



RADICAL WORLD FINALS 2023
PORTIMAO PORTUGAL
AUTODROMO INTERNACIONAL ALGARVE
OCTOBER 16-22, 2023

SPORTING REGULATIONS
ISSUE 1

ISSUED COPY

Signed:

Date:



1. SPORTING REGULATIONS – GENERAL

1.1. ORGANIZATION

- 1.1.1. The Radical World Finals 2023, organized by Radical Motorsport Ltd in collaboration with its Sponsors, and under the authorization of the United States Auto Club (USAC), is to be administered in accordance with these Sporting and Technical Regulations.
- 1.1.2. The organizers reserve the right to issue additional statements and communiqués clarifying terms in the rules and regulations and all such statements will be issued to all registered drivers via an electronic messaging system.
- 1.1.3. The competition is only intended for vehicles manufactured by Radical Motorsport Ltd as outlined by the Technical Regulations.
- 1.1.4. The Radical World Finals 2023 will have an absolute winner in each class, excluding Invitational.

1.2. ORGANIZING COMMITTEE

Company	Radical Motorsport Ltd 24 Ivatt Way Business Park Peterborough PE3 7PG United Kingdom
Representative:	Nicole Van Der Walt T: +44(0)1733 331616 ext 275 M: +44(0)7949 569323 nicole.vanderwalt@radicalmotorsport.com
Representative:	Tom Drewer T: +1 404 825 2641 tom.drewer@radicalmotorsport.com

1.3. LICENSES & ELIGIBILITY

- 1.3.1. All competing drivers must be aged 16 or over and hold a valid
- National License issued by the ASN of the country where the event is organized (or)
 - National License issued by the ASN of the driver's country of origin (or)
 - FIA International License of minimum grade ITD-C.
- 1.3.2. Foreign License holders must present a Permission to Start document or equivalent endorsement from their country of origin's ASN.
- 1.3.3. In cases which the ASN does not permit minors under 18 years of age to hold a competition license, if necessary, such a license will be issued in the name of a parent or guardian being solely and exclusively assigned to the respective driver.

- 1.3.4. This competition is for amateur drivers. Regardless of License type held, the organizers may refuse entry to any drivers they deem 'professional' drivers. Such decisions are at the discretion of the organizers, are final and may not be contested. This does not apply to Driver Coaches, where permitted.
- 1.3.5. Drivers must have competed in at least two (2) or more local Radical Cup Challenge or national Radical Cup events or equivalent. Organizers reserve the right to grant dispensation to this requirement. Such decisions are at the discretion of the organizers, are final and may not be contested. This does not apply to Driver Coaches, where permitted.

1.4. REGISTRATION

- 1.4.1. Registration fees, the registration period and process will be prescribed by Radical Motorsport Ltd.

Entry Website	https://radical.redpodium.com/radical-world-finals-2023-portimao
Entry Inquiries	Nicole Van Der Walt T: +44(0)1733 331616 ext 275 M: +44(0)7949 569323 nicole.vanderwalt@radicalmotorsport.com

- 1.4.2. 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 all terms of entry, including that entry fees are non-refundable.
- Have read, understood and accepted the rules.
- Will ensure that their vehicles meet the conditions of conformity and safety throughout the duration of the event, in all practice sessions and races.

- 1.4.3. In addition to the registration fee, the civil liability insurance premium must be charged for all competitors and/or drivers, under the terms defined by Article 17 of the PGAK.

1.5. EVENT DATES AND FORMAT

Thursday, Oct 19 – Sunday Oct 22, 2023	Autódromo Internacional do Algarve
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- 1.5.1. The championship will be contested over 1 event, with a maximum of four (4) races for each class– three heats and a final– of no more than 45 minutes duration.
- 1.5.2. The format of the event may be adjusted from the above.

1.6. SCORING

1.6.1. For each heat race the following points will be awarded to those Competitors taking the start of the race and thus listed in the official results:

a) Based on a driver's position in their respective class:

1 st - 40 pts	2 nd - 35 pts	3 rd - 30 pts	4 th - 27 pts
5 th - 24 pts	6 th - 22 pts	7 th - 20 pts	8 th - 18 pts
9 th - 16 pts	10 th - 14 pts	11 th - 12 pts	12 th - 10 pts
13 th - 9 pts	14 th - 8 pts	15 th - 7 pts	16 th - 6 pts
17 th - 5 pts	18 th - 4 pts	19 th - 3 pts	20 th - 2 pts

b) Additionally, each driver will receive 1 bonus point per classified starter in their respective class.

c) Additionally, the driver who qualified on pole in their respective class will receive 1 bonus 'Pole' point.

d) Additionally, the driver recording the fastest lap in their respective class will receive 1 bonus 'Fastest Lap' point.

