

Sporting and Technical Regulations



2023 Radical Cup Australia Sporting and Technical Regulations



RADICAL



Version 1

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2023 Radical Cup Australia

Sporting & Technical Regulations

A capitalised and italicised word in this document is defined in the FIA International Sporting Code (Code), the National Competition Rules (NCR), including their Appendices or Attachment D of this document.

Any HEADING is for reference only and has no regulatory effect.

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2023 Radical Cup Australia

Sporting Regulations

S1 TITLE AND JURISDICTION

S1.1 Title

This *Series* will only be known as and referred to as the “2023 Radical Cup Australia”.

S1.2 Authority / Jurisdiction

- 1.2.1 Each *Event* in the 2023 Radical Cup Australia (*Series*) will be held under the FIA International Sporting Code including Appendices; the National Competition Rules (*NCR*) and Circuit Race Standing Regulations (*CRSR*) of *Motorsport Australia*; the Sporting and Technical Regulations issued by *Motorsport Australia*; *Supplementary Regulations* issued by the *Organiser* at each *Round*; Bulletins issued by the Stewards, and any Driver Briefing Notes or instructions issued by the Clerk of the Course at an *Event*.
- 1.2.2 The *Series* has been sanctioned by *Motorsport Australia* as an Authorised Series.
- 1.2.3 Radical Cup Australia Pty Ltd has been appointed as the Category Manager (*CM*) by *Motorsport Australia* for this *Series*.

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S2 ADMINISTRATION

S2.1 Personnel

- 2.1.1 The following personnel have been appointed to the *Series* by *Motorsport Australia* and/or the *CM* and have the authority to administer the various aspects of these regulations as detailed in the *CRSR*.
 - 2.1.1.1 Technical Delegate (*TD*): Alan Pickstock
 - 2.1.1.2 Driving Standards Advisor (*DSA*): Stephen White
 - 2.1.1.3 Category Administrator (*CA*): Charise Bristow

S3 COMPETITOR ELIGIBILITY

To be eligible to compete in the *Series*, each *Competitor* must hold a current Motorsport Australia Competitor Licence and be a party to a current agreement with the *CM*.

S4 AUTOMOBILE ELIGIBILITY

To be eligible to compete in the *Series*, each *Automobile* must be a Radical SR3 model listed in Article T2 of the 2023 Radical Cup Australia Technical Regulations, comply with the requirements of the 2023 Radical Cup Australia Technical Regulations and be approved by the *CM*. If not sold and imported by an authorised Radical Dealer in Australia, be the subject of a current Race Vehicle Authorisation Certificate (RVAC) issued by Radical Cup Australia.

S4.1 Replacement *Automobile*

Following the commencement of the first qualifying session of each *Round*, any *Automobile* that has been entered to compete at that *Round* may not be replaced with another *Automobile*.

S5 DRIVER ELIGIBILITY

S5.1 General

5.1.1 The minimum age to be eligible to drive a Radical *Automobile* is determined by the weight to power ratio of the *Automobile* calculated in accordance with the General Appendix – Competition Licence Regulations of the *Motorsport Australia Manual*. The minimum ages are:

5.1.1.1 17 years for an *Automobile* with a weight/power ratio of less than 3.5 kg/kW.

5.1.1.2 16 years for an *Automobile* with a weight/power ratio of more than 3.5 kg/kW.

5.1.2 The minimum Driver licence requirement to be eligible to compete in the *Series* is determined by the weight to power ratio of the *Automobile* calculated in accordance with the General Appendix – Competition Licence Regulations of the *Motorsport Australia Manual*. The minimum Licence requirements are:

5.1.2.1 Motorsport Australia Circuit Licence with a Provisional endorsement for an *Automobile* with a weight/power ratio of more than 3.5 kg/kW, unless noted otherwise in the *Supplementary Regulations* for a particular *Round*.

5.1.2.2 Motorsport Australia Circuit Licence without Provisional endorsement for an *Automobile* with a weight/power ratio of less than 3.5 kg/kW.

5.1.3 To be eligible to compete and to score points in the *Series*, each *Driver* and *Competitor* must have paid all fees required by the *CM*.

5.1.4 Each *Driver* must be registered with the *CM* no later than 5 days prior to the commencement of a *Round* and will be subject of *Driver* classification by the *CM*. If a registration is accepted by the *CM* later than 5 days prior to the commencement of a *Round*, the *Driver* will be classified as Professional for that *Round*.

S5.2 *Driver* Classification/Status

5.2.1 Each *Driver* will be assessed by the *CM* prior to entering the *Series*, or not later than 5 days prior to the commencement of a *Round* and will be classified into one of the following classifications based on the following guidelines:

5.2.1.1 Amateur (AM) – A *Driver* who takes part in the *Series* as a hobby or pastime, or who is not otherwise a PRO or ProAm.

5.2.1.2 ProAm (ProAm) – A *Driver* who is under the age of 35 and is not classed as PRO or has won a national championship and is not classified as PRO.

5.2.1.3 Professional (PRO) – A *Driver* earning income as a race instructor, or is/has competed at a professional level, or who is being paid to race in this or any other championship or series. In addition, a *Driver* who has previously won an *International Championship* or *Series* or a *National Championship* or *Series* in any country including Radical Cup Australia, may be classified as PRO.

5.2.2 A *Driver's* classification may be changed at any time at the discretion of the *CM*. Any change will be advised to a *Driver* by the *CM* as soon as practical.

S5.3 Driver Entries

5.3.1 Each *Automobile* may have a combination of AM, ProAm and PRO classified *Drivers* as follows:

5.3.1.1 1 AM Driver only

5.3.1.2 2 AM Drivers

5.3.1.3 1 ProAm Driver only

5.3.1.4 1 ProAm Driver plus 1 AM Driver

5.3.1.5 1 PRO Driver plus 1 AM Driver

5.3.2 Each *Driver* in a Dual *Driver* entry must qualify for the *Event* as per the event regulations.

5.3.3 For each *Driver* in a Dual *Driver* entry to be eligible to be awarded points in accordance with Article S11.2.3 of these Regulations, the *Driver* combination must be nominated as a team with the *CM* at least 5 days prior to the commencement of the relevant *Round*.

S5.4 Substitute Driver

Prior to the commencement of the first qualifying session at each *Round*, a *Competitor* may nominate a substitute *Driver* (who has already been classified) who will be permitted to compete in the remainder of the *Round* subject to the approval of the Stewards.

S6 SERIES ROUNDS / REGISTRATION

6.1 The *Series* will be conducted over 5 *Rounds* as detailed in the Series Calendar below.

6.2 Each race conducted as a part of the *Series* will count in determining the final results.

6.3 Each *Competitor* participating in all or part of the *Series* must be registered with the *CM* and pay the relevant registration fee.

S7 SERIES CALENDAR

The *Series* will be conducted over the following *Rounds*:

Round	Date	Circuit
1	16 – 18 June	Sydney Motorsport Park
2	4 – 6 August	Queensland Raceway
3	18 – 20 August	Phillip Island
4	13 – 15 October	The Bend Motorsport Park
5	3 – 5 November	Sydney Motorsport Park

Note: The above calendar is subject to change. The *CM* will advise each *Competitor* of any change.

