

2010 Quaife Radical Cup

1. SPORTING REGULATIONS - GENERAL

1.1 Title and Jurisdiction

The 2010 Quaife Radical Cup is organised and administered by the British Automobile Racing Club Ltd (BARC) in accordance with the General Regulations of the Royal Automobile Club Motorsports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations. The organisers reserve the right to issue additional statements clarifying items in the rules and regulations and all such statements will be issued to all registered drivers by posting to the address on the registration form.

MSA Championship Permit No: **CHR2010 / 031**

Race Status: **National B**

MSA Championship Grade: **C**

1.2 Officials:

1.2.1 Co-ordinator: Amanda Abbott Radical Sportscars

1.2.2 Licensed Eligibility Scrutineer: Phil Mason BARC

1.2.3 Championship Stewards: Dale Wells BARC
Rick Smith BARC
David Walton SMC
Robin Knight 750 MC

Any three of the above may reach a decision

1.2.4 Clerk of the Course David Cartwright BARC

1.3 Competitor Eligibility

1.3.1 Entrants must be in possession of a valid 2010 MSA Entrants Licence.

1.3.2 Drivers must be fully paid up valid membership card holding Racing Members of the BARC, be registered for the championship and be in possession of valid MSA Competition (Racing) NATIONAL 'B' STATUS Licence (minimum); NATIONAL 'A' STATUS for overseas races.

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

1.4 Registration

1.4.1 All drivers must register as competitors for the championship by returning the Registration Form with the registration fee to the Co-ordinator prior to the Final Closing date of the first round being entered.

1.4.2 The Registration Fee for this Championship is: **£200:00 (+ VAT = £235:00)**

1.4.3 Registrations will be accepted from 1st November 2009 until further notice.

1.4.4 Registration numbers will be the permanent Competition numbers for the Championship and will be allocated by the Radical Co-ordinator.

- 1.4.5 At the discretion of the BARC and Radical Sportscars, a guest driver may compete in this championship without the need to comply with membership and registration fee requirements of 1.3.2 and 1.4.2. A Registration fee of £100 will apply to one-off guest drivers. In the event that such competitors enter a second event in this championship, the balance of the full registration fee will be payable.

1.5 Championship Rounds

The 2010 Quaife Radical Cup will be contested over 7 EVENTS (16 races) as follows:

Round:	Date	Venue	Organising Club
1,2	April 10 - 11	Rockingham	BARC
3,4	May 8 - 9	Snetterton (Double Header)	BARC
5,6	May 29 - 31	Oulton Park	BARC
7,8,9,10	June 26 - 27	Pembrey (Double Header)	BARC
11,12	July 17 - 18	Castle Combe	BARC
13,14	August 14 - 15	Brands Hatch	BARC
15,16	August 28 - 29	Thruxton	BARC

- 1.5.1 In accordance with MSA regulation D11.1 the organisers reserve the right to amend the published list of dates and rounds, in which case, all registered competitors will be informed of the amendments by Official Bulletins posted to the address specified on the Official Registration Form.

1.6 Scoring

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

20, 15, 11, 8, 6, 5, 4, plus 1 point for each additional classified finisher in the class, plus 1 for pole position and 1 for fastest race lap.

If there are 5 or less starters in a class points will be reduced as follows:
10, 7, 5, 2, 1 plus 1 point for pole position and 1 for fastest race lap.

- 1.6.2.i Playing a Joker

Each registered competitor is allowed to 'Play a Joker' at one event during the championship. 'Playing a Joker' means that any Championship points awarded during the chosen event will be DOUBLED. Fastest Laps and Pole Position do not count for Joker points.

A competitor may choose which event to 'Play a Joker' by informing the Championship Co-ordinator before Qualifying of that event.

The Joker may only be used once in the season.

At the meeting at which the Joker will be used a sticker will be issued to place on the car denoting such. The sticker must remain on the car for the rest of the season.

IF there is a "Double Header" meeting during the season the Joker may not be played at this event.

