying session the lead driver starts will determine that race’s grid position based on their fastest time in the session; that driver must then start the corresponding race. The Second Driver will set the grid position time for the other race and must start that race.

3.4.1.3 The Driver Declared for each of the qualifying sessions MUST start the correct session as declared and complete a minimum of 3 laps in order to set a time.

3.4.1.4 However, should he so wish to do so, the Declared Driver may stop at his “pit” and change to the second driver (following the Driver Change guidelines) and the second driver may then complete the qualifying session. Times for Qualifying will only be used from the Declared Driver.

3.4.1.5 When a Driver change has been completed during the qualifying session, there may not be any further driver changes.

3.4.2 A single driver must complete laps in both Q1 and Q2 to establish a grid position for Race 1 and Race 2.

3.4.2.1 The grid for Race 1 will be set by the fastest qualifying time achieved by the Declared Driver in Qualifying Session 1 (Q1). The grid for Race 2 will be set by the fastest qualifying time achieved by the Declared Driver in Qualifying Session 2(Q2), pending the results of any judicial procedures.

3.4.2.2 The grid for Race 3 will be the fastest aggregate times of Q1 & Q2 i.e. the fastest qualifying time set in Q1 added to the fastest qualifying time in Q2 per Team.

3.4.2.3 However if a Team fails to qualify in either or both sessions and therefore fails to achieve a time in either or both sessions said Team will be placed at the back of the grid for Race 3.

3.4.2.4 If more than one Team fails to qualify then the Teams will be placed at the back of the grid in the current championship standings i.e. after all events including the Race 1 & Race 2 at the event where the Team failed to qualify using the criteria laid out in 3.4.5.

3.4.3 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 and in a similar car at that circuit in the configuration being used prior to the Event, it will not be necessary to complete 3 (three) laps of qualifying to qualify for the race. If this is the case, the Driver will be placed at the back of the grid for whichever race he has not



completed the qualifying. If neither Driver qualified in the usual manner both drivers will start from the back of the grid.

- 3.4.4** If more than one Team fails to qualify but satisfies 3.4.7, then the grid positions shall be awarded in championship order at the back of the grid. If at the start of the season, i.e. there are no current championship standings, the grid positions shall be in championship number order at the back of the grid.
- 3.4.5** 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.
- 3.4.6** Should any practice 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.
- 3.4.7** The Provisional Starting Grid for Race 1 will be issued after the conclusion of the Qualifying 1 (Q1) Session and the Start Grid for Race 2 will be issued provisionally after Qualifying 2; (see 3.4.3) The Start Grid for Race 3 will be issued provisionally after Qualifying 2.
- 3.4.8** Any competitor whose car(s) is(are) unable to start, for any reason whatsoever (or who has good reason to believe that their car(s) will not be ready for the start of the race) must inform the Championship Co-ordinator accordingly, at the earliest available opportunity and, in any event, no later than one hour and fifteen minutes before the start of the Pit Lane opening.
- 3.4.9** If one or more cars are withdrawn, the grid will be closed up accordingly. The Final Starting Grid will be published one hour before the start of Lane opening. Any withdrawals after this time will result in a gap being left on the grid.

3.5 Races

- 3.5.1** The scheduled race distance shall be a minimum scheduled duration of 50 minutes and a maximum scheduled duration of 60 minutes 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.
- 3.5.2** Race Time shall begin after the conclusion of 1 (one) green flag ('warm-up') lap, regardless of whether racing conditions commence.
- 3.5.3** Race Suspension
 - 3.5.3.1** Should a race be suspended, the maximum time extension to the overall race time will be thirty (30) minutes. This additional time may be reduced under exceptional circumstances.
 - 3.5.3.2** If the race is suspended before the Pit Window has opened for driver changes, then the drivers may be allowed to change on the grid under the control of the Chief Start Line Marshal. In such circumstance, any Success Equalisation Time will be added to their total race time.
 - 3.5.3.3** Should any competitor be in the pits at the time of the Race Suspension undertaking their driver change, they will start from the pit lane in the order of arrival at Pit Exit once the last competitor has passed pit exit upon the race re-start. No Success Equalisation time will be added to their race total time.