1.6.2. In races where the lap times of the previous race set the grid for subsequent race, the driver will receive both the 'Fastest Lap' point for the initial race and the 'Pole' point for the following race. If the pole sitter does not take the start of the race, the 'Pole' point will not be awarded.

1.6.3. A tally of the Points from the Heat races will set the grid for the Final Race.

1.6.4. Ties shall be resolved in the first instance by the holder of more higher finishing positions, and in the second instance, by the holder having achieved the best finishing position first.

1.6.5. The final results classification, which includes any and all amendments, of the Final Race will determine the Radical World Finals 2023 Title Winners in each class.

1.7. AWARDS

1.7.1. All awards are to be provided by Radical Motorsports and event sponsors.

1.7.2. First, second and third place trophies will be awarded for each class for of each Heat Race.

1.7.3. First, second and third place trophies will be awarded for each class in the Final race.

1.7.4. The class winners of the final race will be awarded the title of Radical World Finals 2023 Winners.

1.7.5. Additional prizes and awards may be awarded by the organizers.

1.7.6. Should amended results change the finishing order, the original recipients must relinquish their trophies and prizes, so that they may be presented to the correct recipients according to the amended results.

2. EVENT MEETING & RACE PROCEDURES

2.1. ENTRIES

2.1.1. Entries will only be considered complete once all information is provided, and fees paid in full.

2.2. ADMINISTRATIVE CHECKS

2.2.1. All competitors, including all crew members, are required to Sign In, and may be required to sign specific event and track waivers.

2.2.2. All competitors must identify any and all Driver Coaches who may participate in Practice Sessions.

2.3. SCRUTINEERING

2.3.1. The Schedule will list times when vehicles and equipment are required to present for preliminary compliance checking.

2.3.2. Officials may request vehicles at any time throughout the duration of the event for compliance checking.

2.4. BRIEFINGS

2.4.1. Competitors, both Drivers and Team Managers, must attend all briefings.

2.4.2. In exception circumstances, if a competitor is unable to attend a meeting, they may send a representative in their absence.

2.5. COMMUNICATION

2.5.1. Officials can give instructions to competitors by means of communiqués, which may be distributed via an electronic messaging system.

2.5.2. During Sessions Flag, Board and Light signals will take precedence over any Radio Communications Issued.

2.5.3. Race Control Radio, if in affect, must be listened to by a member of each team for a period of 20 minutes prior and 10 minutes after a session. Competitors must ensure that any safety information is passed on to the drivers immediately.

2.5.4. Each Vehicle maybe fitted with a Pit to Vehicle radio system to allow Teams to relay safety information to their drivers. No communication is permitted from one vehicle to another.

2.6. PRACTICE

2.6.1. Driver Coaches, who meet the license requirements and have completed all Administrative Checks, are permitted to participate in the first two scheduled Free Practice sessions of the event only, provided prior to any change of driver, the Competitor informs Pit Lane Officials, who will in turn inform Race Control of the change.

2.6.2. Should any Practice session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session; the decision of the Clerk of the Course shall be final.

2.7. QUALIFYING

2.7.1. Unless otherwise directed in the Briefing, Qualifying will be split based on classes into three 20 minute sessions. If more than three classes participate, classes will be grouped at the discretion of the Organizers.

2.7.2. Should any Qualifying session be disrupted there shall be no obligation to resume or re-run the session; the decision to stop the session is final.

2.7.3. Should a Competitor have not recorded any times in Qualifying or Heat Races in which lap times set the grid for the subsequent Heat Race, they will be gridded behind those with recorded times in order of their race number.

2.7.4. Competitors not taking part in practice or qualifying may be granted permission to start in exceptional circumstances.

2.8. RACES

2.8.1. Race length will be confirmed in the Briefing, but will not exceed 45 minutes in length.

2.8.2. Should the race be disrupted there shall be no obligation to resume or rerun the race. Any decision to end the race at any point is final.

2.8.3. Any race featuring a Mandatory Pit Stop will have procedures for it outlined in the Briefing.

2.9. STARTS

2.9.1. STARTING GRID

2.9.1.1. The Grid for each Race will be set as per the following:

- a) Qualifying will set the grid for Heat Race 1.
- b) Fastest Lap times from Heat Race 1 will set the grid for Heat Race 2.
- c) Fastest Lap times from Heat Race 2 will set the grid for Heat Race 3.
- d) A tally of the Point Score from the Heat races will set the grid for the Final Race.
- e) In the case of Force Majeure at the discretion of Officials.