S8 ROUND FORMAT

S8.1 General

- 8.1.1 The number, length and format of *Track* sessions will ultimately be negotiated between the *CM* and the *Organiser* prior to a *Round* and will be advised in the relevant *Supplementary Regulations* issued for an *Event*.
- 8.1.2 The intended format for each *Round* is as follows:

Round	Practice	Qualifying	Races
1	3 x 20 min	1 x 30 min	2 x 50 min
2	2 x 20 min	1 x 30 min	2 x 50 min
3	3 x 20 min	1 x 30 min	2 x 50 min
4	3 x 20 min	1 x 30 min	2 x 50 min
5	3 x 20 min	1 x 30 min	2 x 25 min + 1 x 50 min

S8.2 Variation to Timetable

- 8.2.1 The number and type of races, race durations, and sequence may be varied at any time due to exceptional circumstances, but only with the prior approval of the Stewards.
- 8.2.2 If race durations are changed more than 15 minutes prior to the start of a race, corresponding changes to pit stop duration, and/or pit stop window, may or may not be made at the discretion of the *CM*. Any changes will be communicated to each *Competitor* as soon as practicable.
- 8.2.3 If the race duration is changed by Officials within 15 minutes of the race start, or during the race, any necessary change will be communicated to each *Competitor* as soon as known via stack team app or *RMC*.

S9 GRID DETERMINATION

S9.1 Grid Determination – Endurance (2 x 50-minute races)

- 9.1.1 **Race 1:** Subject to the requirements of 9.1.3 below, the *Automobile* that has set the fastest qualifying lap time will be on grid position 1, the *Automobile* that has set the second fastest qualifying lap time will be on grid position 2 and so on.
- 9.1.2 **Race 2:** Subject to the requirements of 9.1.3 below, the second fastest qualifying lap time of each *Automobile* will be used to determine the grid order.
- 9.1.3 For a Dual *Driver* entry:
- 9.1.3.1 The fastest qualifying lap time by the *Driver* nominated to start Race 1 will be used for their *Automobile* when determining the grid for Race 1.
- 9.1.3.2 The second fastest qualifying lap time by the *Driver* nominated to start Race 2 will be used for their *Automobile* when determining the grid for Race 2.
- 9.1.4 If 2 or more *Drivers* record equal fastest or second fastest lap times in qualifying, the first *Driver* to record the time will take precedence in regard to starting positions for the grid.
- 9.1.5 Each *Driver* must participate in the single qualifying session at each *Round*.

S9.2 Grid Determination – Sprint (4 x 25-minute races)

- 9.2.1 **Race 1:** Subject to the requirements of 9.2.5 below, the *Automobile* that has set the fastest qualifying lap time will be on grid position 1, the *Automobile* that has set the second fastest qualifying lap time will be on grid position 2 and so on.

- 9.2.2 **Race 2:** Subject to the requirements of 9.2.5 below, the second fastest qualifying lap time of each *Automobile* will be used to determine the grid order.
- 9.2.3 **Race 3:** The finishing position in Race 1 of each *Automobile* will be used to determine the grid order.
- 9.2.4 **Race 4:** The finishing position in Race 2 of each *Automobile* will be used to determine the grid order.
- 9.2.5 For a Dual *Driver* entry:
- 9.2.5.1 The fastest qualifying lap time by the *Driver* nominated to start Race 1 will be used for their *Automobile* when determining the grid for Race 1.
- 9.2.5.2 The second fastest qualifying lap time by the *Driver* nominated to start Race 2 will be used for their *Automobile* when determining the grid for Race 2.
- 9.2.6 If 2 or more *Drivers* record equal fastest or second fastest lap times in qualifying, the first *Driver* to record the time will take precedence in regard to starting positions for the grid.
- 9.2.7 Each *Driver* must participate in the single qualifying session at each *Round*.
- S9.3 Grid Determination – Combined (2 x 25-minute plus 1 x 50-minute race)**
- 9.3.1 **Sprint Race 1:** Subject to the requirements of 9.3.4 below, the *Automobile* that has set the fastest qualifying lap time will be on grid position 1, the *Automobile* that has set the second fastest qualifying lap time will be on grid position 2 and so on.
- 9.3.2 **Sprint Race 2:** Subject to the requirements of 9.3.4 below, the second fastest qualifying lap time of each *Automobile* will be used to determine the grid order.
- 9.3.3 **Endurance Race:** Subject to the requirements of 9.3.4 below, the average of the fastest and second fastest qualifying lap time of each *Automobile* will be used to determine the grid order.
- 9.3.4 For a Dual *Driver* entry:
- 9.3.4.1 The fastest qualifying lap time by the *Driver* nominated to start Sprint Race 1 will be used for their *Automobile* when determining the grid for Sprint Race 1.
- 9.3.4.2 The fastest qualifying lap time by the *Driver* nominated to start Sprint Race 2 will be used for their *Automobile* when determining the grid for Sprint Race 2.
- 9.3.4.3 The average of the average of each *Driver's* fastest and second fastest qualifying lap time will be used for their *Automobile* when determining the grid for the Endurance Race.
- 9.3.5 If 2 or more *Drivers* record equal fastest or second fastest lap times in qualifying, the first *Driver* to record the time will take precedence in regard to starting positions for the grid.
- 9.3.6 Each *Driver* must participate in the single qualifying session at each *Round*.
- S9.4 Driver Qualification**
- 9.4.1 If a *Driver* fails to qualify (that is, has not participated in qualifying, or not set the required lap time in qualifying or had lap times in qualifying deleted as a penalty) and is permitted by the Stewards to compete, their *Automobile* will start each race at that *Round* from the rear of the grid. If there are multiple such *Drivers*, the *Automobile* of each *Driver* will be gridded in the order of the following conditions based on the performance of the *Driver* who failed to qualify, moving to the next condition if the first is not able to determine the order:
- 9.4.1.1 *Series* order
- 9.4.1.2 fastest lap time in the preceding practice session
- 9.4.1.3 as determined by the Stewards.
- S9.5 Grid Format**
- A "Non-Fill-up" grid will be used at each *Round*. That is, if one or more *Automobiles* do not make the published grid, then their spots will be left vacant. As rolling starts are used, *Drivers* must stay alongside the *Automobile* shown beside them on the grid sheet until the race *Start* signal is shown.

S10 START PROCEDURE

The *Start* procedure for each race will be as detailed in the *CRSR – Non-Championship Start – Rolling Start*.