3.5.4 Starts

- 3.5.4.1** There will be a rolling start from a 2 x 2 starting grid set out in accordance with the track licence. The start will be given when the Red Lights are extinguished (3.5.4.7).
- 3.5.4.2** The Starting Driver for Race 1 will be the Declared Driver from Q1. The Starting Driver for Race 2 will be the Declared Driver from Q2. The Starting Drivers for race 3 will be nominated (ref 3.3.1.2).
- 3.5.4.3** Should the Start Driver not be the Declared Start Driver; the driver must make a pit stop within the first three (3) laps of the race and change to the Declared Start Driver. If this procedure is not completed within the specified timeframe i.e. three laps (3) then a sixty second (60) penalty will be applied to the final race time. The mandatory pit stop and driver change must still be adhered to.
- 3.5.4.4** All race start countdowns are to have a minimum elapsed period of 5 minutes from the time that all cars are released to form up on the grid to the start of the rolling lap(s) in the formation as specified on the Track Licence for each circuit.
- 3.5.4.5** The minimum countdown procedures/audible warning sequence shall be:
- a) Rolling Starts: 2 x 2 Formation (subject to track licence)
 - b) 3 -minute board – cease working on the car
 - c) 1 minute to start of Rolling Lap – Start Engines, Clear Grid
 - d) 30 seconds – visible and audible warnings for the start of the rolling lap.
- 3.5.4.6** All races will have at least one (1) Pace Laps – but dependent upon length of circuit or whenever practicable there may be two (2) Pace Laps. Due to time constraints, it may be required to commence race time at the start of the second (2nd) pace lap and this will be confirmed in Final Instructions, the drivers briefing or the official timing screens. When operating 2 or more Pace Laps any Pit Lane Starters, ‘Start’ at the commencement of the ‘first timed lap’. Competitors will be notified if there are to be 2 Pace Laps when they are in the Pre-Grid. If conditions change after cars leave the Pre-Grid competitors will be advised on the grid.
- 3.5.4.7** 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 in order at a similar speed on the approach to the start line. All cars will start racing when the red start light(s) are extinguished. (For the avoidance of doubt, cars may pass before the line) In the event that the starting light(s) fail the Starter will revert to using the National Flag. Competitors are advised that track limits that are applicable throughout the race are equally applicable at the race start.
- 3.5.4.8** Any cars removed from the grid after the 1-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.
- 3.5.4.9** 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.
- 3.5.4.10** The timetable for the start, including the closing of the pit exit, will be set out in each event timetable and may vary from event to event.



3.5.4.11 In exceptional circumstances the following may apply:

- a) The race may be started behind the Safety Car. In this case its flashing 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.
- b) 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.
- c) 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.
- d) 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.
- e) 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 in accordance with Regulation 3.5.4.6, 3.5.4.7 & 3.5.4.8.
- f) All laps undertaken in this start procedure will be deemed to be counted as race laps ref 3.5.2. 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.

3.5.5 Pits & Pit Lane Safety

3.5.5.1 Pit lane speed limits will be 60kph and must be adhered to at all times.

3.5.5.2 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 by the use of a minimum Drive Through Penalty.

3.5.6 Pit Stops

3.5.6.1 60 Minute Race: After 25 minutes of racing a 'Pit Lane Open' warning sign will be displayed at the control line to the first car that passes the sign and remains displayed for 1 lap or for the time required for 1 lap at that particular circuit. After passing the displayed board on track, competitors may enter the pit to make their mandatory pit stop. The Pit Lane will remain Open for 10 minutes. After 10 minutes, the Pit Lane Closed sign will be displayed at the control line, for 1 lap or for the time required for 1 lap at that particular circuit.

Competitors are permitted to enter the Pit Lane after the "Pit Lane Closed" sign has been shown for their mandatory stop, provided that they do not pass the "Pit Lane Closed" sign on track. If a car needs to "pit" at a time other than the designated window for technical reasons, such as repairs to damaged bodywork, tyre punctures or engine issues, there will be no limit on the number of personnel allowed to work on the car. If there is a change in track



conditions and tyres need to be changed from 'wet' to 'slick' or vice versa then only two (2) personnel wearing armbands will be allowed to work on the car.

3.5.6.2 For the avoidance of doubt, a team must only use 2 of the assigned Team Members for the official pit stop. The third(3rd) assigned team member must not work on the car during this pit stop even if the 2 other assigned Team Members are not working on the car at a specific point during the stop.

3.5.6.3 Failure to comply with the required number of team members during the official pit stop will result in a stop/go penalty being issued to that Team. This mandatory pit stop will be monitored by the Official Timekeepers by means of the pit lane timing loops. The pit stop duration will therefore be the Standard Pit Stop Time plus The Success Equalisation Time plus the time to pass through the pit lane complying with the pit lane speed limit.

3.5.6.4 The top five classified in each class in each race at each Radical European Masters 2018 race event will also receive an additional "Success Equalisation" time addition to their pit stops for the following two races in the Championship that the Team takes part. The time addition is as follows:

- a) 1st in Class 20 seconds
- b) 2nd in Class 15 seconds
- c) 3rd in Class 10 seconds
- d) 4th in Class 5 seconds
- e) 5th in Class 5 seconds e.g. If a Team wins a race they will have a 20 second addition to their pit stop in the next race. If they finish 3rd in that race the addition for the following race will then be 30 seconds (20 + 10). If they then finish outside the top five in that race the addition is reduced to 10 seconds for the subsequent race, and so on.
- f) Cars entered as development, #0, are in a separate class and accrue success seconds separate from other registered competitors.

3.5.6.5 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.

3.5.6.6 In the event that the race duration is 50 minutes, the following will apply: After 20 minutes of racing a 'Pit Lane Open' warning sign will be displayed at the control line to the first car that passes the sign and remains displayed for 1 lap or for the time required for 1 lap at that particular circuit. After passing the displayed board on track, competitors may enter the pit to make their mandatory pit stop. This stop must be made within 10 minutes after which time the Pit Lane Closed sign will be displayed at the control line for 1 lap or for the time required for 1 lap at that particular circuit.

3.5.6.7 If a driver in a Team drives on his own or with another driver in a different team in a subsequent race the additional success equalisation is still to be served. If a new Team is formed from two drivers already carrying success addition, the highest additional time will be served.

