



RADICAL IBERIA
WITH SPV RACING

2021-2022 SPORTING & TECHNICAL REGULATIONS



RADICAL



SPORTING REGULATIONS

Article 1. RACE ORGANISING

- 1.1 Racing Motor 26 and SPV Racing organized International Cup & Nevada Cup 2021-2022 for Radical.
- 1.2 International Cup & Nevada Cup 2021-2022 is a series of meetings only for Radical brand vehicles.
- 1.3 Models accepted: SR1, SR3, SR8, SR10, and RXC.

Article 2. OBLIGATIONS.

- 2.1 The competitors will be responsible for ensuring that the team members respect the applicable regulations in the competition regulations.
- 2.2 Competitors must ensure that their vehicles meet the conditions of conformity and safety throughout the duration of the training sessions and the race.

Article 3. REGISTRATION.

- 3.1 Registrations and registration period will be carried out in accordance with SPV Racing:
 - Raúl García (Radical Iberia - SPV Racing CEO): +34 647 90 59 78 [mailto: raul@spvracing.com](mailto:raul@spvracing.com)
 - Adrián Osuna (Racing Motor 26 CEO): +34 634 16 92 85 [mailto: racingmotor26@gmail.com](mailto:racingmotor26@gmail.com)
- 3.2 The registration fees are set by the organizer SPV Racing.
- 3.3 By registering, both the competitor and any person related to and affected by the participation in the contest, acknowledge that they have read, understood and accepted the rules.
- 3.4 Can register in the meeting drivers with a national license from the country where the meeting is organized, national license of the country of origin or with FIA International License (IA, IB, IC, ICH, ID and IDH). Drivers in possession of licenses issued by other national federations recognized by the FIA may participate as long as they are valid in their country.

Article 4. CALENDAR.

4 – 5 December 2021 Portimao, Portugal

The organisers reserve the right to amend the published list of dates and rounds.

In the event of the Force Majeure, the championship organisers reserve the right to reduce the total number of championship rounds.

Article 5. COMPETITION NUMBERS

- 5.1 The assigned number will be for the entire cup, whose participant may set it permanently.
- 5.2 Participants, in their registration form, can request the competition number that is similar to the one they are using in other competitions. The organizer will study the possibility of assigning this number.

Article 6. INSTRUCTIONS.

- 6.1 Stewards can give instructions to competitors by means of communiqués. These instructions must be distributed to all competitors and in any case posted on the official notice board.
- 6.2 All classifications and results of training and races, as well as all decisions of the test officials, as agreed

by them, will be posted on the organizer's notice board.

6.3 Any decision or communication from the Stewards and Technicians or the Clerk of the Course, which affects a specific competitor, will also be communicated in writing to the same.

6.4 Competitors or their representatives must be reachable throughout the duration of the event.

6.5 These official instructions will be transmitted to the drivers using the flags and signals provided.

6.6 Drive Through and Stop & Go Penalty:

Penalties will be applied to the Pit Stop time or to the final result of the race.

If one of these penalties must be applied during the last 2 laps or at the end of the race, the seconds indicated will be added to the total time in the race of the affected driver:

1) Drive Through 25 seconds

2) Stop & Go 35 seconds (25 + 10)

Article 7. PENALTIES.

7.1 It will be up to the Stewards to determine if there has been an "incident", as well as which drivers are involved and if they should be penalized.

7.2 If the Stewards investigate an "incident", they must inform the team or teams involved by means of a message posted on the timing monitors (provided that the circuit facilities allow it).

7.3 If a rider is involved in a collision or in an "incident" and has been informed by the Stewards of said circumstance within 30 minutes of the end of the race, he must not leave the circuit without the prior agreement of the aforementioned officials.

7.4 The Stewards may apply to any driver involved in an "incident", one of the following sanctions:

- Admonition.
- Time penalty
- Loss of positions on the starting grid.
- Penalty with one turn.
- Exclusion.

7.5 As a general rule and as a guide for the action of Stewards, infractions committed in official training sessions will entail the cancellation of as many times as deemed appropriate or the loss of positions on the starting grid, and may lead to disqualification in those cases of singularity. seriousness, in the opinion of the stewards.

Exceeding Track Limits:

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

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

These may include but are not limited to cancelling all the drivers times and start from back of grid. Continual disregard of flag signals, the Clerk of Course may disqualify the driver or consider other penalties

7.6 Penalties in time:

If the Stewards decide to impose a penalty in immediate time (drive through or stop & go), the following procedure will be applied:

From the moment the decision is communicated through the timing monitors, and / or at the Race Direction signaling post or from the moment the team manager receives written notification in the event that it cannot be shown by the monitors, the driver subject to the penalty must not cover more than two full laps before entering the Pit lane.