S11 AWARDS AND POINTSCORE

S11.1 Prizes and Trophies

11.1.1 Prizes, trophies and awards will be as determined by the *CM* and will be advised to each *Competitor*.

11.1.2 A *Series* award will be presented by the *CM* to the winner of the:

11.1.2.1 2023 Radical Cup Australia

11.1.2.2 Radical Masters

11.1.2.3 Radical Rookie

11.1.2.4 Radical Pro

11.1.2.5 Radical Challenge

S11.2 Series Pointscore

11.2.1 Points will be awarded to each *Driver* based on their *Automobile*'s finishing position for each race as follows:

Finishing Position	Points	Finishing Position	Points	Finishing Position	Points
1 st	40	8 th	18	15 th	7
2 nd	35	9 th	16	16 th	6
3 rd	30	10 th	14	17 th	5
4 th	27	11 th	12	18 th	4
5 th	24	12 th	10	19 th	3
6 th	22	13 th	9	20 th	2
7 th	20	14 th	8	21 st & over	1

11.2.2 Points will only be awarded to each *Driver* of an *Automobile* classified as a finisher in the final results of each race.

11.2.3 In the case of a *Dual Driver* entry that has correctly nominated as a team, each *Driver* will be awarded the same number of points as per the table above for each race.

11.2.4 In addition to the above, 2 points will be awarded to the *Automobile* that achieves the fastest lap time in each *Qualifying* session at each *Round*.

11.2.5 In addition to the above, 1 point will be awarded to the *Automobile* that achieves the fastest lap time in each race of the *Series*.

11.2.6 The results for each *Round* will be determined by the number of points scored by each *Driver* at that *Round*.

11.2.7 If there is a tie at the end of any *Round*, the final positions for that *Round* will be determined by comparing the results of each of the tied *Drivers* in the final race of that *Round*. The higher place in the *Round* results will be awarded to the *Driver* with the higher finishing position in the final race.

11.2.8 The Winner of the 2023 Radical Cup Australia will be the *Driver/s* gaining the highest points total from all *Rounds*.

11.2.9 If there is a tie at the end of the *Series* in which each tied *Driver* was not paired together in the same Dual *Driver* entry for all *Rounds* final positions will be determined by comparing the race results achieved by each tied *Driver*, with the *Driver* with the highest number of first places being awarded the higher *Series* position. If at this stage a tie still exists, it will be resolved by comparing the number of second, third or fourth places (and so on) achieved by each tied *Driver* until all positions have been determined.

S11.3 Radical Masters

11.3.1 Each *Driver* who is 50 years of age or older on 1st January of the year of the *Series* will be eligible for the Radical Masters award.

11.3.2 Points will be awarded to each eligible *Driver* for their finishing position relative to each other Radical Masters *Driver* in each race as detailed in S11.2.

11.3.3 The winner of the Radical Masters will be the eligible *Driver* gaining the highest points total from all *Rounds*.

11.3.4 If there is a tie at the end of the *Series*, final positions will be determined as detailed in S11.2.

S11.4 Radical Rookie

11.4.1 Each *Driver* who satisfies the following criteria will be eligible for the Radical Rookie award:

11.4.1.1 Competed in less than 2 *Rounds* of the *Series* in any previous year (not including 2020 or 2021);
or

11.4.1.2 Not finished in a top 10 position in any *Round* of the *Series* in the previous year (2022).

11.4.2 Points will be awarded to each eligible *Driver* for their finishing position relative to each other Radical Rookie *Driver* in each race as detailed in S11.2.

11.4.3 The winner of the Radical Rookie award will be the eligible *Driver* gaining the highest points total from all *Rounds*.

11.4.4 If there is a tie at the end of the *Series*, final positions will be determined as detailed in S11.2.

S11.5 Radical Pro

11.5.1 Each *Driver* who is classified as PRO or ProAm will be eligible for the Radical Pro award.

11.5.2 Points will be awarded to each eligible *Driver* for their finishing position relative to each other Radical Pro *Driver* in each race as detailed in S11.2.

11.5.3 The winner of the Radical Pro award will be the eligible *Driver* gaining the highest points total from all *Rounds*.

11.5.4 If there is a tie at the end of the *Series*, final positions will be determined as detailed in S11.2.

S11.6 Radical Challenge

11.6.1 Each *Driver* who is classified as AM will be eligible for the Radical Challenge award.

11.6.2 Points will be awarded to each eligible *Driver* for their finishing position relative to each other Radical Challenge *Driver* in each race as detailed in S11.2.

11.6.3 The winner of the Radical Challenge award will be the eligible *Driver* gaining the highest points total from all *Rounds*.

11.6.4 If there is a tie at the end of the *Series*, final positions will be determined as detailed in S11.2.

S11.7 Penalty Points

Any loss of *Series* points imposed as a penalty must be deducted from the *Series* points total at the end of the *Series* prior to determining final positions for the *Series*. These points must also be deducted prior to determining final positions for any other award in connection with the *Series* (e.g. Radical Masters, Radical Rookie).

S12 EVENT OPERATIONS

S12.1 Registration and Entry

The *Series* will operate under the Motorsport Australia Series Registration and Entry Process. Series Registration and Entry Forms will be available from the *CM* with document checking being conducted by the *CM* and the Secretary of the Event prior to the first official *Track* session at each *Round*.

S12.2 Driver/Team Manager Briefings

- 12.2.1 Each *Driver* and Team Manager (i.e. an appropriately authorised representative of the *Competitor*, other than the *Driver*) must attend the compulsory Driver/Team Manager briefing.
- 12.2.2 The time and location of this briefing will be detailed in the *Supplementary Regulations* for the *Event*.
- 12.2.3 The attendance sheet must be signed by each *Driver* and each Team Manager to confirm attendance.
- 12.2.4 Other compulsory briefings may be convened as required and will be advised to each *Competitor* accordingly.

S12.3 Parc Fermé

- 12.3.1 Each *Automobile*, including those remaining in *Pit Lane*, must proceed directly to the designated *Parc Fermé* area via the most direct route (or as directed by an Official) at the conclusion of qualifying, without returning to pit or paddock areas and without interference from any third party (other than an Official).
- 12.3.2 Each *Automobile* must proceed directly to the designated *Parc Fermé* area via the most direct route (or as directed by an Official) at the conclusion of each race, without returning to pit or paddock areas and without interference from any third party (other than an Official).
- 12.3.3 An *Automobile* may not be removed from the *Parc Fermé* except with the express permission of the *TD* or Chief Scrutineer (or their nominee).
- 12.3.4 The following penalties will be imposed for an *Automobile* not entering *Parc Fermé* or for the removal of an *Automobile* from *Parc Fermé* without permission:
 - 12.3.4.1 Qualifying: *Disqualification* from qualifying
 - 12.3.4.2 Race: *Disqualification* from the relevant race
- 12.3.5 1 team member per *Automobile* may be permitted to enter the designated *Parc Fermé* area for the purpose of checking tyre pressures only. This will be permitted at the direction of the *TD* or the Chief Scrutineer only and the team member must leave the *Parc Fermé* area immediately once the tyre pressure check is completed.
- 12.3.6 Unless the memory card from their *Automobile's* in-car camera has already been requested by the *DSA*, 1 team member per *Automobile* may be permitted access by the *CM* to their own onboard footage under *Parc Fermé* conditions in order to assess the validity of a potential Request for Incident Review. The footage must not be erased from the memory card until advised by the *DSA*.