3.5.6.8 Driver Change Procedures

1. During the designated pit stop window, cars must enter the pit lane and stop in the pre-assigned designated area adjacent to their team and switch off the engine, remaining stationary for a minimum of the duration outlined in 3.5.6.8.6
2. 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. Failure to do so will incur a Drive Through Penalty.



3. All seatbelts must remain fastened until the car has stopped and refastened before the car pulls away. Failure to comply will result in the competitor being reported to the Stewards. (2.2.3.1.c)
4. The stationary time for each Team (1.4.2 & 1.4.2.1) will be notified to the teams/drivers in an official Bulletin and displayed on the Event Notice board and the Official Radical Notice board.
5. If the car requires re-fuelling, this MUST be carried out BEFORE the driver change, using the Re-fuelling procedure as listed in 3.5.6.9.
6. Standard Pit Stop time will be:
 - a) Class S - a minimum of 45 seconds plus any "Success Equalisation" as described below:
 - b) Class M/Class C – a minimum of 75 seconds, plus any "Success Equalisation" as described below:
 - i. For a 1st in Class receives 20 seconds Success Equalisation
 - ii. For a 2nd in Class receives 15 seconds Success Equalisation
 - iii. For a 3rd in Class receives 10 seconds Success Equalisation
 - iv. For a 4th in Class receives a 5 second Success Equalisation
 - v. For a 5th in Class receives a 5 second Success Equalisation
 - c) In the case of a single Class S 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.
 - d) In the case of a two driver Class S 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)
 - e) ALL Class M and Class C cars are permitted to refuel during their mandatory Pit Stop following the Refuelling Instructions 3.5.6.9
 - f) Work may be carried out on the car during the pit stop by 2 assigned team members. "Work" is defined for these regulations as "being in contact with the car"
 - g) At beginning of the season each team will be allocated coloured armbands as identification for the "Assigned Team Members" and the Team Timekeeper. The identification must be worn as intended and be clearly visible by the assigned personnel (3.5.6.8.6.f) who may be working during the Pit Stop and one other member who will be responsible for timing and safe release of the car only.
 - h) If the number of team personnel exceeds this limit, then the competitor will receive a Stop/Go penalty. This penalty to be taken as a separate action and not as part of the pit stop.
 - i) If a Team fails to bring the identification (coloured armbands) to an Event, said Team will be issued with a fine of £100/€100 and will be able to purchase more from the Spares Truck at a cost of £20 per armband. A small supply of spare identification will be kept on the Radical Spares Truck to cover this eventuality.
 - j) If a car fails to re-start its engine after the required Stationary time has expired as many technical staff/technicians as required may push the car until the engine fires. The Team Manager is responsible for ensuring this is carried out safely.
 - k) 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 re-join the circuit and may re-enter on the same lap 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.



- l) Drivers who are competing in this race are exempt from restriction 3.5.6.8.6.g RADICAL SPORTSCARS ENGINE DEPARTMENT and Radical Technical Staff who can be identified by Orange armbands, are exempt from above restrictions.
- m) For the avoidance of doubt Green armbands will be used for the teams and the Orange armbands will be used by the RADICAL PERFORMANCE ENGINE DEPARTMENT/Technical Staff.

3.5.6.9 Refuelling

- a) Refuelling is authorised at the beginning of a pit stop during the designated pit stop window and exclusively in the designated "working area" which will be defined in the drivers briefing. The car must be parked parallel to the track. Refuelling is not permitted in the pit lane during free practice or qualifying. For safety reasons, during refuelling:
 - i. The car must remain on its wheels in case it needs to be pushed in an emergency.
 - ii. Refuelling must be carried out using the team's dump churn bearing the number of the car and with the fuel at Ambient Temperature as delivered by the organiser.
 - iii. All refuelling equipment must be approved by the Scrutineer prior to the race and be clearly marked with either the car competition number or the Team name. The dump churn must be a closed, dry break system with spring loaded closing mechanism on the male and female elements of the filler, and with a sealed valve connection in the breather line. This must be equivalent to the specification of Radical Part Number FK0001. The Scrutineer's decision on equipment suitability is final.
 - iv. No modifications whatever may be carried out to the dump churn, hoses or connections. The dump churn MUST be used in accordance with the manufacturer's instructions and any instructions that they, Radical Sportscars or the event organisers may issue from time to time.
 - v. Each team must have their own extinguisher which must be a minimum of one hand-held powder or foam fire extinguisher per car containing a minimum content of 6kg for use whilst refuelling.
- b) Refuelling protocol:
 - i. The driver must be out of the car and the engine must be stopped.
 - ii. No other work can be carried out on the car during refuelling.
 - iii. The car must be earthed electrically before the connection of the filling and venting couplings. Each team will be required to supply an Earthing Clip. Radical Sportscars Spares Truck will carry a small supply in case a Team does not have one available, but this will need to be returned after use and a small charge will be made (€20) for the hire.
 - iv. The dump churn vent cap must remain closed at all times during re-fuelling.
- c) The competitor must make sure that one Person must be specifically assigned for refuelling, wearing fireproof overalls, gloves, a balaclava, long underwear and shoes, and a helmet with a closed visor (FIA homologation) or fireproof balaclava and goggles in addition to the homologated equipment.
- d) A Second Person, A fire attendant, wearing fireproof overalls, gloves, balaclava, long underwear and shoes and helmet with a closed visor (FIA homologation) or fireproof balaclava and goggles, in addition to the homologated equipment.
- e) This Team member must stand by the car during refuelling with the fire extinguisher. It is the responsibility of the fire attendant to attach and subsequently remove the earthing clip. The Fire Attendant must not do any other job than fight fire and must not assist in there fuelling or any other element of the pit stop until the refuelling has finished.