Definitions:

- Passing through Pit Lane (Drive Through): Access the Pit Lane, go through it in its entirety without stops, respecting the maximum speed and rejoin the track.
- Stop at the Pit Lane (Stop & Go): Access the Pit Lane respecting the maximum speed to go to the penalty area, where the driver will completely stop his vehicle in the place where it is shown with a red circular panel with the word "Stop" written in white.

From the moment the vehicle is stopped, the officer in charge will begin the countdown of the penalty imposed, at the end of which he will authorize the driver of the vehicle to resume driving by replacing the red circular panel with a green one with the word "Go" written in white.

- Pit-lane stop (stop & go): 10 seconds will be taken as a base to which the seconds deemed appropriate will be added.

7.7 Those drivers who make more than one change of direction on the track to avoid being overtaken by another driver will be sanctioned, at least, with a time penalty of 5 seconds that will be added to the total time of the race made by said driver, being able to reach disqualification based on the specific conditions of the fact that is judged or for eventual recurrences.

7.8 Repetition of penalties, or evidence of a lack of mastery or control of the vehicle (for example, a departure from track) may go up to the exclusion of the race of the drivers in question in the opinion of the Stewards. The track may only be used by drivers who are authorized to take part in the session scheduled at that time.

7.9 Yellow flags displayed at the signaling posts indicate the existence of a hazard of any kind on or near the runway. Drivers must slow down and be prepared to change direction and even stop. Overtaking as well as improving times are prohibited under these circumstances.

Any infraction of this rule during the training sessions of a meeting will be penalized.

7.10 The decisions made by the Stewards regarding the cancellation of times for not respecting one or more yellow flags will follow the procedure established in the Sports Regulations.

Any infraction of this rule during the race in a meeting will be penalized.

17.25 Unsportsmanlike Driving:

In the event that a participant gains an advantage in an incident, if he gives up the advantage obtained over the other participant involved in the incident and both continue, he will not be penalized.

Article 8. ADMINISTRATIVE CHECKS AND SCRUTINEERING.

8.1 Scrutineering will be carried out at the times and places indicated.

8.2 The competitor and / or his representative must be reachable and available to the Stewards during the time established for scrutineering.

8.3 Competitors who have not passed the scrutineering will not be allowed to take part in training or race, unless they have been authorized by the Stewards.

8.4 The Race and / or Competition Director may request from the Stewards a request to submit any driver to a medical examination during the course of the meeting. Stewards can:

- Have the conformity conditions of a vehicle or a competitor verified before, during and / or after training and the race.
- Require that a vehicle be dismantled by the competitor during scrutineering to ensure that the acceptance or conformity conditions are fully respected.
- Request a competitor to provide the part they may deem necessary.
- Not authorize the exit to any vehicle for security reasons.

8.5 Not presenting himself to the scrutineers in any of the above situations will be sanctioned.

8.6 Any vehicle that, after having passed the technical verification, has been disassembled or modified in such a way that it may affect its safety or question its conformity or that has been involved in an accident with similar consequences, must be presented to the scrutineers for their check, being available to them, who will indicate to the Stewards or the Clerk of the Course, the conformity or not of the vehicle.

8.7 The Race and / or Competition Director may require the Stewards to request check of any vehicle that has been involved in an accident.

8.8 All vehicles may be checked during official timed practice in relation to their weight.

Article 9. WEIGHT CHECK. PROCEDURE.

9.1 During the entire meeting, the minimum weight of the vehicle must be respected.

9.2 The official scale will be that of the organizer and this will be the only one, whose measurements will be considered valid, being unappealable.

9.3 A weight tolerance of 4 kg is allowed. The weigh-in will take place under the control of the Technical Stewards, with the engine off.

9.4 No vehicle may leave the weighing area without the express consent of the officials, who will do everything possible so that the procedures described above are carried out as soon as possible.

9.5 If there is an irregularity in the weight, the scrutineers will give in writing to the driver, once the operation

is finished, the result of said weighing, the time and date on which it takes place.

Article 10. BRIEFING.

10.1 In each test a briefing must be carried out. All drivers of vehicles admitted to participate in the test must be present throughout the briefing and sign the attendance sheet.

10.2 Competitors are responsible for whether or not their drivers will attend the briefing.

10.3 The Clerk of the Course and / or the Competition Director will be responsible for carrying it out.

Article 11. NUMBERS.