2.9.1.2. Pole Position, will be set according to the FIA circuit homologation.

2.9.1.3. Typically grids will be set based on times regardless of class. However, the classes may be separated, with a gap between the formation. This will be outlined in the Briefing.

2.9.1.4. Officials may elect to reverse a portion or portions of the grid for one or more of the Heat Races. This will be outlined in the Briefing.

2.9.2. PRE-RACE PROCEDURES

- 2.9.2.1. Procedure, including any reconnaissance laps will be specified in the Briefing and Minute by Minute issued to Competitors.
- 2.9.2.2. Cars not in position at the 5 minute announcement will start from the rear of the grid, or class group, and the starting grid closed up accordingly, with the next car taking the place of the car not in position, and all subsequent cars moving up a place.
- 2.9.2.3. All drivers must be in their cars at the 3 minute mark. All work, aside from tending to a driver and connecting a Jump Battery must cease at the 3 minute command.
- 2.9.2.4. The grid must be cleared, and all engines started, by the 1 minute command.

2.9.3. START

- 2.9.3.1. The start will be a Rolling Start, with full procedure outlined in the Briefing. Directives given in the Briefing will supersede any of those below.
- 2.9.3.2. All cars will be gridded as per the Final Grid Sheet distributed.
- 2.9.3.3. Any car late to the grid, removed from the grid after the 1 minute stage or driven into the pits on the Green Flag lap shall be held in the pitlane and may start the race after the last car has passed the start line or pitlane exit, whichever is the later to take the start from the grid.
- 2.9.3.4. Drivers delayed pulling away from the grid may attempt to start from their original starting position provided they do so by a location on the track notified in the Briefing. Any drivers not in position by this point, must start from the rear of the grid, whether class grouping or in its entirety. Racing commences once the Signal has been displayed.
- 2.9.3.5. Drivers will be informed during the Briefing at the location on the track when they must stop warming their tires and form up double file. After the Safety Car has exited the racetrack, Drivers must maintain their pace and positions as on the formation lap or as instructed, and must remain in formation until the display of the Starting Command by the Starter.
- 2.9.3.6. Should a car drop out during the formation lap:
 - a) If the field is still in single file, the next car will take the original place of the car which has dropped out, and all subsequent cars will move up a place.
 - b) If the field has already formed up double file, the car directly behind will take the original place of the car which has dropped out and all subsequent cars in that row will move up.
- 2.9.3.7. In the case that additional Pace or Formation laps are directed, the start of the race, for the sole purpose of race distance, is considered as having been given at the end of the first formation lap.
- 2.9.3.8. The Clerk of Course may elect to convert the start to a Single File Safety Car Start for safety purposes. In this case, any cars in pit lane may after the end of the first formation lap, join the back of the grid, and if the field is split, the back of the last class group.

2.9.3.9. False Start is defined by a competitor accelerating early or unevenly, or not maintaining their allocated grid position until the Start signal is given.

2.10. SESSION RED FLAGS

2.10.1. Unless otherwise directed cars must return to pitlane:

- a) For practice and qualifying, cars must return to their pit boxes. No lining up at pit exit is permitted. Competitors must adhere to the pit lane safe release regulations.
- b) During a race, cars will line up in the fast lane in running order.

2.10.2. Session time will be stopped only if event schedule permits.

2.10.3. Resuming a race will take place behind a Safety Car and single file, and with the same basic time commands listed in the Pre-Race Procedures.

2.11. PITS, PADDOCK & PITLANE SAFETY

2.11.1. PITLANE

2.11.1.1. Pit Lane speed limit is 60kph unless otherwise specified in the Briefings. Drivers are reminded they may be penalized for impeding another driver if they are going slow.

2.11.1.2. Under Red flag conditions during practice and qualifying, cars are not permitted to line up at pit exit. Cars must remain in their allocated boxes until the signal is given that the session has restarted.

2.11.1.3. Competitors will be assigned pit boxes and may only use the pit box allocated.

2.11.1.4. A Car Controller must be nominated for each car to instruct the driver on when it is safe to be released from their pit box. At the start or restart of a session, and should the team wish to hold their car, the Car Controller must be positioned so that they are able to simultaneously and clearly signal their driver to hold and instruct the next car they are clear to proceed.

