

Supplemental Regulations Radical Cup Cars

Objective: It is the objective of these supplemental regulations to provide a racing opportunity for cars produced by and identified by name and description as Radical's. Such cars were specifically built for the purpose of providing their owners with unique street cars that were suitable for both road racing and track day events.

These regulations cover two distinct classes within the Radical Cup Cars description:

SR3: Is a spec class for Radical SR3 models only. Max Displacement is 1500cc's built by Powertec Engineering. All parts must be approved Radical Sportscars. Min weight is 1450 lbs w/ driver. These cars must meet the requirements of the Radical Cup Championship Description which is appended to this document. Hereafter this class is described as the "SR3". SR3 is the class designation and shall appear on the car where required by the GCR.

A spec tire is required for this class.

Invitational Class: This class includes all other Radical models (including the Prosport, SR4, SR5, PR06, SR8, SR8LM or SR3's that do not meet SR3 regulations as described below). IC is the class designation and IC shall appear on the car where required by the GCR.

Invitational Class cars shall meet the general safety requirements of the GCRs but as street cars are not required to have fuel cells if the fuel tank is within the interior of the body work, and axels and is otherwise safe and secured.

Tires are open if within the body work and designed as road racing slicks.

Cars must meet the standards set in the Radical Cup Sporting Regulations which are appended below.

Cars running in the Radical Cup classes noted above may not DOUBLE DIP or run in the Sports Racing Classes without fully implementing the rules which govern those classes and meeting all of the requirements of the GCR.

2009 Radical Cup Championship

1 SPORTING REGULATIONS - GENERAL

1.1 Title and Jurisdiction

The 2009 RADICAL CUP is organised and administered by Radical Ventures Inc. In accordance with the General Regulations of 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 e -mail address on the registration form.

Race Status: Intermediate / Gentlemen

1.2 Officials: Hosting Club Officials

1.2.1 Co-ordinator: Jeff Shafer

1.2.2 Licensed Scrutineer: Simon Shepard / Billy Currier

1.2.3 Championship Organizer: Jeff Shafer

Any three of the above may reach a decision as steward of the event.

1.3 Competitor Eligibility

1.3.1 Entrants must be in possession of a valid 2008 membership to the hosting driving clubs

1.3.2 Drivers must be fully paid up prior to being added to the attendance roster

1.3.3 All necessary documentation must be presented for checking at all rounds when signing-on.

1.4 Registration

1.4.1 All drivers 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 \$500 per event. Additional testing days will be notified and charged extra

1.4.3 Registrations will be accepted from 1st January 2009 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. Numbers 1 – 10 will be reserved for the championship winners and runners-up. Should the current champion not re-register for the series, the number 1 shall not be used.

1.5 Radical Cup Rounds

The 2009 Radical Cup will be contested over 9 EVENTS as follows:

To be determined	

1.5.1 In accordance with MSA regulation B.8.4.(c) the organisers reserve the right to amend the published list of dates and rounds, in which case, all registered competitors will be informed of the amendments by Official Bulletins posted to the address specified on the Official Registration Form.

1.6 Scoring

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

30, 26, 22, 18, 16, 14, 12, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1, plus 1 for pole position and 1 for fastest race lap.

1.6.2 The totals from all qualifying rounds run will determine the final championship points and positions.

1.6.3 Ties shall be resolved using the highest finishing position

1.6.4 Any Celebrity car entered on behalf of Radical Sportscars will not be eligible to score points and the car will be ignored for points purposes in the final race classification.

1.7 Awards

1.7.1 All awards are to be provided by the Radical Cup Organizers

1.7.2 Trophies per championship round: 1st, 2nd, 3rd plus the Dunlop Pole Position Trophy. Any Celebrity car entered on behalf of Radical Sportscars will qualify for Championship Trophies.

1.7.3 Trophies – Championship: 1st, 2nd, 3rd and Rookie of the Year

1.7.4 Rookie of the Year will be the highest championship points scoring competitor who starts the season carrying a novice cross as defined in J.12.3

1.7.5 Bonuses: In the event of a bonus scheme or schemes being introduced all registered competitors will be informed by official bulletin.

1.7.6 Presentations: Trophies are to be provided for the presentation at the end of each race.

2. Sporting Regulations – Judicial Procedures

2.1 Rounds: In accordance with Section O of the 2008 MSA Yearbook and these regulations

2.2 Championship: In accordance with Section O of the 2008 Yearbook and these regulations.

3. Sporting Regulations – Championship Race Meetings & Race Procedures:

3.1 Entries:

3.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry closing date which shall usually be 20 days before each round.