- f) If the above two (2) people are also the “Assigned Team Members” for Pit Stops, they will be exempt from 3.5.6.8.6.g
- g) On the RXC Spyder and RXC GT3 ONLY a third refuelling person is permitted to handle the fuel tank vent. They must dress in the same protective equipment as the other refuelling personnel.

3.5.7 Race Finishes

3.5.7.1 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.

3.6 Parc Fermé

- 3.6.1** Data: At the start of the season each Entrant/Driver Entrant will be issued with an “ECU Download Form” Book.
- 3.6.2** After qualifying all cars must go directly to Parc Fermé. Failure to do so will result in the competitor being reported to the Stewards and all qualifying times may be disallowed, unless cleared to do otherwise by the Technical Delegate.
- 3.6.3** 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.
- 3.6.4** All cars will be held in Parc Fermé where checks will be carried out by Technical Delegate
- 3.6.5** No team members shall be allowed into Parc Fermé unless called by the Technical Delegate to assist with checks. Drivers are to ensure the Steering Wheel is correctly re-fitted to the car before leaving Parc Fermé. Failure to do so may result in a report being issued to the Race Director. See “Specific Penalties” (2.2.3.10.a)

3.7 Results & Classification

- 3.7.1** All cars will be classified taking into account the number of complete laps they have covered, and for those which have completed the same number of laps, the order in which they crossed the Line.
- 3.7.2** For all speed races on circuits and of less than 4 hours’ duration, only cars which have covered at least 90% of the distance covered by the class winner will be classified (rounded down to the nearest whole number of laps).
- 3.7.3** All Practice Timesheets, Grids and Race Results are deemed to be PROVISIONAL until all vehicles are released by the Technical Delegate after Post Practice/Race Technical checks 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.
- 3.7.4** No driver who is the subject of a judicial procedure is to leave the circuit, except force majeure i.e. hospitalisation, after the event until the race results have become final. If a Driver wishes to leave sooner then they must receive permission to do so from the Race



Director, in which case any judicial action may be taken in the driver's absence and communicated to him.

3.8 Driving Standards

- 3.8.1** All competing cars must have an in-car camera fitted and operational with a memory capacity to hold enough footage for the next on-track activity.
- 3.8.2** 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 a standalone Championship camera can be fitted before the next on-track session
- 3.8.3** Only Official Radical Championship Staff may remove the memory cards from the cameras once the track activity has commenced (qualifying or racing) this includes whilst the cars are in Parc Fermé. If a memory card is removed from the camera by a Team member or Driver during an Official Track Activity i.e. during a pit stop within qualifying or racing, or while the car is parked in Parc Fermé, without the permission of the Race Director this will be notified to the Race Director and a penalty may be applied.
- 3.8.4** In the event that no data is available on request (other than due to a proven defect with the equipment) penalties may be applied by the stewards. The burden of proof to establish the cause of such failure to record will lie with the competitor. Championship scrutineers may inspect cameras before the start of a track session and will advise both the stewards and teams of any inoperable cameras.
- 3.8.5** The Race Director reserves the right to request footage from any on-board cameras. In these instances, the footage will be obtained in Parc Fermé by Radical Championship Officials for review as per FIA Sporting Code Art 11.16.5a
- 3.8.6** A Driving Standards Advisor to the Race Director may be appointed at each event reporting to the Race Director, who may in turn report any infringements to the Stewards of the Meeting.
- 3.8.7** A Driver who is seen to be miss-using or over using the kerbs during their track activity may be penalised. See "Specific Penalties" (2.2.3.5)

3.9 Timing

- 3.9.1** Each car must be equipped with an AMB TransX 260 type transponder unless otherwise instructed by the meeting organisers. All transponders must be operational during all on track activity after Drivers have "signed on" at all times during an event as in 1.4.2.
- 3.9.2** If a Team does not have a Working Transponder or does not fit a transponder in time for the on-track activity, then this information will be taken to the Stewards who may issue a fine. The fitment and functioning of the transponder is solely the responsibility of the team.
- 3.9.3** The transponder number must be notified seven days before the meeting to the co-ordinator.

3.10 Safety Car

- 3.10.1** The Race Director in consultation with the Clerk of the Course, has the option to deploy a Safety Car in accordance with FIA Appendix H Art 2.9



3.11 Competition numbers & Championship Branding

3.11.1 Racing numbers must be affixed in accordance with the regulations. Radical, MSVR and Sponsors decals as issued for the current year must be affixed to the vehicle as laid out in the diagram issued with those decals – without modification. Each of the classes will be required to secure a different colour number background to make it clear which class they are racing in. Failure to comply will render the car ineligible.

- a) Masters Class (M) Blue backgrounds/White numbers
- b) Supersport Class (S) Red backgrounds/White numbers
- c) Coupe Class (C) White backgrounds/Black numbers

3.11.2 In addition to this, the Masters Class for SR8/RXC Spyder cars will also be required to affix fluorescent yellow strips to either end of the wing to further denote their class.