S12.4 Qualifying

- 12.4.1 The order in which each *Automobile* proceeds onto the *Track* at the commencement of each qualifying session will be determined by its fastest lap time achieved in the combined practice sessions at that *Round* with the *Automobile* which achieved the fastest lap time proceeding onto the *Track* first and so on.
- 12.4.2 If an *Automobile* is unable to proceed onto the *Track* in the order specified above, the *CM* may indicate to the next *Automobile* to take its place in the order.
- 12.4.3 During qualifying, an *Automobile* may not return to the paddock/garage area without the express permission of the *TD* or Chief Scrutineer (or their nominee). If an *Automobile* exits *Pit Lane* to the paddock/garage during qualifying it will be prohibited to re-join that session.

S12.5 Races

- 12.5.1 At the end of each timed race the chequered flag will be displayed to the leading *Automobile* the first time it crosses the *Control Line* on the *Track* after the race time has elapsed.
- 12.5.2 The starting time of a race will begin at the commencement of the formation lap.
- 12.5.3 For each *Round* in the case of a Dual *Driver* entry:
- 12.5.3.1 The *Driver* to start Race 1 must be nominated to the *CM* via the online form or in hard copy at least 30 minutes before the scheduled commencement of the qualifying session.
 - 12.5.3.2 The other *Driver* must start Race 2.
 - 12.5.3.3 For a Sprint *Round* (4 x 25-minute races), the *Driver* nominated to start Race 1 will be required to start Race 3 and the *Driver* nominated to start Race 2 will be required to Start Race 4.
 - 12.5.3.4 For a Combined *Round* (2 x 25-minute and 1 x 50-minute races), the *Driver* to start Race 3 must be nominated to the *CM* via the online form or in hard copy within 30 minutes of the completion of Race 2.
 - 12.5.3.5 Where there is a race with a compulsory timed pit stop, both *Drivers* must participate, and a *Driver* change must be performed during the CPS window.

S12.6 Pit Lane

- 12.6.1 Each pit crew member is required to sign a Pit Lane Indemnity Form prior to the first *Track* session and to display identification as and if required by the *Organiser*.
- 12.6.2 Each *Competitor* must appoint a Car Controller who will be responsible for the stopping of, and the safe release of the *Automobile* at all times whilst the *Automobile* is in *Pit Lane*. The Car Controller is prohibited to perform work of any kind on an *Automobile* during a pit stop.
- 12.6.3 The number of pit crew members permitted to work on each *Automobile* during a discretionary pit stop (DPS) is free except for a tyre change operation which is limited to 2 pit crew members not including the Car Controller.

S12.7 Removal of *Automobile* from the *Circuit*

Following the commencement of the first qualifying session, it is prohibited to remove any *Automobile* from the *Circuit* prior to the release of all *Automobiles* from the *Parc Fermé* established following the final race of that *Round* without the prior express written approval of the *TD*.

S12.8 Abandoned *Automobile*

- 12.8.1 If a *Driver* has to abandon an *Automobile* on the *Track* or its adjacent area, the *Driver* must ensure that the steering wheel is correctly re-fitted and that the *Automobile* is in neutral, or if not possible, that the diff unit is in neutral so that the *Automobile* may be pushed.
- 12.8.2 Failure to comply with the above requirement may result in a 5 grid place penalty being imposed for the next race in which that *Driver* takes part. The Stewards may impose an alternative penalty at their discretion.

S12.9 Race Management Channel (*RMC*)

- 12.9.1 The category management team will relay relevant information to teams during each *Track* session using *RMC*.
- 12.9.2 It is the *Competitor's* responsibility to assign 1 team member to monitor *RMC* during each *Track* session.
- 12.9.3 The radio channel for *RMC* must be set as "listen only" and broadcast by team members is prohibited.

12.9.4 RMC frequency will be Analog 507.300000 CDCSS 503.

S13 TYRES

13.1 Each *Automobile* must only be fitted with Giti dry tyres or Hankook wet tyres as supplied by Radical Cup Australia Pty Ltd (or a supplier nominated by the *CM*) at all times during an *Event*.

	Dry tyres		Wet tyres	
	Front	Rear	Front	Rear
Size	190/580 R15	265/600 R16	200/580 R15	265/610 R16
Compound	Giti GTR1 Slick	Giti GTR1 Slick	Z217	Z217

13.2 A maximum of 8 dry tyres (4 front & 4 rear) for each *Automobile* is permitted from the commencement of the first qualifying session for each *Round*.

13.3 30 minutes prior to the commencement of the first qualifying session at each *Round*, each *Competitor* must present each tyre for marking/scanning by the *TD* or Chief Scrutineer (or their nominee).

13.4 With the exception of “wet” treaded tyres used on a damp or wet track, these tyres are the only tyres permitted to be used on that *Automobile* during any qualifying session or race at that *Round*.

13.5 A replacement tyre will only be permitted if the *TD* is satisfied that due to exceptional circumstances, the nominated tyre in question can no longer be used.

13.6 If a *Competitor* is permitted to replace a nominated tyre, in addition to the maximum number permitted for the *Round*, the *Automobile* concerned will incur a loss of 5 *Series* points per tyre, irrespective of whether the tyre is used or not.

13.7 The use of any tyre heating, heat retention device or chemical treatment is prohibited.

13.8 The quantity of wet tyres permitted is free.

13.9 Each *Competitor* is responsible for ensuring that each tyre is marked as appropriate at all times. If each tyre is not marked for any reason, or the markings become ineligible, each *Competitor* must advise the *TD* or Chief Scrutineer (or their nominee) immediately.

13.10 With the exception of wear resulting from normal usage, each tyre must remain unmodified.

13.11 A tyre may only be cleaned by using manual tools.

13.12 If a *Competitor* is found to have been running on tyres that have not been nominated as required, the following penalties will apply:

13.12.1 During qualifying: *Disqualification* from qualifying

13.12.2 During a race: *Disqualification* from the relevant race

Please note: The *TD* will be the sole arbiter with regard to the interpretation and application of these tyre regulations and any decisions made by the *TD* in this regard will not be the subject of any protest or appeal.

S14 FUEL

14.1 For the duration of the *Event*, each *Competitor* must only use 98 octane premium unleaded fuel as supplied by the fuel supplier nominated by the *CM* (RaceFuels Pty Ltd).

14.2 A fuel log will be kept by the fuel supplier at each *Round*.

- 14.3 With the exception of ambient atmospheric air and the specified fuel detailed, no other substance may be added to the intake charge of the engine.