3.1.2 Incorrect or incomplete 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 receives the missing or corrected information or fee.

3.1.3 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.

3.1.4 The maximum Entry Fee for each round shall be: \$500.

3.1.5 Qualification races will be held at the discretion of the Organisers.

3.1.6 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.

3.2 Briefings:

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

3.3 Practice:

The minimum period of practice to be provided is to be as specified in the MSA Regulations in respect of circuit lengths.

Should any Practice Session be disrupted the Clerk of the Course shall not be obliged to resume the session or re-run session to achieve the championship criteria and the decision of the Clerk of the Course shall be final.

*For the purposes of setting grid positions for the race/s, the best time recorded in Saturday practice will form the grid position for race 1 and the best time recorded in Sunday practice will set the grid position for race 2.

- 3.4 Qualification:**
Each driver should complete a minimum of 3 laps practice in the car to be raced and in the correct session in order to qualify for selection and order of precedence as set out in the MSA Regulation J.4.4.3
- 3.5 Races:**
The standard minimum scheduled race distance shall be 40Km (or 20 minutes maximum) 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.
- 3.6 Starts:**
- 3.6.1** All race start countdowns are to have a minimum elapsed period of 3 minutes from the time that all cars are released to form up on the grid to the start of the green flag lap(s) in the formation as specified on the Track Licence for each circuit.
- 3.6.2** The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.
- 3.6.3** Any cars 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 to take the start from the grid has passed the startline or the pitlane exit, whichever is the later.
- 3.6.4** Excessive weaving to warm up tyres – using more than 50% of the track width and falling back in order to accelerate and practice starts – is prohibited.
- 3.6.5** Cars must arrive to the grid for race sessions prior to the “start you engines” signal from the grid steward.
- 3.6.6** The race will start the first time by start / finish line from leaving the grid area.
- 3.7 Race Stops:**
- 3.7.1** Should the need arise to stop any race or practice, RED FLAGS will be displayed at the Startline and at all Marshals Signalling Points around the Circuit. See the SCCA GCR (GENERAL COMPETITION RULES) for full racing rules which will apply when racing within a SCCA event.
- 3.7.2** This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and come to a halt within eyesight of a turn marshal. Such marshal shall provide direction when it is safe to move again and will display a Black Flag. All racers will slowly and safely return to the hot pit for and will receive instructions from the marshals at that point.
- 3.7.3**
- 3.7.4** 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.
- 3.7.5 Case A – Less than two laps completed by the Race Leader:**
The race will be null and void. The race will restart from the original grid positions. Competitors unable to take the restart may be replaced by reserves who will start from the back of the grid in reserve order. Gaps on the grid should not be closed up. The length of the restarted race will be determined by the Clerk of the Course.
- 3.7.6 Case B – More than two laps completed by Race Leader but less than 50% of race distance completed:**

3.7.7 The race will restart from a grid set out in the finishing order of part two. The result of the race will be the finishing order at the end of part two. The result will not be aggregated. The length of the restarted race will be determined by the Clerk of the course.

3.7.8 If the leader has completed more than 50% of the race distance it shall not be restarted and the results will be declared final determined by the last completed lap.

3.8 **Re-Scrutiny**

All vehicles reported involved in contact incidents during practice or race must be represented to the Scrutineers before continuing in practice or race.

3.9 **Pits & Pitlane Safety:**

3.9.1 Pits: Entrants must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.

3.9.2 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 drive at minimum speeds in pitlanes.

3.9.3 Refuelling: May only be carried out with minimal spillage determined by Circuit Management Regulations.

3.10 **Race Finishes:**

After taking the chequered Flag drivers are required to: Progressively and safely slow down, remain behind any competitors ahead of them, return to the Pitlane 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 pitlane.

3.11 **Results:**

All Practice Timesheets, /Grids, Race Results are deemed to be PROVISIONAL until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and /or after completion of any Judicial or Technical Procedures.

3.12 **Timing Modules:**

3.12.1 All competitors will be required to fit Electronic AMB Transponders to their cars for the purposes of accurate timing. 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 event scrutineers will determine placement of transponders.

3.12.2 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.

4 Championship Race Penalties:

4.1 Infringements of Technical Regulations:

4.1.1 Arising from post practice Scrutineering or Judicial action:

Minimum Penalty: The provisions of MSA Regulation 0.3.3

4.1.2 Arising from post race Scrutineering or Judicial Action:

Minimum Penalty: The provisions of MSA Regulation 0.3.5.1 (a) and (b).