- 1.6.2 Guest drivers are not eligible to score points. In the event that a Driver latter enters the championship then points are only scored from the date of entry and not awarded retrospectively.
- 1.6.3 In the case of two drivers sharing the same car at the same meeting, points will only be scored by the drivers in the race in which they compete
- 1.6.4 The totals from all qualifying rounds run will determine the final championship points and positions.

1.6.5 Ties shall be resolved using the formula in Regulation Q3.4 of the 2010 MSA Yearbook.

1.7 Awards

1.7.1 All awards are to be provided by Radical Sportscars

1.7.2 Per Round: Trophies to 1st, 2nd, 3rd in each class.

Garland to 1st Overall (provided by race organisers)

1.7.3 Championship: Trophies to 1st, 2nd, 3rd in each class

Overall Championship Trophy to the driver scoring the most points in the Supersport, Prosport or Clubsport Class. Drivers registered into the Invitation Class will not be eligible for Overall Championship honours.

1.7.4 An additional Championship Trophy will be presented to the Overall Champion by the BARC at its Annual Championship Prize Dinner (Date and Venue to be announced in the BARC Startline magazine). Any such recipient failing to attend may not be eligible to receive any prizes which may otherwise have been presented at this function. Such prizes may be with-held and may not be re-presented to any other driver.

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

1.7.6 Presentations

Garlands and trophies are to be provided for the presentation at the end of each race or at an end of the meeting presentation ceremony.

1.7.7 Entertainment Tax Liability:

In accordance with current Government Legislation, the BARC / Radical sportscars is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women.

That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Islands or Eire. This means, that as the organiser, the BARC / Radical Sportscars is required to deduct tax at the relevant rate – currently 23% from any such payments they may make to non-UK residents.

Under certain circumstances, it may be possible for competitors to enter into an agreement with the Inland Revenue to limit the amount of tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before the payment is due.

For further information contact:- The Inland Revenue, Foreign Entertainers Unit, Centre for Non-Residents, St John's House, Merton Road, Bootle, Merseyside L69 9BB. Tel: 0151 472 6488 Fax: 0151 472 6483

1.7.9 If a competitor has monies outstanding with BARC/Radical Motorsport/Powertec Engineering or any series supplier, then all championship points accrued from the date of supply shall be withdrawn and trophies shall not be presented at the end of season awards ceremony.

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2. SPORTING REGULATIONS – JUDICIAL PROCEDURES

2.1 Rounds: In accordance with Section C of the 2010 MSA Yearbook and these regulations

2.2 Championship: In accordance with Section C of the 2010 MSA Yearbook and these regulations.

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3. SPORTING REGULATIONS – CHAMPIONSHIP RACE MEETINGS & RACE PROCEDURES:

3.1 Entries:

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

3.1.2 Incorrect or incomplete entries (Including Driver to be Nominated Entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Secretary of the Meeting receives the missing or corrected information or fee.

3.1.3 Any withdrawal of entry or Driver/Car changes made after the acceptance of any entry must be notified to the Secretary of the Meeting in writing. If Driver/Vehicle changes are made after publication of entry Lists with Final Instructions the Competitor concerned must apply for approval of acceptance by the Stewards of the Meeting BEFORE Signing-On.

3.1.4 The maximum Entry Fee for each round shall be: as detailed in Supplemental Regulations for the event.

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

3.1.6 Reserves are to be nominated on the Final List of Entries published with Final Instructions or Amendment Sheet Bulletins. All reserves will practice and replace withdrawn or retired entries in Reserve Number order irrespective of class. If any reserves are given Grid Places prior to issue of the first grid sheets for any round the times set in practice shall determine their grid positions. If Reserves are given Grid Places after publication of the Grid sheet and prior to cars collecting in the Official "Assembly Area" they will be placed at the rear of the Grid and will be started WITHOUT time delay. Otherwise they will be held in the pitlane and be released to start the race after the the last car to start the GREEN FLAG LAP or last car to take the start has passed the startline or pit exit, whichever is the latter. Such approval to start MUST be obtained from the Clerk of the Course.