3.11.3 Sponsor decals are to be positioned strictly in accordance with the 2018 Championship Sticker Placement drawing available from the Co-ordinator. Failure to comply will render the car ineligible. Also see appendices.

3.12 Drivers equipment

3.12.1 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.

3.13 Radio Communication

3.13.1 No signal of any kind may pass between a moving car and anyone connected with the car's Entrant, Team or Driver except for the following:

- a) Legible messages on a pit board
- b) Body movement by the Driver
- c) Verbal communication between a Driver and his/her Team by means of radio using an approved frequency.

3.13.2 Pit to car voice radio systems are mandatory and must be registered with Radical Sportscars and licensed with the relevant local authorities. It is the responsibility of the team to ensure they are compliant. Licences may be checked by the Technical Delegate.

3.13.3 Any form of data transmission by Teams is not allowed during race conditions. Data downloads are allowed under Parc Fermé conditions only.

3.14 General Safety

3.14.1 Official instructions will be given to drivers by means of the signals laid out in the Code. Competitors must not use flags or lights similar in any way whatsoever to these.

3.14.2 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.

3.14.3 Any driver intending to leave the track or to go to his pit or the paddock area must signal his intention to do so in good time making sure that he can do this without danger.



- 3.14.4** During practice, qualifying and the race, drivers may use only the track and must at all times observe the provisions of the Code relating to driving behaviour on circuits.
- 3.14.5** Other than by driving on the track, competitors are not permitted to attempt to alter the grip of any part of the track surface.
- 3.14.6** If a car stops on the track it shall be the duty of the marshals to remove it as quickly as possible so that its presence does not constitute a danger or hinder other competitors.
- 3.14.7** For the avoidance of doubt, during Free Practice, Qualifying or Racing “Live Snatch” can be performed under waved yellow flags. IF an incident occurs and a vehicle requires assistance to be moved into a place of safety or returned to the circuit, then while a rescue vehicle is operational in the immediate area a Safety Car may be deployed. On reaching the area of circuit where the recovery is taking place, the Safety car will ensure that the widest possible path around the incident is taken, and that the speed of the approach to the incident is controlled and slow (less than 60kph).
- 3.14.8** Full course yellow (FCY). The Race Director may declare a Full Course Yellow period if he decides that this is necessary for safety reasons.
- 3.14.8.1** Once under FCY, cars will slow down to 80 kph, in single file, and maintain their distance to the car in front and the car behind. Overtaking is strictly prohibited under the FCY.
- Once the message is displayed on the monitors, all cars must immediately slow down.
- All marshal posts will display a waved yellow flag and a board with the indication FCY.
- Any car being driven unnecessarily slowly, erratically or in a manner deemed potentially dangerous to other drivers at any time whilst the FCY is in use, will be reported to the stewards. This will apply whether any such car is being driven on the track, the pit entry or the pit lane exit road.
- 3.14.8.2** The pit lane entry and exit remain open and cars are free to pit. Cars going into the pit lane may overtake cars that are on the track once they cross Safety Car Line 1. Cars exiting the pit lane may overtake other cars until they reach Safety Car Line 2. In the pit lane entry and pit lane exit, the maximum speed is also limited to 80 kph.
- 3.14.8.3** Once the problem(s) is/are solved, the Race Director will return the track to green; this is done by posting a message on the monitors. At this stage, all marshal posts will replace the yellow flags and FCY boards with waved green flags. Racing and overtaking will normally resume without restrictions, regardless of the positions of the cars relative to one another and to the line.
- 3.14.8.4** A FCY period may be followed by a Safety Car intervention if the problem remains unsolved and safety may be at risk.
- 3.14.8.5** Unless the driver was already in the pit entry for the purpose of serving his drive through and/or Stop & Go penalty when the FCY procedure was deployed, he may not serve the penalty after the FCY procedure has been deployed. The number of times the driver crosses the Line during the FCY procedure will be added to the maximum number of times he may cross the Line on the track.
- 3.14.9** A driver who abandons his car must leave it in neutral or with the clutch disengaged and with the steering wheel correctly in place.
- 3.14.10** Repairs to a car may be carried out only in the paddock, pits and not on the grid.