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 0.3.5.1 (c).

4.2 Additional Specific Championship Penalties

4.2.1 As per the current MSA Judicial Procedure Regulations and the provisions of these Championship Regulations.

4.2.2 Additional Specific Championship Points

Where an offence below is committed during any qualifying session(s) or the first race, then points gained for the qualifying session(s) and the first race will be forfeited. Where an offence occurs during any subsequent race then the points solely gained for that race shall be forfeit.

Should two separate offences be committed, then all points shall be forfeited for that whole event, irrespective of the timing of the offence committed at that event. Where a "double" header event takes place at the same venue over a weekend and is conducted as two separate race days then this regulation shall only apply to each day individually.

The offences are:

- a) Reckless or dangerous driving in the course of the meeting. (see 0.1.1.5)
- b) Careless driving in the course of a meeting (see 0.1.1.6)

Breaches of driving standards will be firmly dealt with. If it appears from official video recordings or any other track evidence that there may have been a breach of driving standards or behaviour, on or off the track, in a manner considered to have brought the 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 exclusion from the 2008 Radical Cup.

In order to maintain standards of conduct, the Championship Co-ordinator will monitor all officials/observers 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 should result in official action and will result in a Championship Stewards enquiry, with possible loss of Championship points and refusal of further entries.

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

As per 2008 MSA Judicial Procedure Regulations.

5 Technical Regulations

5.1 Introduction

- 5.1.1** 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.
- 5.1.2** The 2008 Radical Cup is a 'one-make' race series, for competitors participating in the Radical Sportscars. An Invitational class will also run allowing all Sports Racing Cars and Radicals that do not meet these specifications
- 5.1.3** Each Radical 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.
- 5.1.4** All Radical parts must be supplied by Radical Sportscars and fitted in their original position.
- 5.1.5** 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 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.
- 5.1.6** Tests to establish the power output of any car may be carried out by Radical. Such power testing will be carried out using rolling dynamometer equipment.
- 5.1.7** 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.
- 5.1.8** 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.
- 5.1.9** 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.
- 5.1.10** Any infringement of these Technical Regulations will render the competitor liable to penalties as defined in Article 4.1 of the Sporting Regulations.
- 5.1.11** Cars will be issued at the start of the season with log books that will include a photograph of the vehicle. These will be used to record information relating to that car during the season. The entrant/driver of each car will be responsible for the safe keeping of the log book which shall be presented with the car at pre event Scrutineering.

5.2 General Description

- 5.2.1 The 2008 Radical Cup is a 'one make' race series for Radical race cars as specified herein.

5.3 Safety Requirements

The following Articles of the MSA Appendix Q Safety Criteria Regulations will apply:- 1.5a or 1.5.1 or 1.4 or 1.4.2, 2.1.2., 3.1.1, 3.1.2(a)5, 6, 7.1.4, 8, 9, 10, 11, 12, 13, 14. See MSA E. and J (C).

5.4 General Technical Requirements and Exceptions

- 5.4.1 DEFINITIONS:MSA Section P 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 in the Radical 2009 International order form are eligible.**

5.5 Chassis

- 5.5.1 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.

- 5.5.2 Towing Point – All vehicles must comply with J 20.1.3

- 5.5.3 The collapsible crash box structure supplied by Radical Sportscars must be fitted to the chassis during championship events.

- 5.5.4 The Radical Sportscar is manufactured to a standard specification and may not be altered. All chassis repair work must be carried an authorized Radical agent.

5.6 Bodywork

- 5.6.1 Any aerodynamic device listed on the Radical 2008 International order form may be fitted, i.e. front splitter, front diffuser, dive planes, single plane rear wing, double plane rear wing, high downforce and standard bodies, front cooling and side cooling.

5.6.2 GROUND CLEARANCE:

The minimum ground clearance is 40mm (E12.19.10)

5.7 Engine

All engine/gearbox and or clutch units are prepared by and sealed by Powertec for Radical Sportscars Ltd. All repairs and rebuilds must be undertaken by Powertec.

Powertec Suzuki 1300 / 1400 / 1500cc with integral six speed gearbox
41mm Keihin Flat slide carbs and Radical ram airbox
Cylinder head modified to Radical specifications
Modified sump and oiling system
Strengthened clutch
Optional chrome-moly con rods

Optional race gears
Optional Radical dry sump system.
Optional Radical injection system
The starter, generator and ignition system must be fitted as standard

5.7.1 **COOLING SYSTEM**

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

INDUCTION SYSTEM

The entire induction system including carburettors must be standard for the engine as sealed by Radical Sportscars. It is permitted to change the main jet. The standard air box and filter as supplied by Radical Sportscars must be retained and used.