2.11.1.5. Maximum number of Crew permitted to work on a car is as follows:

Prior to car stopping, starting	One Car Controller
While car stationary	One Car Controller (may visually inspect car) + Two Crew Members (who may touch car) + Unlimited Authorized Industry Personnel
Driver Change	One additional Crew Member dedicated to driver change + Plus the replacing Driver

2.11.1.6. Engines must be switched off during a Driver Change.

2.11.1.7. Unless otherwise directed or approval is granted by Officials, during Qualifying and Racing, including Red Flags, Parc Fermé conditions apply and crew is only permitted to, tend to driver, adjust mirrors, clear debris from duct work, add or subtract tape from ductwork, direct air from cooling devices towards ducts, adjust tire pressures, push or pull a car.

2.11.2. REFUELING

2.11.2.1. Refueling is not permitted on pit lane during a session, and is forbidden during qualifying and races.

2.12. GENERAL SAFETY

2.12.1. Blocking is not permitted, and is considered:

- a) Moving in reaction to the car behind in an attempt to defend.
- b) More than one change of direction to defend a position. Any driver moving back towards the racing line, having earlier defended his position off-line, should leave at least one car width between his own car and the edge of the track on the approach to the corner.

2.12.2. Drivers must rejoin the track safely, giving way to vehicles on the racing surface.

2.13. RACE FINISHES

2.13.1. All cars, including those in pit lane, must proceed without intervention or alteration to Parc Fermé following qualifying and races.

2.14. RESULTS

2.14.1. All starters will be classified.

2.14.2. All results are provisional until published as Official. Official results may be amended if necessary.

2.15. TIMING MODULES

2.15.1. Must be fitted and operational. See Technical Regulations.

2.16. OPERATION OF SAFETY CAR

2.16.1. Safety Car procedures will be outlined in the Briefing.

2.16.2. Cars may only overtake the Safety Car if specifically directed to do so.

2.16.3. Pit lane Entry will remain open under Safety Car and FCY conditions. However competitors are reminded Pit Exit may close, for instance to prevent cars from rejoining the circuit while the Safety Car and field go past.

2.17. ONBOARD CAMERAS

- 2.17.1. Must be fitted and operational. See Technical Regulations.
- 2.17.2. Any footage recorded by Competitors must be relinquished to Officials and remains the property of Radical Motorsport, who may share, broadcast or distribute it.

3. SPECIFIC CHAMPIONSHIP REGULATIONS

3.1. DECLARING WET TIRE CONDITIONS BY OFFICIALS

- 3.1.1. Officials may declare track conditions require the use of wet tires, in which case this is mandatory. In all other cases, the selection of dry or wet tires is at the discretion of the competitors.
- 3.1.2. During a Race should conditions require Officials to mandate the use of wet tires, the following procedure can be expected:
 - a) Full Course Yellow, followed by the deployment of a Safety Car.
 - b) Communication issued to the Teams that the Use of Wet Tires is being mandated.
 - c) Red Flag, with cars lining up in running order in the fast lane of Pit Lane.
 - d) Time allocated to Teams to change tires. No other setup changes permitted. Pit Lane Regulations apply.
 - e) Session Red Flag and Race Resumption regulations apply.

3.2. REPLACEMENT CARS

- 3.2.1. In the event that a car or engine becomes unusable, a competitor may request permission from the Eligibility Scrutineer to use another replacement car or engine for the remainder of the Event.
 - a. Following approval, the replacement car or engine must be presented for scrutineering.
 - b. Only in exceptional circumstances—and in the spirit of competition—provided all other options have been exhausted, and provided the majority of the class Competitors agree in writing, an eligible car from a lesser class may be permitted by Eligibility Scrutineer for use as a replacement car in a higher class, and will be scored accordingly for results and points. In this instance the replacement car must confirm with all regulations applying to its regular class, with the exception of carrying the class markings of the class it will be scored as.
- 3.2.2. A competitor using a replacement car or engine may take their original starting position.

4. SPECIFIC CHAMPIONSHIP PENALTIES

- 4.1. Competitors are reminded that The Stewards may apply to any driver involved in an Incident, one of the following sanctions:
 - a) Warning
 - b) Reprimand (blame)
 - c) Fine
 - d) Deletion of a Driver's race, qualifying and practice lap time(s)

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- e) Drop of grid positions
- f) Obligation for a driver to start a race from the pit lane
- g) Time Penalty (expressed in minutes and/or seconds)
- h) Penalty Lap(s)
- i) Drop of place(s) in the classification of the Competition
- j) Drive-through penalty
- k) Stop-and-go or stop-and-go with a prescribed stop time
- l) Disqualification
- m) Suspension
- n) Exclusion

4.2. Sanctions d), e), f), g), h), i), j), and k) listed above, and any sanctions related to the eligibility of the car, and the decisions surrounding stopping of sessions are not subject to appeal.