11.1 Each vehicle will have the number on the front in orange and a measure of 20x20cm.

11.2 On the sides of the vehicle, the numbers will be placed with the number in fluorescent yellow on a black background measuring 15x15cm.

Article 12. MEETING DURATION.

12.1 Each meeting will be composed of two days:

- Saturday: free practice trackday.
- Sunday: free training, qualification of 25 minutes and two races of 40 minutes each, with a mandatory stop that is detailed in article 14.

Article 13. GRID.

13.1 For the purposes of setting grid positions for the race/s, the best time records in qualifying will form the grid position for Race 1. The second fastest qualifying lap will set the grids for Race 2.

13.2 In the event of a tie in times, priority will be given to the one who obtained it first.

13.3 Once the grid is published, the positions that are left free for any reason cannot be filled by another participant. Any participant who withdraws from the meeting without previously notifying his decision to do so to the clerk of the course will be sanctioned.

13.4 Once the grid is published, it cannot be modified except for force majeure, with due publicity.

13.5 Access to the grid will end five (5) minutes before the scheduled time for the start of the training lap of the race (green flag).

13.6 Any vehicle that at this time has not accessed the grid, will no longer be authorized to do so, and will start from the pit-lane.

Article 14. START PROCEDURE.

ROLLING START: Once the vehicle has been placed in its proper place in the pit lane, the engine must be switched off before starting the Exit procedure.

The grid will be formed and then the vehicles will leave in parallel accompanied by the Safety Car. Upon arrival at the Pit Lane entrance, the Safety Car will leave and the vehicles will continue in parallel until the traffic light goes out, an action that indicates the start of the career.

In the event of an aborted departure, it will be indicated with an orange traffic light.

A training lap will be made again in the same way indicated in the previous section.

Article 15. RACE SUSPENSION

If it is necessary to suspend the race because the circuit is blocked by an accident, or because weather conditions or other circumstances make its continuation dangerous, the Competition / Clerk of the Course will order red flags to be displayed at all Control Posts and the lights will be turned on. red on the line.

In the event of a red flag, all participants must enter Pit Lane.

Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race

Article 16. SAFETY CAR

The Clerk of the Course reserves the right to introduce a Safety Car at any time during qualifying or a race until such time as the race leader has completed 75% of the scheduled race distance.

Article 17. RACE PROCEDURE

The restart time will be as short as possible. As soon as the restart time is known, the teams will be informed by means of the timing monitors or, in case of impossibility, by another means of information. In all cases, it will be communicated at least 5 minutes in advance.

Signals of 5 minutes, 3 minutes, 1 minute and 15 seconds will be shown, accompanied by the corresponding sound signal.

If any driver needs assistance after the 15-second signal, they will notify the officials and, when the rest of the vehicles have left the grid, the officials will be allowed to push that vehicle into the Pit Lane.

The race will resume behind the Safety Car when the green start lights come on.

The Safety Car will enter the Pit Lane after a lap unless the competition vehicles are not lined up behind it, there are still team personnel without completely leaving the grid area or there has been any other incident that requires another intervention.

When the green lights of the exit traffic light come on, the Safety Car will leave the grid and all vehicles will follow in the order in which they were stopped on the red line and with a separation of no more than 5 vehicles from each other.

Immediately after the last vehicle after the Safety Car has passed the Pit Lane exit, the Pit Lane exit lights will turn green allowing cars that were in the Pit Lane to join the track and add in line behind the Safety Car.

During this lap, overtaking is allowed only if a vehicle is delayed when it leaves its position behind the red line and the vehicles behind it cannot avoid overtaking in order not to delay the rest of the grid.

In this case, drivers can only overtake to restore order before the race suspension.

Any driver who is delayed leaving the red flag line will not be able to overtake another in motion if he was stopped after the rest of the vehicles have crossed the red line, and must line up at the end of the line of vehicles that are circulating behind the Safety Car.

If more than one driver is affected by these circumstances, they will form at the end of the line in the order in which they left the grid.

A penalty will be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtakes another vehicle during the first lap.

If a race cannot be resumed, it will be considered finished when the lead vehicle has passed the line for the penultimate time, before the race has been interrupted.

Article 18. QUALIFYING.

14.1 The vehicle classified first will be the one that has covered the distance foreseen in the shortest time. All vehicles will be classified taking into account the number of complete laps they have completed and, for those that have totaled the same number of laps, the order of arrival at the finish line will be taken into account.

14.2 If a vehicle takes more than 5 minutes to complete its last lap, this will not be considered when calculating the distance covered by said vehicle.