3.2 Briefings:

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

3.3 Practice:

- 3.3.1 The minimum period of practice to be provided is to be as specified in the MSA Regulations in respect of circuit lengths.
- 3.3.2 Should any Practice Session be disrupted the Clerk of the Course shall not be obliged to resume the session or re-run any session to achieve the championship criteria and the decision of the Clerk of the Course shall be final.
- 3.3.3 For the purposes of setting grid positions for the race/s, the best time recorded in practice will form the grid position for Race 1. Normally, finishing positions from Race 1 will set the grid for race 2.
- 3.3.4 Reverse Grids – At the Organisers discretion, the 2nd grid of an event may be run as a “Reverse Grid”. If reverse grids are to be used the following will apply: The fastest driver from race 1 will be placed at the rear of the grid and the slowest driver from race 1 will be placed on Pole.

Radical Sportscars will notify BARC at which event the Reverse Grid will be used two weeks before the event and competitors will be notified in the Final Instructions/Supplementary Regs for the meeting.

3.4 Qualification:

- 3.4.1 Each driver should complete a minimum of 3 laps practice in the car to be raced and in the correct session in order to qualify for selection and order of precedence as set out in the MSA Regulation Q4.5.
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- 3.4.2 In the case of a “shared” car where two drivers compete in the same car at the same event both drivers will need to qualify as above but will need to notify the time keepers via the Championship Co-ordinator at least 30 minutes before qualifying which driver will be driving first in the qualifying session. This will allow the timekeepers to assign the correct grid space for that driver. The grid position for the second driver only driving in Race 2 will be set by the finishing position of Driver 1 in Race 1.

3.5 Races:

The standard minimum scheduled distance for **each race** shall be 20 minutes whenever practicable but should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the Meeting it shall still count as a full points scoring round.

3.6 Starts:

- 3.6.1 All race start countdowns are to have a minimum elapsed period of 3 minutes from the time that all cars are released to form up on the grid to the start of the green flag lap(s) in the formation as specified on the Track Licence for each circuit.
- 3.6.2 The Countdown procedures/audible warnings sequence shall be:

Standing Starts:
3 minutes to start of Green Flag/Pace Lap - Close Pitlane Exit.
2 minutes to start of Green Flag/Pace Lap - Clear Grid Warning/Grid Closed.
2 minute to start of Green Flag/Pace lap - Start engines/Clear Grid.
30 seconds - Visible and audible warning for start of Green Flag/Pace Lap.
- 3.6.3 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.

- 3.6.4 Any cars remaining in the Pit Lane/Assembly Area, removed from the grid after the 1 minute stage or driven into the pits on the Green Flag Lap shall be held in the pitlane and may start the race after the last car to take the start from the grid has passed the startline or the pitlane exit, whichever is the later.
- 3.6.5 Excessive weaving to warm up tyres – using more than 50% of the track width and falling back in order to accelerate and practice starts – is prohibited.
- 3.6.6 A 5 second board will be used to indicate that the grid is complete. The red lights will be switched on 5 seconds after the board is withdrawn.
- 3.6.7 In the events of a lights failure the starter will revert to the use of the National Flag.

3.7 Race Stops:

- 3.7.1 Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the startline and RED FLAGS will be displayed at the Startline and at all Marshals Signalling Points around the Circuit.
- 3.7.2 This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and return to the starting grid which will automatically become a Parc Ferme Area.
- 3.7.3 Cars may not enter the Pits unless directed to do so. Work on cars already in the Pits must cease when a race is stopped.

3.7.4 Case A – Less than two laps completed by the Race Leader:

The race will be null and void. The race will restart from the original grid positions. Competitors unable to take the restart may be replaced by reserves who will start from the back of the grid in reserve order. Gaps on the grid should not be closed up. The length of the restarted race will be determined by the Clerk of the Course.

3.7.5 Case B – More than two laps completed by Race Leader but less than 75% of race distance completed:

- 3.7.6 The race will restart from a grid set out in the finishing order of part two. The result of the race will be the finishing order at the end of part two. The result will not be aggregated. The length of the restarted race will be determined by the Clerk of the Course.
- 3.7.7 If the leader has completed more than 75% of the race distance it shall not be restarted and the results will be declared in accordance with MSA regulation Q5.4.3.