S15 IN-CAR CAMERAS

- 15.1 In-car cameras are mandatory and their installation must be approved by the Chief Scrutineer.
- 15.2 In-car video footage must be made available (and must be reviewable) to the *CM*, *DSA*, *TD* or Clerk of the Course (or their nominee) at any time upon request. If the footage cannot be viewed, then the *Driver* will be subject to a minimum penalty of loss of 5 *Series* points up to a maximum penalty of *Disqualification* from the relevant session being imposed by the Stewards.
- 15.3 Except as permitted in S12.3.6, only Radical Cup Australia *Series* staff may remove a memory card from an in-car camera once *Track* activity has commenced (qualifying or races) including while the *Automobile* is in *Parc Fermé*. If a memory card is removed by a team member or *Driver* during a *Track* session, including during a pit stop or *Parc Fermé*, without the permission of a *Series* staff member a penalty may be imposed.

S16 RAIN LIGHT

- 16.1 The fitment of a rain light on each *Automobile* in compliance with the Technical Appendix - Schedule C of the *Motorsport Australia Manual* is mandatory.
- 16.2 The rain light must be illuminated at all times whilst the *Automobile* is fitted with wet weather tyres and is being driven on the *Track* or as otherwise directed by Race Control.
- 16.3 A minimum penalty of the loss of 5 *Series* points up to a maximum penalty of *Disqualification* from the relevant session may be imposed by the Stewards for a breach of these rain light regulations.

S17 DATA LOGGING

Access to any data logged including *ECU* must be provided to the *CM*, *TD*, *DSA* or Clerk of the Course (or their nominee) at any time upon request. If the data cannot be viewed then the *Driver* will be subject to a minimum penalty of loss of 5 *Series* points up to a maximum penalty of *Disqualification* from the relevant session being imposed by the Stewards

S18 BALANCE OF PERFORMANCE (BoP)

- 18.1 An *Automobile* may be subject to a Balance of Performance (BoP) adjustment which may take the form of a change to any of the following:
- 18.1.1 *Automobile* weight – weight may be added to the actual weight of the *Automobile* as measured by the *TD* at the *Event*;
- 18.1.2 Minimum ride height;
- 18.2 Any application of BoP will be advised by the *TD* and will be covered by a Technical Bulletin.
- 18.3 The *TD* reserves the right to apply a BoP adjustment/s up to 2 hours prior to the commencement of each race.

S19 AUTOMOBILE MARKINGS

S19.1 Automobile Markings

- 19.1.1 In addition to the requirements detailed below, each *Automobile* must comply with the Technical Appendix - Schedule K of the *Motorsport Australia Manual*.
- 19.1.2 Each *Automobile* must display the *Series* markings as supplied by the *CM* in accordance with Attachment B of these regulations at all times during each *Round*.

S19.2 Competition Numbers

The allocation of a competition number for each *Automobile* is solely the responsibility of the *CM*, which will maintain a register of all competition numbers allocated to, or reserved for, any *Automobile*.

S19.3 Garage Name Plates

- 19.3.1 Garage Name Plates, supplied by the *CM*, must not be modified and must be displayed above the pit or paddock garage entrance door for the duration of the *Event*.
- 19.3.2 It is the responsibility of the *Competitor* to properly and safely secure the plate for their *Automobile* in the location advised by the *CM* at all times.
- 19.3.3 Each plate will remain the property of Radical Cup Australia Pty Ltd at all times.
- 19.3.4 Damage or loss of the plate for their *Automobile* will incur a fee from the *CM* to the *Competitor* of \$200.

S20 COMPULSORY PIT STOPS (CPS)

S20.1 General

- 20.1.1 Each *Automobile* is required to complete 1 *CPS* in each race of the *Series* with a scheduled time greater than 25 minutes.
- 20.1.2 The minimum *CPS* time will be 55 seconds plus the *Pit Lane* transit time and will be confirmed by Bulletin at the *Round*.
- 20.1.3 The *CPS* window will open 15 minutes after the commencement of each race, and close after 35 minutes of each race has been completed. If the race time is altered for any reason prior to the race start, the pit window may be adjusted, and if so, will be opened at 30% of the race time and closed at 70% of the race time, calculated to the nearest minute.
- 20.1.4 A board will be shown, and a siren sounded when the *CPS* window opens and closes.
- 20.1.5 After the *CPS* window is opened, each *Automobile* must cross the *Control Line* on the *Track* proper before entering the *Pit Lane* to commence a *CPS*.
- 20.1.6 Each *Automobile* must cross the designated timing loop at the *Pit Lane* entry prior to 35 minutes of the race being completed (or the revised pit close time if the race duration has been varied) to be able to conduct the *CPS*.
- 20.1.7 For the purpose of determining the *CPS* window opening and closing, the commencement of a race will be the commencement of the formation lap.
- 20.1.8 An *Automobile* will be deemed to have commenced a *CPS* when the *Automobile* triggers the designated timing loop at the *Pit Lane* entry.
- 20.1.9 An *Automobile* will be deemed to have completed a *CPS* when the *Automobile* triggers the designated timing loop at the *Pit Lane* exit.

- 20.1.10 The *CPS* may not be conducted during a Safety Car period that occurs within the *CPS* window. However, if an *Automobile* has crossed the designated timing loop at *Pit Lane* entry prior to the yellow flag and SC board being displayed at the flag point immediately prior to the *Pit Lane* entry then the *CPS* may be completed.
- 20.1.11 At the end of a Safety Car period, each *Driver* may pit only after crossing the *Control Line* on the *Track* after the Safety Car restart.
- 20.1.12 If the Safety Car is in operation when the *CPS* window closes, any *Driver* who has not commenced the *CPS* must do so within the next 2 laps after the Safety Car restart to avoid penalty.
- 20.1.13 A Discretionary Pit Stop to change tyres or carry out other work on an *Automobile* may be conducted at any time.
- 20.1.14 The format of each *CPS* will be as follows:
- 20.1.14.1 Each *Automobile* must come to a complete stop in its allocated pit bay prior to the engine being switched off.
 - 20.1.14.2 The safety harness must remain fastened until the *Automobile* has come to a complete stop and the engine is switched off and must be re-fastened before the engine is re-started. Failure to comply will result in the *Driver* being reported to the Stewards.
 - 20.1.14.3 A maximum of 2 pit crew members (not including the Car Controller) are permitted to attend the *Automobile* during the *CPS*. Should a *Driver* change be performed during a pit stop, the in-coming and out-going *Drivers* will not be deemed a pit crew member and each *Driver* is prohibited to perform work of any kind on the *Automobile* during the *CPS*, however, the *Drivers* may assist each other to exit and enter the *Automobile*.
 - 20.1.14.4 If a *Driver* change is performed, it is permitted to use a driver assistant who will not be deemed part of the 2 pit crew and is prohibited to perform any work on the *Automobile*.
 - 20.1.14.5 All crew, except the Car Controller, and equipment must remain behind the prescribed control line until the *Automobile* has come to a complete stop in its pit bay.
 - 20.1.14.6 Work may be carried out on the *Automobile*, however, the front or rear *Bodywork* must not be removed.
 - 20.1.14.7 Tyre changing is permitted during the *CPS* but only after the *Automobile* has been stationary for 60 seconds. A maximum of 2 pit crew members (not including the Car Controller) are permitted. A safety clip must be installed on each changed wheel before the *Automobile* leaves its pit bay. A penalty time of 60 seconds added to race time will be imposed if any safety clip is not installed.
 - 20.1.14.8 For a single *Driver* entry, the *Driver* may remain seated in the *Automobile* for the duration of the *CPS*.
 - 20.1.14.9 Each *Automobile* must remain stationary in its pit bay for a minimum time of 55 seconds.
 - 20.1.14.10 The engine must remain switched off for a minimum of 40 seconds.
 - 20.1.14.11 The Car Controller of each *Automobile* will be responsible for monitoring the time constraints of the *CPS*.
 - 20.1.14.12 All crew, except the Car Controller, and equipment must return behind the prescribed control line before the *Automobile* can leave its pit bay.
- 20.1.15 Penalties for breach of the *CPS* rules will apply as follows:
- 20.1.15.1 *CPS* time recorded is less than the minimum *CPS* time required – Pit Lane Drive Through.