14.3 In either case, the provisional official classification of the first race will be final when the official classification of the second race is final.

14.4 In the event that an intention to appeal has been submitted, or if the result of an anti-doping analysis, gasoline, etc. is pending, the part of the classification affected will remain provisional until the final resolution. In this case, the stewards will sign the official classification, mentioning in it which part is affected and what is the reason for the provisionality.

14.5 In the event that there is a change of driver in the same race, both drivers will add up the score in which the vehicle has been.

14.6 To score points in the race, you must complete a minimum of 75% of the race (30 minutes). In the event that the driver does not pass the finish line at the end of the race, the score in which he has remained will be applied.

Article 19. MANDATORY STOP.

During the course of each race the participant must enter the Pit Lane and make a stop * (they will be counted from the complete stop of the vehicle), which will be timed by the organization. In the case of having two drivers per vehicle, this time will be used to change drivers. This procedure will only be applied between minute 20 and 30 of the race. Minutes 20 and 30 will be marked with a sign Pit Lane open and Pit Lane closed.

* The stop time will be decided in each meeting.

Article 20. INTERPRETATION.

Any clarification to these regulations must be requested from the organizing committee of the championship, which is responsible for resolving the doubts raised.



Article 21. SCORING, AWARDS AND CATEGORIES

From the final classification of each of the races, the points will be awarded according to the following scale:

POSITION	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th	12th	13th	14th	15th
	40	35	30	27	24	22	20	18	16	14	12	10	8	6	4

The points of the previous section will be applicable to each category and in each of the races of the meeting.

The totals from all qualifying championship Events run will determine the final Championship points and positions

The result of the sum of the two races of each meeting will form part of the general classification of the International Cup & Nevada Cup. Two extra points will be added to the best time of the two races.

The Meeting is made up of four categories:

- SR1
- SR3
- SR8
- SR10
- RXC * (BOP)

* BOP Handicap will be applied by the race management together with the organization after qualifying.

TECHNICAL REGULATIONS

Article 1. INTRODUCTION.

1.1 The following Technical Regulations are set out in accordance with the organizer specified format 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 official championship bulletin, is strictly forbidden.

1.2 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.

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

1.4 Whilst the Eligibility Scrutineer is empowered to check all competing vehicles for compliance and has been provided with the data to determine the continuing eligibility of each car, the onus of responsibility for the eligibility of vehicles competing in this Championship, rests with the entrant/Competitor. In the event of a dispute concerning the compliance of a vehicle with these Regulations, the onus will be on the Entrant/ Competitor to satisfy the Organisers with regards to such compliance, and NOT the organisers to prove non-compliance.

1.5 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.

1.6 Competitors whose vehicles are subject to a pending eligibility check must advise this fact in writing to the Clerk of the Course of any event in which they wish to take part. The results of any such event will remain provisional until the eligibility decision has been made. Failure to inform the Clerk of the Course will result in a fine.

1.7 Where costs are incurred as a result of any eligibility check, as may be reasonably requested either by the Eligibility Scrutineer or the Championship Organisers, these will be borne by the Competitor / Entrant concerned.

1.8 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. If necessary the ECU may be subject to detailed examination. 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.

1.9 Any infringement of these Technical Regulations will render the competitor liable to penalties.

Article 2. GENERAL DESCRIPTION.

2.1 International Cup & Nevada Cup 2021-2022 is a 'single-brand' race series for Radical race cars as specified herein.

2.2 Only models SR1 CUP, SR3 (SRX), SR8, SR10, SRX.

Article 3. SAFETY EQUIPMENT.

3.1 Racing Suit, racing shoes, racing gloves and racing underwear FIA 8856-2000.

3.2 Helmet FIA 8860-2018 / 8860-2018-ABP / 8859-2015 / 8860-2010 / Snell SA 2010 / Snell SAH 2010 / 8860-2004.

3.3 Hans FIA 8858-2010 / 8858-2002

3.4 Hans straps FIA 8858-2002 / 8858-2010

Article 4. CAR SAFETY.

4.1

- Protection of pipes.
- Braking safety system.
- Supplementary fixations.
- Seatbelts.
- Extinguisher.
- FIA Rollcage.
- Rear-view mirror.
- Tow.
- Circuit breaker.
- Safety fuel deposit.
- Fire protection.
- Seat support.
- Lights.