3.8 Re-Scrutiny

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

3.9 Pits & Pitlane Safety:

- 3.9.1 Pits: Entrants must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.
- 3.9.2 Pitlane: the outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all drivers to take all due care and drive at minimum speeds in pitlanes.
- 3.9.3 Refuelling: May only be carried out in accordance with MSA Regulation Q13., Circuit Management Regulations and the SR's or Final Instructions issued for each Circuit/Meeting.

3.10 Race Finishes:

After taking the chequered Flag drivers are required to: Progressively and safely slow down, remain behind any competitors ahead of them, return to the Pitlane entrance/Paddock Entrance as instructed, comply with any directions given by Marshals or Officials and keep the helmets on and harnesses done up while on the circuit or in the pitlane.

3.11 Results:

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

3.12 Timing Modules:

3.12.1 All competitors will be required to fit Electronic Self Identification Modules to their cars for the purposes of accurate timing. Holders for these and detailed fitting instructions will be issued with the transponders and it will be the responsibility of the competitor to fit these in the car in the position and manner specified. The modules must be in place and functioning correctly for all Championship qualifying practice sessions and races. The setting and servicing of these items must only be carried out by properly authorised MSA licensed Timekeepers. Competitors will be charged by the timing company for replacement of the Modules due to misuse or loss at any time during the season.

3.12.2 Competitors may not place electronic timing equipment within 5 metres of the Official Start, Finish or any other official timing lines at any event or test day session/day. Any such equipment placed within these zones will be removed.

3.13 Safety Car:

3.13.1 The Clerk of the Course reserves the right to introduce a Safety Car (**G5.2.17**) at any time during a race until such time as the race leader has completed 75% of the scheduled race distance.

3.13.2 The Safety Car will be used in accordance with the regulations as laid down in the MSA Regulations (**Section Q, Appendix 2**).

3.13.3 The Clerk of the Course may impose a Drive Through Penalty (as per **Q12.6**) or retrospective time penalty upon any Competitor or team who he considers has gained an unfair advantage whether inadvertently or not from a breach of these Safety Car Regulations. If in the opinion of the Clerk of the Course during the event that one Competitor breaches these Safety Car Regulations for the benefit of another Competitor then both may be penalised.

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4. CHAMPIONSHIP RACE PENALTIES:

4.1 Infringements of Technical Regulations:

- 4.1.1 Arising from post practice Scrutineering or Judicial action:
Minimum Penalty: The provisions of MSA Regulation C.3.3
- 4.1.2 Arising from post race Scrutineering or Judicial Action:
Minimum Penalty: The provisions of MSA Regulation C3.5.1 (a) & (b)
- 4.1.3 For infringements deemed to be of a more serious nature the Clerk of the Course and/or the Stewards of the Meeting are to invoke the provisions of MSA Regulation C3.5.1 (c)

4.2 Additional Specific Championship Penalties

- 4.2.1 As per the current MSA Judicial Procedure Regulations and the provisions of these Championship Regulations.
- 4.2.2 Additional Specific Championship Regulations

Breaches of driving standards will be firmly dealt with. If it appears from official video recordings, in-car video or any other track evidence that there may have been a breach of driving standards or behaviour, on or off the track, in a manner considered to have brought the championship into disrepute, the Championship Co-ordinator will be entitled to request that the Championship Stewards consider the inception of an inquiry into the matter, notwithstanding that the Clerk of the Course or the Stewards of the event may or may not have already investigated the incident. Penalties may include individual race bans, loss of points, awards, and/or end of season awards or exclusion from the BARC 2010 Quaife Radical Cup.

In order to maintain standards of conduct, the Championship Co-ordinator, in consultation with the Clerk of the Course, may monitor any / all official reports of adverse behaviour at race meetings. If any individual is included on two such reports during one racing season he will receive written warning from the championship Co-ordinator that his driving / behaviour is to be specifically observed at future race meetings. Any adverse reports during this period of observation could result in official MSA action and will result in a Championship Stewards enquiry, with possible loss of Championship points and refusal of further entries.