4.3. Stop-and-go penalties shall be served in the competitor's assigned pit box unless otherwise directed in the Briefing.

4.4. Drive-through and Stop-and-go penalties can not be served if the:

- a) Safety Car is on track
- b) Track is under FCY
- c) Red Flag is deployed

4.5. If the following penalties are applied towards the end of the race remain unserved, or applied following the end of the race, they will be converted as below:

In Race Penalty	Applied Post Race
Time Penalty	Time Penalty or if need be Lap Penalty or Drop in Place(s)
Drive Through Penalty	Time it takes to traverse pitlane at the pit lane speed limit.
Stop-and-go	Time it takes to traverse pitlane at the pit lane speed limit plus the time prescribed

4.6. The following is a list of Minimum Penalties which may be applied and is not exhaustive:

Briefing Infractions	
Driver not attending Briefing	5 grid place penalty

Technical Infractions	Practice Penalty	Qualifying Penalty	Race Penalty
Minor Infractions	Warning + Work Order	Warning + Work Order	Warning + Work Order
Major Infractions	Drop to Last Place in Classification	Drop to Last in Classification	Drop to Last in Classification + Loss of Fastest Lap(s)
Non Working Video Camera	Warning	Warning /or 5 Grid Places	Warning or 10 seconds added

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Pit Lane & Pre-Grid Offences	Practice Penalty	Qualifying Penalty	Race Penalty
Speed limit violation	Warning or DTP	DTP	DTP
Blend line violation	Warning	DTP	10 seconds added or DTP
Missing Pit Lane Entry or Exit Timing Loop	Warning	Warning	DTP
Unsafe release from box	DTP	5 Grid Places	DTP
Forming up in fast lane or early release from Box during Red Flag.	Warning or DTP	Warning or DTP	n/a
Too many crew working on car	Warning	5 Grid Places	DTP
Checking Pressures / Temps in pit lane once session has ended	Warning or 5min Hold Next Session	Warning or 5 Grid Places	Warning or 5 seconds added
Not stopping work at 3 min warning	Warning	Warning or 5 Grid Places	Warning or 5 seconds added

Track & Race Offences	Practice Penalty	Qualifying Penalty	Race Penalty
Track limits	Warning	Loss of lap	1 st – Warning 2 nd – Warning 3 rd – 5 seconds
Passing under yellow *	Warning	5 Grid Places	DTP
Passing in overly aggressive manner *	Warning	5 Grid Places	5 seconds added or DTP
Blocking / moving in reaction *	Warning	5 Grid Places	2 x Warning then 5 seconds added
Incident responsibility *	Warning	5 Grid Places	10 seconds added or DTP
Intentionally causing Red flag	5 Grid Places	Loss of Fastest Lap(s)	n/a
Failing to start rear of grid	n/a	n/a	DTP
False Start *	n/a	n/a	10 seconds added or DTP
Failing to Stop within a Mandatory Pit Window	n/a	n/a	Drop to last in classification
Short Stopping a Mandatory Pit Stop	n/a	n/a	Stop Go holding for time short by
Ignoring Flags including Red, Checker	5min Hold Next Session	5 Grid Places	5 Grid Places or 10 seconds added
Abandoning a Car	Warning or 5min Hold Next Session	Warning or 5 Grid Places	Warning or 5 Grid Places

- 4.7. Readdressing under Green Flag conditions any advantage or position(s) gained, or at the express direction or approval of Race Control, for those scenarios marked with an asterisk (*) above may prevent a sanction being issued.

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- 4.8. Typically, only incidents reported to Race Control during the race will be investigated. Should a lack of Radio Communication prevent this Drivers must report an incident to a Series Official in Parc Fermé within 10 minutes of the race ending. In all cases specifics including Car Number(s), Turn Number and Lap Number must be reported.
- 4.9. If a driver is involved in a collision or in an incident and has been informed by The Stewards by any means of said circumstance up to 30 minutes after the end of the race, they must not leave the circuit without the prior agreement of The Stewards.
- 4.10. Protests must be lodged with the Clerk of the Course within 30 minutes of the chequered flag. They must:
- a) Be in writing, addressed to the Chairperson of the Stewards, and must specify
 - b) The relevant regulations
 - c) The concerns of the protesting party
 - d) Against whom the protest is lodged
 - e) Accompanied with the appropriate fee.