Seatbelts	Minimun 4 points.
Extinguisher	Min. 2kg
Rollcage	FIA REGULATIONS
Tow	1 front, 1 rear.
Circuit Breaker (electric system)	Located outside
Fire protection	Metalic
Body fixings	Min 2 front 2 rear
Helmet	Required

Race bodysuit	Required
Race Gloves	Required
Race underwear	Required
HANS	Required

Article 5. GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS:

5.1 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.

5.2 All parts listed in the Radical 2021 International order form or online spare parts store for the SR3 are eligible unless otherwise indicated in these regulations.

Article 6. CHASSIS

6.1 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.

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

Article 7. BODYWORK / AERODYNAMICS.

7.1 Any aerodynamic device manufactured by Radical Sportscars for the particular model 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.

Article 8. GROUND CLEARANCE.

8.1 The minimum ground clearance is 40mm .Under no circumstance can any part of the bodywork, or of the suspended part of the car, be below a horizontal plane passing 40mm above the ground, the car being in normal racing trim with the driver aboard. A gauge of 40mm may be used by Scrutineers before or after races or qualifying practice to check the ground clearance. Location of ride height flat patch to be determined and communicated by the scrutineers at each event.

Article 9. ENGINES & WEIGHT.

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

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

Category 1

SR1 Cup: Weight: 600kg

Engine: Gen 4 RPE-Suzuki 1340cc four cylinder

Category 2

SR3 y PR6: Weight: 620kg – 490Kg

Engine: RPE-Suzuki 1500cc four cylinder

RPE-Suzuki 1340cc four cylinder

Category 3

SR8 Weight: 725kg

Engine: RPE 2.7L V8 411 bhp

SR10 Weight: 725kg

Engine: RPE-Ford 2261cc 425 bhp

Category 4

RXC Spyder: Weight: 1010kg

Engine: Ford Eco Boost V6 3500cc 650 bhp

RXC GT: Weight: 1170kg

Engine: Ford Eco Boost V6 3500cc 650 bhp (400 bhp for standard engine).

RXC GT3: Weight: 1170kg

Engine: Ford Eco Boost V6 3500cc 654 bhp

Article 10. COOLING SYSTEM.

10.1 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.

Article 11. EXHAUST.

11.1 Free choice.

Article 12. IGNITION.

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

Article 13. SUSPENSION SYSTEM.

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

13.2 Spring rate front and rear are free. Alternative front and rear anti-roll links supplied by Radical Sportscars may be used.

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

Article 14. TRANSMISSION.

14.1 The standard integral 6-speed gearbox must be used.

14.2 The Radical Pneumatic paddle operated shift system may be fitted

14.3 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.

14.4 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.

Article 15. ELECTRICS.

15.1 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.

15.2 Rear Fog Warning Light: Radical Sportscars' high intensity LED rear lamps must be fitted and be in working order. Two lights to be installed equi-spaced about the vehicle centreline, or a single FIA centrally mounted light shall be installed. Rear lights to be a minimum intensity of 21w with a surface area between 20 & 50cm².

15.3 Battery: An electrically powered starter motor, as supplied by Radical Sportscars, and battery are mandatory and must be operable by the driver when normally seated and capable of repetitive starts..

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

Dashboard Instruments:

- a) Only Data Loggers supplied by Radical Sportscars on the current price list or on the Radical web shop are permitted, however these will be used for drivers' guidance only. Official times will be provided by the official timekeeper.
- b) The fitting of a transponder is mandatory. The Radical lap timer, as supplied by Radical Sportscars may be fitted. This however, will be used for driver's guidance only. Official times will be provided by the Official timekeeper.
- c) The scrutineer shall have access to data and data equipment..

Article 16. BRAKES.

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

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

16.3 The fitting of brake duct grilles is optional.

Article 17. WHEELS AND STEERING.

17.1 Supplied by Radical Sportscars.

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

Article 18. TIRES:

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

18.2 SR1 vehicles may use a maximum of 4 new tires in each race. All other vehicles can use a maximum of 6 new tires per race.

18.3 Wet weather tyre quantities are unrestricted.

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

Article 19. FUEL TANK.

19.1 Type of Fuel Tank The standard aluminium fuel tank or FIA fuel cell as supplied by Radical Sportscars for that respective model must be retained.

19.2 Fuel used must be at Ambient Temperature.

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

Article 20. MUFFLER.

20.1 Not needed.

Article 21. COMPETITION NUMBERS/DECALS.

21.1 Racing numbers must be affixed in accordance with organizer. Failure to comply will cause the vehicle not to score.



INTERNATIONAL CUP & NEVADA CUP 2021-2022
SPORTING & TECHNICAL REGULATIONS