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

As per 2010 MSA Judicial Procedure Regulations.

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5. Technical Regulations

5.1 Introduction:

5.1.1 The following Technical Regulations are set out in accordance with the MSA specified format and it should be clearly understood that, if the following texts do not clearly specify that you can do it, you should work on the principle that you cannot. All references to the MSA Yearbook (blue book) relate to the current edition. Therefore, everything that is not specifically authorised and anything not specified in these regulations or any official championship bulletin, is strictly forbidden.

5.1.2 The 2010 Quaife Radical Cup is a 'single-brand' race series, for competitors participating in the following classes:

Supersport Class:	1500 SR3 RS 1500 SR3 Supersport 1340 SR3 RS
Prosport Class	1300 SR3 1340 PR6 1300 PR6 1300 Prosport 1000 PR6 1300 SR4 (de-restricted ecu)
Biduro Class:	SR4 1200 (early type, single wing plane) Clubsport 1100
Invitation Class:	PR6 1500 any of above with alternative tuned, sealed Powertec engines upto a maximum of 1585cc

5.1.3 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 model.

5.1.4 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.

5.1.5 Tests to establish the power output of any car may be carried out by Powertec. Such power testing will be carried out using rolling dynamometer equipment, owned by Powertec and operated in accordance with the equipment manufacturers instructions.

5.1.6 Where it is suspected that a component or structure fitted to the competing vehicle, may render the vehicle ineligible under these regulations, the component or access to the component will be sealed by the 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 (C3.4).

5.1.7 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.

5.1.8 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. This includes the ECU. Whilst efforts will be made to ensure that the condition of the exchanged parts is similar, responsibility for the care of exchanged components lies with the recipient. Exchanged components may be returned to their original owners on completion of the race.

5.1.9 Any infringement of these Technical Regulations will render the competitor liable to penalties as defined in Article 4.1 of the Sporting Regulations.

5.2 General Description:

The 2010 Quaife Radical Cup is a 'single-brand' race series for Radical race cars as specified herein.

5.3 Safety Requirements:

The following Articles of the MSA Section K Safety Criteria Regulations will apply:-

K6.1.1, K2.1.2, K3.1.2(a), K5, K6, K7, K8, K9, K10, K11, K12, K13, K14

See MSA J and Q.

5.4 General Technical Requirements and Exceptions:

DEFINITIONS: MSA Section B definitions apply. All references to standard parts and or materials in these regulations shall be taken as being the Radical Sportscars original specifications and drawings. In all cases of dispute, query or clarification or ruling these drawings and specifications shall be regarded as fact.

All parts listed in the Radical 2010 International order form for the SR3, SR4 and PR6 are eligible unless otherwise indicated in these regulations.

5.5 Chassis:

5.5.1 Powder coated tubular steel space frame chassis with aluminium panels and integral roll over bar completely standard and unaltered. This includes thickness of panels and rivet spacing. Optional forward facing roll bar stays may be fitted.

5.5.2 Towing Point – All vehicles must comply with Q19.1.3

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

5.5.4 All Radical models are manufactured to a standard specification and may not be altered. All chassis repair work must be carried out by Radical Sportscars Ltd.

5.6 Bodywork / Aerodynamics:

5.6.1 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.

5.6.2 GROUND CLEARANCE: The minimum ground clearance is 40mm (J5.20.11)

5.6.3 Heat shielding of the bodywork adjacent to the exhaust is permitted inside the engine compartment.

5.7 Engine:

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

- 5.7.2 Radical Factory to be Powerchecked and sealed on the Rolling Road before acceptance into the Radical Club Cup Championship.

All competitors who have previously raced in the Radical Club Cup must have all out of season engine work carried out by Powertec before 2010 Championship commences. All new entrants for 2010 who do not have Powertec Engines must present their cars at the Radical Factory for sealing.

Competitors not having out of season work carried out will have their MSA engine seals inspected by the Eligibility Scrutineer prior to qualification for the first event.