- 20.1.15.2 Stationary in pit bay for less than the minimum time specified in Article S20.1.14.9 – 5 seconds added to race time for each second, or part thereof, under the minimum time specified.
 - 20.1.15.3 Engine not switched off for a minimum 40 seconds – 10 seconds added to race time.
 - 20.1.15.4 Removal of front or rear *Bodywork* – 60 seconds added to race time.
 - 20.1.15.5 *Control Line* not crossed once (after pit window opens) before entering pits for *CPS* – Pit Lane Drive Through.
 - 20.1.15.6 More than 2 pit crew attending, or pit crew not behind prescribed control line at *Automobile* arrival/departure – Pit Lane Drive Through.
 - 20.1.15.7 *CPS* not conducted– *Disqualification* from results for that race. However, if the race is stopped by display of the red flag and not recommenced, 60 seconds plus the minimum stationary time specified in Article S20.1.14.9 will be added to the race time of any *Automobile* that has not conducted the *CPS*.
 - 20.1.15.8 *CPS* not commenced during the *CPS* window – 60 seconds added to the race time.
- 20.1.16 The *CPS* may not be conducted whilst an *Automobile* is serving a pit lane penalty.

Note: It is each *Driver's* responsibility to be familiar with the location of the designated timing loops and the *Control Line* at each *Track*.

S20.2 Maximum Driving Time (PRO Drivers)

The driving time for each PRO *Driver* is prohibited to exceed 40 percent of the race duration during any race that requires a *Driver* change. For each lap that a PRO *Driver* commences after they have exceeded 40 percent of the race duration, 15 seconds will be added to the race time for their *Automobile*. However, if a Safety Car period leads to the PRO *Driver* staying out and exceeding that time, then they may stay out without penalty, but must pit on the lap following that on which the Safety Car enters *Pit Lane*. i.e. they must pass the *Control Line* on the *Track* only once at the restart.

Note: The driving time for the first stint is measured from the commencement of the formation lap until the *Automobile* triggers the designated timing loop at the *Pit Lane* entry prior to a *Driver* change. The driving time for the following stint is measured from when the *Automobile* triggers the designated timing loop at the *Pit Lane* exit after a *Driver* change until the scheduled race time expires.

S21 SEALING OF AUTOMOTIVE COMPONENTS

- 21.1 Any *Seal* affixed to the *Automobile* or engine by Radical Sportscars must be in place at all times during an *Event*.
- 21.2 No *Seal* may be removed without the prior permission of the *TD* or Chief Scrutineer (or their nominee)
- 21.3 Where a sealed component has been deemed to be ineligible by the Stewards, they may, at their discretion, impose a penalty of *Disqualification* of the *Automobile* from the results of all previous *Rounds* in which the sealed component was identified as having been used on that *Automobile*.

S22 COMPETITOR/DRIVER CONDUCT

- 22.1 It is the *Competitor's* responsibility to ensure that each *Driver* and associated team member comply with all *Rules* and conduct themselves in a responsible manner at all times. Failure to do so may result in the *Competitor* being referred to the Stewards with a recommendation of *Disqualification* from the *Event*.

- 22.2 For a *Competitor* or *Driver* to raise an issue arising from a session or race, they must complete a “Request for Investigation” form as distributed by the CM and submit it to the CA or DSA within 30 minutes of the end of that session or race.
- 22.3 Any *Driver* who is subject to a judicial procedure may not leave the *Circuit* except under *Force Majeure* (e.g. hospitalisation) until the race results have become final. If a *Driver* wishes to leave the *Circuit* sooner they must receive permission from the Clerk of the Course in which case any judicial action may be taken in the *Driver’s* absence and communicated to them.
- 22.4 Within 3 days of the completion of each *Round*, the DSA will produce a report documenting the status of all investigations conducted at that *Round*.



ATTACHMENT A

2023 RADICAL CUP AUSTRALIA NOMINATION FORM








Date	
Event	
Team	
Car #	

Driver Nominated	Session	Signature
	RACE 1 STARTER	
	RACE 2 STARTER	
	RACE 3 STARTER	

ATTACHMENT B

RESERVED SIGNAGE

Top Bi Plane	120 mm x 1600 mm	
Top Roll Bar	75 mm x 500 mm (curved)	
Side Pod	300 mm x 300 mm	
	(must include 250 mm x 80 mm Royal Purple, Workhorse and Race for a Cure logos)	
Side of Nose	100 mm x 200 mm x 2	
Passenger Side Dash	150 mm x 50 mm (approx)	

Notes:

Side Number Panel	315 mm x 315 mm
Front Number Panel	285 mm x 340 mm
All Competition Numbers	105 mm x 175 mm

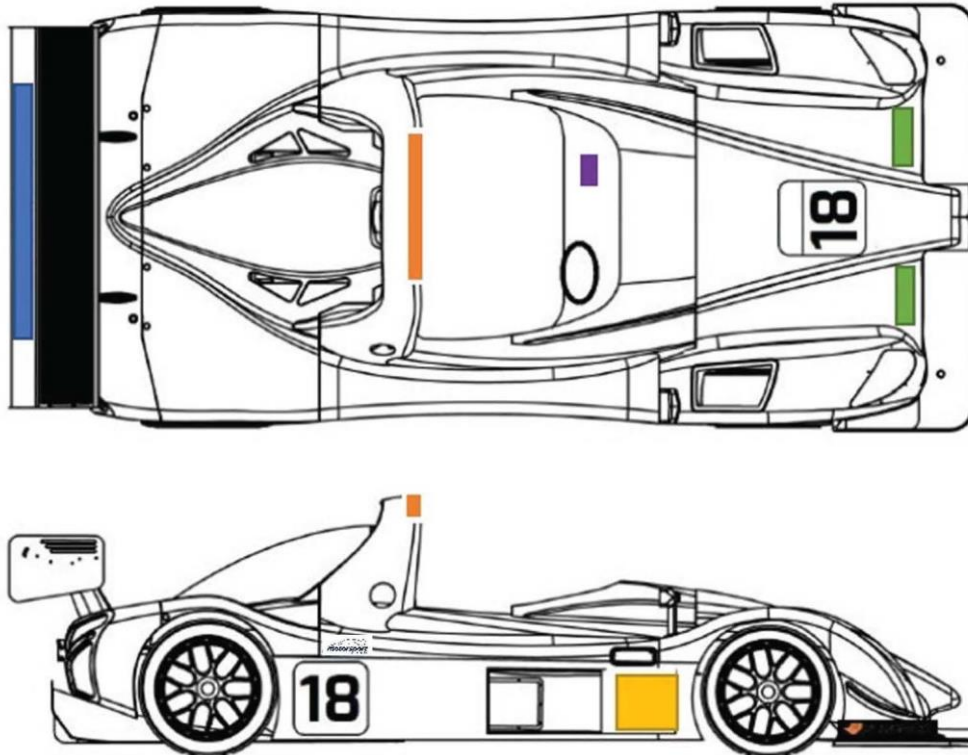
Nose:

Competition Number

Rear Wing

Bi-plane flap must be coloured white.