EXHAUST SYSTEM

The exhaust system including silencer must be standard as supplied by Radical Sportscars.

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.

FUEL DELIVERY SYSTEM

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

5.8 **Suspension**

The front and rear suspension is double wishbone. The front and rear suspension is fitted with the unique Nik-link anti-roll system.

Spring rate front and rear are free and alternative front and rear anti-roll links supplied by Radical sportscars may be used.

5.9 **Transmission**

The standard integral 6-speed gearbox must be used with the following ratios:

1st 2.733
2nd 1.947
3rd 1.590
4th 1.333
5th 1.153
6th 1.035

The Radical Pneumatic paddle operated shift system maybe fitted.

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.

The final drive must retain chain or gear drive and gear ratios are open as long as they are supplied by Radical Sportscars. The limited slip differential as supplied by Radical Sportscars must be retained.

5.10

Electrics

EXTERIOR LIGHTING

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

REAR FOG WARNING LIGHT

Radical Sportscars' high intensity rear lamp must be fitted and be in working order.

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.

ALTERNATOR

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

DASHBOARD INSTRUMENTS

The Radical Sportscars solid state dashboard must be retained. It is not permitted to reprogram the dashboard. Data loggers are permitted, however these will be used for drivers' guidance only. Official times will be provided by the official timekeeper. The fitting of a transponder is mandatory. The Radical lap timer, as supplied by Radical Sportscars may be fitted. This, however, will be used for drivers guidance only. Official times will be provided by the Official timekeeper.

5.11

Brakes

Standard and upgraded brake calipers and rotors available through Radical sportscars only.

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

5.12

Wheels and Steering

Radical cast alloy wheels as supplied by Radical Sportscars or Radical three-piece split-rim wheels as supplied by Radical Sportscars. Kodiak three-piece split-rim permitted.

5.13

Tyres

A maximum of three front and three rear tyres may be used per event. In the event of a puncture or incident requiring a new wheel/tyre the Eligibility Scrutineer must approve the change.

Worn tyres used in previous events may also be used in subsequent rounds.

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

5.14

Minimum Weight Limit

Minimum weight limit with driver, including racing clothing and helmet is 585kg. No allowance is made for topping up the fluids. Ballast weight to achieve the minimum weight must be supplied by Radical Sportscars and secured to the car using the mounting point provided in the chassis under the driver's seat.

Provision must be made for Scrutineers to affix seals to any ballast fitted.

5.15 Fuel Tank and Fuel

TYPE OF FUEL TANK

The Standard 44 litre tank as supplied by Radical Sportscars must be retained.

FUEL

Only fuel provided by the authorized agents may be used during qualifying and races.

The use of power boosting or octane boosting additives by competitors in any fuel is prohibited.

5.16 Silencing

Standard and extra quiet exhaust systems available by Radical sportscars is the only approved exhaust. If additional silencing is required to meet track standards, additional components must be approved by the scrutineer of the event.

5.17 Competition Numbers/Decals

POSITIONS

Racing numbers must be affixed on each side of the car toward the rear of the sidepod and on the lower half of the nose.

SUPPLIERS

Club and sponsor decals will be available at the first event at which the car is entered.

Appendices

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

5.18 Race Organising Club and Contacts

Vehicle Manufacturer:

Radical Motorsport Ltd
24 Ivatt Way Business Park
Westwood
Peterborough
Cambs
PE3 7PG
Tel: 01733 331717
Fax: 01733 264959
Email: info@radicalsportscars.com
Website: www.radicalsportscars.com

North American Distributors

Radical West
3601 S. Hwy 160
Pahrump, NV. 89048
Tel: 775 537-6600
Fax: 775 537-6667
Email: info@radicalwest.com
Website: www.radicalwest.com

Eligibility Scrutineer:

Simon Shepard
Tel: 714 369-3361
simon@springmountainmotorsports.com

Championship Organiser:

Radical Ventures Inc.
Jeff Shafer
8414 W. Farm Rd. Suite 180-431
Las Vegas, NV. 89131
Tel: 702 496-2606
Fax: 702 657-8648
Email: jeff@radicalventures.net
Website: www.radicalventures.net

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5.20

Commercial Undertakings

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 exclude 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. A double header is regarded as one event for the purpose of this regulation.