Once registration for the 2010 Club Cup has been accepted ALL engine work for the duration of the 2010 championship must be carried out by Powertec.

5.7.3 Supersport Class

260bhp Powertec Suzuki 1500cc K8

252bhp Powertec Suzuki 1500cc K7

210bhp Powertec Suzuki 1340cc K8

Prosport Class

210bhp Powertec Suzuki 1340cc K8

205bhp Powertec Suzuki 1300cc K7

210bhp Powertec Suzuki 1000cc K4

Clubsport Class

185 bhp Powertec Kawasaki 1100cc

195 bhp Powertec Kawasaki 1200cc

41mm Keihin Flat slide carbs

Invitation Class – SR3, SR4, PR6, PR6 1500, Prosport, Clubsport

The SR3, SR4, PR6, Prosport and Clubsport have the option of a tuned, sealed Powertec engine upto a maximum of 1585cc. The PR6 1500 is to run in this class.

5.7.4 Cooling System

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

5.7.5 Induction System

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

5.7.6 Exhaust System

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

5.7.7 Ignition System

The standard Radical Sportscars ECU must be retained. It is not permitted to reprogram the ECU. The Eligibility Scrutineer will on a regular basis supply a replacement ECU, which the competitor must change on request. 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.

5.7.8 Fuel Delivery System

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

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

5.8 Suspension:

- 5.8.1 All cars may be fitted with AVO or INTRAX shock absorbers supplied by Radical Sportscars. No internal modifications are permitted.
- 5.8.2 Spring rate front and rear are free and alternative front and rear anti-roll links supplied by Radical Sportscars may be used.
- 5.8.3 The front and rear suspension is double wishbone. The front and rear suspension is fitted with the unique Nik-link anti-roll system

5.9 Transmission:

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

The Radical Pneumatic paddle operated shift system may be fitted.
- 5.9.2 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.
- 5.9.3 The final drive system must be standard as supplied by Radical Sportscars. Drive ratios may be adjusted by changing sprockets/gears supplied by Radical Sportscars.

5.10 Electrics:

- 5.10.1 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.
- 5.10.2 Rear Fog Warning Light
Radical Sportscars' high intensity rear lamp must be fitted and be in working order.
- 5.10.3 Battery
An electrically powered starter motor and battery are mandatory and must be operable by the driver when normally seated and capable of repetitive starts.
- 5.10.4 Alternator
Must be standard as supplied by Radical Sportscars, and be in working order.
- 5.10.5 Dashboard Instruments
The Radical Sportscars solid state dashboard must be retained unless the Radical steering wheel mounted das is fitted. It is not permitted to reprogram the dashboard. Data loggers supplied by Radical Sportscars are permitted, however these will be used for drivers' guidance only. Official times will be provided by the official timekeeper. The fitting of a transponder is mandatory. The Radical lap timer, as supplied by Radical Sportscars may be fitted. This, however, will be used for drivers guidance only. Official times will be provided by the Official timekeeper. The Eligibility Scrutineer shall have access to data loggers and data logger information upon request.

5.11 Brakes:

- 5.11.1 The Radical 4-pot calliper front and rear, ventilated front and rear brake disc of 240mm diameter or an optional floating disc supplied by Radical Sportscars may be fitted.
- 5.11.2 Only brake pads supplied by Radical Sportscars may be fitted.

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

5.12 Wheels and Steering:

3-piece or cast wheels supplied by Radical Sportscars.

Maximum wheel size:

SR3 1500, SR3 1500 RS SR3 1340	Front: 15" × 8"	Rear 16" × 10 ½"
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Prosport 1300, PR6 1500 SR4 1300, PR6 1300	Front 13" × 7 ½"	Rear 13" × 10"
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Clubsport, SR4 1200	Front: 13" × 7"	Rear: 13" × 9",
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5.12.2 Steering wheel diameters may be changed to suit driver preference and must be supplied by Radical Sportscars.