Centrally mounted RCA Series Logo 120 mm x 1700 mm



2023 Radical Cup Australia

Technical Regulations

T1 PREAMBLE

- 1.1 In addition to these Technical Regulations each *Automobile* must conform to the requirements of the Technical Appendix in the *Motorsport Australia Manual*.
- 1.2 The requirements of these Technical Regulations apply to each *Automobile* competing in the 2023 Radical Cup Australia. The *Series* is for Radical SR3 *Automobiles* as supplied by an authorised Australian dealer of Radical Sportscars or privately imported *Automobiles* as approved by the *CM*. If an *Automobile* is privately imported, the *Automobile* must be confirmed as compliant with Radical Sportscars build specification and these Technical Regulations prior to any *Entry* form being accepted.
- 1.3 Unless expressly permitted in these regulations, modification to the standard mechanical and *Bodywork* specification of the *Automobile*, as defined by the *CM* is strictly prohibited. If in doubt as to meeting the specification, an enquiry must be made to the RCA Technical Committee (addressed to the RCA Administrator) using the form shown in Attachment C of these regulations, either online or in hard copy. If changes are made and found to be unauthorised, then the *Automobile* may not be permitted to run until those changes are rectified.
- 1.4 It must be clearly understood that if the following text does not clearly state that a technical parameter or specification may be changed, the principle is that it cannot be.
- 1.5 Each Radical model is manufactured to an identical specification (save for options). In the interests of fairness and safety a *Competitor* may not depart from this specification under any circumstances unless specified in these regulations.
- 1.6 Whilst a Technical Delegate (*TD*) is empowered to check any competing *Automobile* for compliance and is provided with the data to determine the eligibility of each *Automobile*, the onus of responsibility for the eligibility of any *Automobile* competing in the *Series* rests with the *Competitor*. If there is a dispute concerning the compliance of an *Automobile* with these regulations the onus is on the *Competitor* to satisfy the *CM* with regards to such compliance and not the *CM* to prove non-compliance.
- 1.7 Where costs are incurred as a result of an eligibility check as may be reasonably requested by either the *TD* or *CM* these will be borne by the *Competitor*.
- 1.8 As a method of control, any component may be removed from an *Automobile* by the *TD* and exchanged for a similar component supplied by the *CM*. The *Competitor* is responsible for the condition of any exchanged component and may return the component at the completion of a race.
- 1.9 The *CM* reserves the right to make changes to these technical regulations at any time, subject to the prior approval of *Motorsport Australia*, in the interests of safety, fairness and cost containment.

T2 ELIGIBILITY

T2.1 Eligible Models

2.1.1 The following models of Radical SR3 are eligible for competition in the 2023 Radical Cup Australia:

- 2.1.1.1 1300 cc SR3
- 2.1.1.2 1340 cc SR3
- 2.1.1.3 1340 cc SR3 Cup car
- 2.1.1.4 1500 cc SR3
- 2.1.1.5 1500 cc SR3 RS
- 2.1.1.6 1500 cc SR3 Cup Car
- 2.1.1.7 1500 cc SR3 RSX 2015 Spec
- 2.1.1.8 1500 cc SR3 RSX 2017 Spec
- 2.1.1.9 1500 cc SR3 RSX 2018 Triple Crown Spec
- 2.1.1.10 1500 cc SR3 RSX 2019 Spec
- 2.1.1.11 1500 cc SR3 RSX 2020 Spec
- 2.1.1.12 1500 cc SR3 XX 2021 Spec
- 2.1.1.13 1500 cc SR3 XX 2022 Spec
- 2.1.1.14 1500 cc SR3 XXR 2023 Spec

T2.2 Parts Supply

Unless specifically stated otherwise in these regulations, all parts specified in these regulations must be supplied by Radical Australia East or Radical Australia West as per the dealer's registered territory and fitted in their original position and as supplied.

T2.3 Racing Weight

- 2.3.1 The minimum *Racing Weight* of each *Automobile* (including the *Driver* wearing all normal racing apparel including helmet) is 720 kg.
- 2.3.2 The minimum *Racing Weight* of an *Automobile* with a *Dual Driver* entry must be achieved regardless of which *Driver* is in the *Automobile*.
- 2.3.3 The penalty imposed for an *Automobile* that is found to be less than the minimum *Racing Weight* at the conclusion of any session (Practice, Qualifying or Race) will be *Disqualification* from the relevant session.

T3 CHASSIS

- 3.1 Each *Automobile* must be fitted with the frontal protection (impact absorbing) structure to FIA Article 277 as supplied by Radical Sportscars.
- 3.2 The fitting of forward-facing roll-bar stays is mandatory. They must be equipped with safety cage padding in accordance with Technical Appendix - Schedule J of the *Motorsport Australia Manual*.
- 3.3 *Chassis* repair work must be carried out by a Radical Cup Australia approved chassis repairer.

T4 ENGINE

T4.1 Eligible Engines

- 4.1.1 Each specification of engine may only be installed in a model type with which it was available new from the factory. It is prohibited to compete in a model without a correct specification engine.
- 4.1.2 Each *Automobile* must only be fitted with one of the following engines:
 - 4.1.2.1 RPE Suzuki 1500 cc long-stroke K8
 - 4.1.2.2 RPE Suzuki 1500 cc short-stroke K8
 - 4.1.2.3 RPE Suzuki 1500 cc K8
 - 4.1.2.4 RPE Suzuki 1500 cc K7
 - 4.1.2.5 RPE Suzuki 1340 cc K8
 - 4.1.2.6 RPE Suzuki 1300 cc K7
- 4.1.3 Unless dispensation has been allowed by the *CM*, the engine fitted to each *Automobile* must be built, sealed and certified to comply with category build specs by Radical Performance Engines UK (RPE).

T4.2 Engine Rebuilds

- 4.2.1 Any engine repair or rebuild must be undertaken by RPE and must be presented with RPE *Seal/s* intact to be eligible.
- 4.2.2 Any *Competitor* whose *Automobile* is not fitted with an RPE built engine must apply to the *CM* for permission to compete at any *Round*.
- 4.2.3 If an engine presents at a *Round* with no *Seal/s*, a declaration must be signed by the *Competitor* stating that the engine complies with RPE build specs and Radical Cup Australia regulations. The *TD* will affix *Seal/s* to this engine and when the next engine repair or rebuild takes place, a technical examination will be conducted.