- 3.14.11** Save as specifically authorised by the Code or these Sporting Regulations, no one except the driver may touch a stopped car unless it is in the paddock, the teams designated garage area, the pit lane or on the starting grid.
- 3.14.12** At no time may a car be reversed in the pit lane under its own power.
- 3.14.13** At no time may a car be driven unnecessarily slowly, erratically or in a manner which could be deemed potentially dangerous to other drivers or any other person. This will apply whether any such car is being driven on the track, the pit entry or the pit lane.
- 3.14.14** During the periods commencing five minutes prior to and ending five minutes after every practice/qualifying session and the periods between the commencement of the formation lap which immediately precedes each race and the time when the last car enters the Parc Fermé, no one is allowed on the track, the pit entry or the pit exit with the exception of:
- Marshals or other authorised personnel in the execution of their duty.
 - Drivers when driving or on foot, having first received permission to do so from a marshal.
 - Team personnel when either pushing a car or clearing equipment from the grid after all cars able to do so have left the grid on the formation lap.
 - Team personnel when assisting marshals to remove a car from the grid after the start of the race.
 - Team personnel working on a car on the grid during a race suspension.
- 3.14.15** During a race, the engine may only be started with the starter except: In the pit lane, the teams designated garage area or the starting grid up to the 1 minute signal where the use of external starting methods are allowed. Any member of the team or technical personnel may assist in a rolling bump start if required. The start must be made safely to avoid penalisation as an unsafe release.
- 3.14.16** Drivers taking part in practice sessions and the races must always wear the clothes and helmet specified in the Code. These drivers are also subject to the events penalties.
- 3.14.17** If a driver has serious mechanical difficulties, bodywork damage or tyre damage during any on-track activity he/ she must leave the track as soon as it is safe to do so. If the driver does not pull off and the Race Director believes the car to be unfit to drive, a black/ orange disc flag will be shown.
- 3.14.18** The car's rear lights must be illuminated at all times whenever they are running on wet-weather tyres. It shall be at the discretion of the race director to decide if a driver should be stopped because his rear light is not working. Should a car be stopped in this way it may re-join when the fault has been remedied.
- 3.14.19** Animals, except those which may have been expressly authorised by the Organisers for use by security services, are forbidden in the pit area and on the track and in any spectator area.
- 3.14.20** The race director, the clerk of the course or the medical delegate can require a driver to have a medical examination at any time during an Event, this medical examination may include an anti-doping test (ISC – Appendix L, Chapter II, Article. 4).
- 3.14.21** Failure to comply with the general safety requirements of the Code or these Sporting Regulations may result in the exclusion of the car and driver concerned from the Event.



4. TECHNICAL REGULATIONS

4.1 Overview

- 4.1.1** The 2018 Radical European Masters is for Radical Sportscars (SR8, RXC Race Spyder, SR3, SR3 RSX) 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 and the RXC Coupe (National G3).
- 4.1.2** The following Technical Regulations are set out in accordance with standard principles and it must be clearly understood that, if the following texts do not clearly specify that you can do it, you must work on the principle that you cannot. Therefore, everything that is not specifically authorised and anything not specified in these regulations or any championship bulletin is strictly forbidden.
- 4.1.2.1** 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.
- 4.1.2.2** 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 designated model.
- 4.1.2.3** 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 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.
- 4.1.2.4** Penalties for Failing Eligibility:
- a) Qualifying – Post qualifying, for both races, if the car passes re-scrutineering the competitor is permitted to start at the back of the grid.
 - b) Post-Race - penalty would be decided by Race Director/Stewards depending on the severity of the issue. For a minor issue that 'race counts as one of the races contributing to the competitor's total championship score'. However, for a major /significant issue then the competitor may be required to forfeit a total of points equal to those obtained for the first two places.
- 4.1.2.5** Tests to establish the power output of any car may be carried out by Radical Engine Department at their premises. 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 owned by Radical Engine Department and operated in accordance with the equipment manufacturers instructions.
- 4.1.2.6** 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.



- 4.1.2.7** Where costs are incurred as a result of any eligibility check, as may be reasonably requested either by the Technical Delegate or the Championship Organisers, these will be borne by the competitor.
- 4.1.2.8** 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 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 on completion of the race.
- 4.1.2.9** The 2018 Radical European Masters is a 'single-brand' race series, for competitors participating in the Radical SR3, RXC Race Spyder, RXC Coupe or SR8 as specified herein.
- a) Masters Class (Class M): SR8 V8 (all FIA chassis variants), RXC Race Spyder V8, RXC Race Spyder EcoBoost Twin Turbo
 - b) Supersport Class (Class S): SR3 RS 1500 Supersport, SR3 RSX 1500 Supersport
 - c) Coupe Class (Class C): RXC Coupe EcoBoost Twin Turbo (GT3 Spec)

4.2. General Technical Requirements and Exceptions

- 4.2.1** 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 2018 International Order Forms or for sale on the Radical Web shop are eligible, respective to car type unless otherwise indicated in these regulations.
- 4.2.2** Chassis
- 4.2.2.1** 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.
- 4.2.2.2** Towing Eye: Towing eyes must be fitted conforming to FIA Appendix Art 259.14.6
- 4.2.2.3** An FIA approved collapsible crash box structure supplied by Radical Sportscars must be fitted to the chassis during championship events.
- 4.2.2.4** 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.
- 4.2.3** Bodywork/Aerodynamics
- 4.2.3.1** Any aerodynamic device manufactured by Radical Sportscars for the particular model, listed on the Radical SR3/ SR3 RSX and SR8/RXC Coupe/Race Spyder 2018 international order form or Radical web shop 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.
- 4.2.3.2** Any SR3 Generation 3, "Short Stroke" variant i.e. an SR3 RS that displays a Red Air Box but is not an SR3 RSX may be retrospectively fitted with the SR3 RSX body work and rear wing.
- 4.2.3.3** Any SR3 RS manufactured before April 31 2014, cannot be fitted with SR3 RSX bodywork or rear wing.



4.2.3.4 Any SR3 RSX cannot be fitted with SR3 RS bodywork or rear wing.

4.2.3.5 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 Technical Delegate before or after races or qualification practice to check the ground clearance. Location of ride height flat patch to be determined and communicated by the technical delegates at each event.