T4.3 Engine Power Output Testing

Testing, by rolling dynamometer, to establish the power output of an *Automobile* may be required to be carried out (at the *Competitor's* expense) by an independent operator nominated by the *CM*.

T4.4 Electronic Engine Control Unit (*ECU*)

- 4.4.1 Reprogramming of the *ECU* is prohibited by a *Competitor*. Only RPE staff may program an *ECU* with the authorised Radical dealer.
- 4.4.2 The *TD* may randomly re-allocate the *ECU* of any *Automobile* at any time.
- 4.4.3 Heat shielding of the *ECU* is permitted but must not restrict removal of the *ECU*.
- 4.4.4 *ECU* maps must comply with current Radical Specifications. Any *Automobile* entered for a *Round* must install control software or firmware updates at the request of RCA *Series* staff.

T5 TRANSMISSION AND FINAL DRIVE

T5.1 Transmission

- 5.1.1 An aftermarket up-changing gear cut is permitted as long as it is fitted to a manual gearstick change, is fully controlled by the standard *ECU*, and no modifications are made to the standard wiring loom.
- 5.1.2 The reverse drive system must be operational by the *Driver* when seated in the driving position.

T5.2 Final Drive

5.2.1 The final drive ratio will be as follows:

5.2.1.1 *Rounds 1, 2 and 5* – 3.071:1

5.2.1.2 *Rounds 3 and 4* – 2.917:1

T6 SUSPENSION

T6.1 General

The fitting of front anti-roll bars and rear anti-roll bars (Nik-links), supplied by Radical Sportscars, is permitted. If fitted, they may be disconnected and left installed in the *Automobile*.

T6.2 Shock absorbers

6.2.1 Each *Automobile* must be fitted with either AVO or INTRAX shock absorbers supplied by *RAE* or *RAW* or as approved by Radical Cup Australia.

6.2.2 Coil spring rates are free, save that they must be the specific springs supplied by Radical Sportscars or *RAE* or *RAW*. Aftermarket and non-compliant springs are prohibited.

T6.3 Ground Clearance

6.3.1 The minimum ground clearance of the ready-to-drive *Automobile* (with the *Driver* in the *Automobile*) must be not less than the specified dimensions.

6.3.2 For the duration of the *Event*, the ground clearance of the *Bodywork* and/or any suspended part of the *Automobile* must be a minimum of 40 mm.

T7 BRAKES

7.1 The fitting of vented 260 mm diameter discs or 280 mm floating vented discs as supplied by Radical Sportscars is permitted.

7.2 Brake pad material must only be PFC01 “Standard” or DTC70 “Option” supplied by Radical Sportscars or *RAE* or *RAW* or as approved by Radical Cup Australia.

7.3 Brake fluid is free – High specification is strongly recommended.

T8 COCKPIT

8.1 The steering wheel is free.

8.2 The safety harness is free but must comply with Technical Appendix - Schedule I of the *Motorsport Australia Manual*.

T9 WHEELS

Each *Automobile* must be fitted with Radical cast *Wheels* or three-piece *Wheels* as supplied by Radical Sportscars.

T10 BODYWORK

- 10.1 The fitting of an aerodynamic device manufactured by Radical Sportscars for the particular model and listed on the Radical SR3 International order form (2010 or later) is permitted.
- 10.2 Heat shielding of the *Bodywork* adjacent to the exhaust system inside the engine compartment is permitted but must be easily removable for inspection.

T11 ENGINE AND DIFFERENTIAL FLUIDS

- 11.1 For the duration of each *Event*, each *Competitor* must use only the following fluids as supplied by the *CM*:
 - 11.1.1 Engine Oil: *Round 1*: Motul 300V 15W-50 or Royal Purple HPS 20W-50.
Round 2 to 5: Royal Purple HPS 20W-50
 - 11.1.2 Gear Oil: *Round 1*: Motul Gear Competition 75W-140 or Royal Purple Max gear 75W-90.
Round 2 to 5: Royal Purple Max gear 75W-90

T12 COOLING SYSTEM

- 12.1 The oil and water radiators as supplied as standard by Radical Sportscars must be retained.
- 12.2 It is permitted to blank off the radiators to control the fluid temperature.
- 12.3 Pre-heating of oil and water is permitted.

T13 EXHAUST SYSTEM

- 13.1 The exhaust system, including silencer, must be standard as supplied by Radical Sportscars.
- 13.2 Exhaust wrapping is prohibited.
- 13.3 Ceramic or paint coating of the exhaust is permitted.

T14 FUEL SYSTEM

- 14.1 Each *Automobile* must be fitted with a Radical Fuel testing "T" piece plus a Radical dry break valve in the fuel line either before or after the fuel rail.
- 14.2 Heat shielding of any fuel line, wiring loom and wire is permitted but must be easily removable for inspection.

T15 TIMING TRANSMITTER

- 15.1 Each *Automobile* must be fitted with a timing transmitter (Dorian or MyLaps depending on the *Event*) which must be located such that the leading edge (short side) of the transmitter is a minimum of 300 mm behind the leading edge of the *Bodywork*.
- 15.2 Each *Driver* in a Dual *Driver* entry will be required to purchase/hire and fit a Dorian DATA-1 Automatic Driver ID System. It is the *Competitor's* responsibility to ensure that these are used correctly and that the *Driver* in the *Automobile* is shown correctly on the timing screens for every session during each *Round*.

- 15.3 To ensure that the correct *Driver* is shown at all times, the Driver identifying chip must not be changed before the *Automobile* is stationary and must be correctly changed before the *Automobile* crosses the pit exit timing loop.

T16 DATA LOGGING

The fitting of data loggers approved by Radical Sportscars plus associated sensors and wiring is permitted.



ATTACHMENT C

TECHNICAL REQUEST FORM



RCA TECHNICAL MODIFICATION REQUEST FORM

REQUEST DETAILS	
Request Date:	Requestor:
Radical Car Type:	
Details About Modifications	
Attached Documentation	

RADICAL OFFICE USE ONLY	
RECEIVED BY:	
DATE RECEIVED:	
TMR NUMBER:	



ATTACHMENT D

DEFINITIONS

CA: Category Administrator for the *Series* appointed by the *CM*

CM: Category Manager for the *Series* appointed by *Motorsport Australia*

CPS: Compulsory Pit Stop

CRSR: Circuit Race Standing Regulations published by *Motorsport Australia*

DSA: Driving Standards Advisor for the *Series* appointed by *Motorsport Australia*

ECU: Electronic Engine Control Unit

RAE: Radical Australia East

RAW: Radical Australia West

Round: A round of the *Series*

RMC: Race Management Channel

Series: The 2023 Radical Cup Australia

TD: Technical Delegate for the *Series* appointed by *Motorsport Australia*