4.2.3.6 Any SR8 constructed prior to 01 January 2017 cannot be fitted with the MY2017 SR8 bodywork kit.

4.2.4 Engine

4.2.4.1 All engines are prepared and sealed by Radical Engine Department for Radical Sportscars Ltd. All repairs and rebuilds must be undertaken by Radical Engine Department.

4.2.4.2 Masters Class:

- a) SR8 Radical Performance Engines 2700cc RPX V8 engine
- b) RXC Race Spyder Radical Performance Engines V8 engine
- c) RXC Race Spyder Ford EcoBoost Twin Turbo 3500cc V6 engine

4.2.4.3 Supersport Class:

- a) SR3 Radical Performance Engines Suzuki 1500cc Generation 2 engine
- b) SR3 Radical Performance Engines Suzuki SS 1500cc Generation 3 engine
- c) SR3 RSX Radical Performance Engines Suzuki SS 1500cc Generation 3 engine
- d) SR3 RSX Radical Performance Engines Suzuki 1500cc Generation 4 engine

4.2.4.4 Coupe Class:

- a) RXC Coupe Ford EcoBoost Twin Turbo 3500cc V6 (GT3 Spec) engine

4.2.4.5 The starter, generator and ignition system must be Radical parts fitted as standard.

4.2.4.6 All competitors who have previously raced in the Radical European Masters must have all out of season engine work carried out by Radical Engine Department before the 2018 Championship commences.

4.2.4.7 Competitors not having out of season work carried out will have their RADICAL ENGINE DEPARTMENT engine seals inspected by the Technical Delegate prior to qualification for the first event.

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

4.2.4.9 The oil to be used throughout the Championship will be the specification as specified by Radical Sportscars and Radical Engine Department. Technicians are at liberty to take random oil samples at their discretion to confirm adherence to oil specifications. Failure to conform to recommended oil specification and service intervals would render the engine warranty null and void. Use of non-specified oil will render the car non-compliant and therefore ineligible for that event.



4.2.5 Cooling System

4.2.5.1 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.

4.2.5.2 Pre-heating of oil and water is permitted.

4.2.6 Induction System

4.2.6.1 Class M/Class C: The entire induction system including injector system must be standard Radical parts for the engine. The standard air box and filter as supplied by Radical Sportscars must be retained and used.

4.2.6.2 All SR8 cars must run the RX induction system.

4.2.6.3 The RXC Race Spyder should run the Spyder induction system.

4.2.6.4 Class S: Any SR3 RS manufactured before April 31 2014 cannot be fitted with SR3 RSX throttle bodies.

4.2.6.5 Heat resistant tape may be applied to the airbox.

4.2.7 Exhaust System

4.2.7.1 The exhaust system including silencer must be standard as supplied by Radical Sportscars for that model and/or generation. Exhaust wrapping is not permissible. Ceramic coating is not permissible.

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

4.2.8 Ignition System

4.2.8.1 The standard Radical Sportscars ECU must be retained. It is not permitted to reprogram the ECU. The Technical Delegate may on a regular basis supply a replacement ECU, which the competitor must change on request.

4.2.8.2 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.

4.2.9 Fuel Delivery System

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

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

4.2.10 Suspension

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

4.2.10.2 Spring rates front and rear are free. Alternate front anti-roll bars and rear anti-roll bars as supplied by Radical Sportscars, may be used.

4.2.10.3 The front and rear suspension is double wishbone. The front and rear suspension is fitted with the unique Nik-Link anti-roll system, except on the RXC Race Spyder/RXC Coupe.



4.2.11 Transmission

4.2.11.1 A separate gearbox catch bottle must be located near to the gearbox breather and connected by a braided hose on all SR8 cars.

4.2.11.2 The Radical Pneumatic paddle operated shift system may be fitted.

4.2.11.3 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.

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

4.2.12 Electrics

4.2.12.1 Exterior Lighting

- a) RSX & RXC Spyder/RXC Coupe models must run with the lighting kit as supplied. Brake lights must be fitted and in working order and must not be wired in a way that allows them to be switched off.
- b) RXC Coupe will need additional FIA light if not fitted with an RXC Spyder tail.
- c) Radical Sportscars' high intensity LED rear lamps may be installed and in working order. Two lights may be installed equally spaced about the vehicle centre. A centrally mounted, high intensity FIA Approved LED rear light must be fitted and working. When Wet tyres are fitted then the car MUST run with its high intensity LED rear light switched on.

4.2.12.2 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.

4.2.12.3 Alternator

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

4.2.12.4 Data Logging

- 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 Technical Delegate shall have access to data and data equipment.

4.2.13 Brakes

4.2.13.1 Class M:

- a) RXC Race Spyder, Radical 6 pot front and 4 pot rear calliper Vented Discs, Front 360mm, Rear 330mm
- b) Optional RXC Vented Discs 350mm front and vented 310mm
- c) SR8 Radical 4 pot calliper front and rear Vented 280mm discs
- d) Optional SR8 300mm vented discs
- e) Optional SR8 carbon 280mm vented discs



4.2.13.2 Class S:

- a) SR3/SR3 RSX Radical 4 pot calliper front and rear Vented 260mm diameter discs
- b) Optional 280mm (SR3 & SR3 RSX)
- c) Any SR3 RS manufactured before April 31 2014 cannot be fitted with SR3 RSX brakes or brake lines

4.2.13.3 Class C:

- a) RXC Coupe Radical 6 pot front and 4 pot rear calliper Vented Discs, Front 380mm, Rear 330 mm

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

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

4.2.13.6 A mesh screen supplied by Radical Sportscars may be fitted across the brake duct apertures on all cars to prevent ingestion of grass and debris to the brake ducts.

4.2.13.7 Radical Sportscars and the Technical Delegate may allow extra brake cooling to be fitted to cars based on specific track conditions. This will be notified by a Technical Bulletin issued to all teams for a specific event only.

4.2.13.8 RXC Spyder models may be fitted with the Bosch M4 ABS and traction control system as supplied from Radical Sportscars.

4.2.14 Wheels and steering

4.2.14.1 Single piece wheels as supplied by Radical Sportscars.

4.2.14.2 Steering wheel diameter may be changed to suit drivers' preference, and all steering wheels must be supplied by Radical Sportscars.

4.2.15 Tyres

4.2.15.1 Hankook tyres marked with the Radical Trademark on the tyre wall as supplied by Radical appointed tyre distributor. Tyre compound for each Event will be declared by Hankook.

4.2.15.2 A maximum of:

- a) 12 slick tyres Masters Class (SR8/RXC Race Spyder/RXC Coupe)
- b) 8 slick tyres Supersport Class (SR3)

4.2.15.3 Tyres may be used for qualifying practice and for racing. Timed practice tyre usage is unrestricted but the same compound tyre should be used throughout the Event. Wet weather tyre quantities are unrestricted. Serial numbers from the slick tyres to be used during qualifying practice and racing 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 Technical Delegate prior to the start of each qualification.

4.2.15.4 Each car must be fitted with four brand new slicks and have a minimum of two brand new slicks as spares for the first event of the season.

4.2.15.5 Should a competitor require an additional tyre(s) during a round and the Technical Delegate deems a tyre(s) unsafe for racing the competitor is permitted to purchase a replacement tyre(s). If the replacement tyre puts the competitor over his/her/his permitted tyre allocation, then for the following race he/she will forfeit 5 championship points per tyre over and above the allocated number.



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

4.2.15.7 All tyre valves MUST be fitted with valve caps, during ALL sessions at the event.

4.2.15.8 When necessary the organisers may set a maximum wheel camber setting. This will be communicated by Championship Bulletin and may require parts to be sealed by the Technical Delegate. Failure to comply with specified values will warrant the vehicle ineligible.

4.2.16 Weight

4.2.16.1 All cars may be weighed during Parc Fermé – after any track session at the event as required by the Technical Delegate.

4.2.16.2 Cars will be required to meet the minimum class weights with finishing driver and driver equipment, as weighed on the Championship Scales as provided by Radical Sportscars. 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.

4.2.16.3 Master Class minimum weights:

- a) SR8 RX 800kg
- b) RXC Race Spyder V8 890kg
- c) RXC Race Spyder TT 1075kg

4.2.16.4 Supersport Class minimum weight:

- a) 700kg

4.2.16.5 Coupe Class minimum weight:

- a) RXC Turbo (GT3) 1160kg

4.2.17 Fuel tank & fuel

4.2.17.1 Standard tank (FIA Fuel Cell – Radical European Masters) as supplied by Radical Sportscars must be retained.

4.2.17.2 Each car must be fitted with a Radical Fuel testing ‘T’ piece plus a Radical dry break valve fitted to the fuel line to facilitate safe fuel testing.

4.2.17.3 There will be a control fuel from a single supplier. The nominated fuel supplier will be SUNOCO. The fuel will comply with FIA appendix J – Article 252 – Article 9. Fuel used must be at Ambient Temperature as supplied.

4.2.18 Silencing

4.2.18.1 The maximum noise generated by the car must not exceed 112db(A) at $\frac{3}{4}$ maximum RPM at 0.5 metres. NOTE: For UK rounds the level is 108db(A) (Guidance notes in Appendices).

4.2.18.2 Local circuit regulations, including the use of drive by noise measurement, may apply and competitors will be notified of any such procedures by either specific instructions for a meeting or notification by the co-ordinator.



4.2.19 Miscellaneous

4.2.19.1 Vehicle Manufacturer:

- a) Radical Sportscars
- b) 24 Ivatt Way Business Park Westwood Peterborough PE3 7PG
- c) Tel: 01733 331616
- d) Fax: 01733 264959
- e) Email: sales@radicalsportscars.com
- f) Website: www.radicalsportscars.com

4.2.19.2 Technical Delegate:

- a) Phil Mason
- b) 16 Beaufort Drive Bourne PE10 9PN

4.2.19.3 MotorSport Vision Racing

- a) Brands Hatch Fawkham Longfield Kent DA3 8NG
- b) Tel: +44 (0)1474 875318
- c) Fax: +44 (0)1474 874766
- d) Email: simon.gp@msv.co.uk

4.2.19.4 Championship Co-ordinator:

- a) Carly Latcham
- b) Radical Sportscars
- c) Tel: 01733 331616 (ext. 243)
- d) Fax: 01733 264959
- e) Email: carly.latcham@radicalsportscars.com