5.13 Tyres:

5.13.1 Dunlop tyres marked with the Radical Trademark on the tyre wall as supplied by Radical appointed tyre distributor.

Where necessary, alternative tyre compounds may be specified by championship bulletin.

5.13.2 A maximum of 16 tyres in total may be used throughout the championship – of those 16 a maximum of 10 tyres may be rear tyres. Wet weather tyre quantities are unrestricted. Serial numbers from all tyres used must be declared on the Radical Championship Tyre form. Top copies of the form are to be retained by the team/driver and the bottom copy must be handed to the Eligibility Scrutineer, prior to the start of qualification.

5.13.3 Each car MUST be fitted with four brand new slicks for the first event of the season.

5.13.4 In the event of a puncture or incident requiring a new wheel/tyre the Eligibility Scrutineer must approve the change and the form must be amended.

5.13.5 Tyres used in previous events in 2010 season (and recorded on a tyre form) may also be used in subsequent rounds. These tyres must have been nominated to the same car. Used tyres shall be defined as having completed at least one heat cycle and showing signs of wear as determined by the Eligibility Scrutineer.

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

5.14 Fuel Tank and Fuel:

5.14.1 Type Of Fuel Tank

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

5.14.2 The use of a controlled unleaded fuel complying with the definition laid down in MSA Regulations Section B. (Technical Definitions), and supplied by the Anglo American Oil Company Ltd, is mandatory for all official championship testing, practice, qualifying and race sessions.

Compliance with this regulation will be verified by fuel testing carried out throughout the season.

To allow comparison testing to be carried out, competitors must have a minimum of 3 litres of fuel left in the fuel tank at the end of any session.

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

5.15 Silencing:

Specification as per MSA regulation J5.17 – J5.18.

5.16 Competition Numbers/Decals

5.16.1 Positions

Racing numbers must be affixed in accordance with MSA regulations. Radical, BARC and Sponsors decals as issued for the current year must be affixed to the vehicle as laid out in the diagram issued with those decals. Each of the four classes will be required to secure a different colour number background to make it clear which class they are racing in. Failure to comply will render the car ineligible.

Supersport Class	Red backgrounds/white numbers
Biduro Class	Blue backgrounds/white numbers
Prosport Class	Yellow backgrounds/black numbers
Invitation Class	White backgrounds/black numbers

5.16.2 Sponsor decals are to be positioned as per drawing available from Championship Co-ordinator. Failure to comply will render the car ineligible.

5.17 Suppliers

Decal packs including one complete set of numbers plus backgrounds, Club and Sponsor will be sent to each competitor FOC on receipt of completed registration form. Any subsequent backgrounds and numbers will be charged to the competitor according to the 2010 Radical Price List.

Club, Sponsor and number decals will also be available on the Radical Spares Truck at each event.

2010 Quaife Radical Cup

6. Appendices

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

6.1 Race Organising Club and Contacts

6.2 Vehicle Manufacturer:

Radical Motorsport Ltd
24 – 26 Ivatt Way Business Park
Westwood
Peterborough, Cambs PE3 7PG
Tel: 01733 331717 Fax: 01733 264959
Email: info@radicalsportscars.com
Website: www.radicalsportscars.com

6.3 Eligibility Scrutineer:

Phil Mason
16 Beaufort Drive
Bourne, Lincolnshire PE10 9PN
Tel: 01778 424877 (H) 01733 292247 (W)

6.4 Championship Organiser:

British Automobile Racing Club
Thruxton Circuit
Andover, Hampshire SP11 8PN
Tel: 01264 772696 Fax: 01264 773794
E-mail: competitions@barc.net

6.5 Championship Co-ordinator:

Amanda Abbott
Radical Motorsport Ltd
Tel: 01733 331717 ext 201 Fax: 01733 264959
E-mail: amanda@radicalsportscars.com

6.6 Commercial Undertakings

6.6.1 Vehicle Presentation

The presentation of the car is fundamental to the profile of the championship/series, its sponsors and its audience. Therefore in considering whether to permit any car to the race, at any point during the season, the organisers will regard as paramount the presentation of the car. In taking into account its appearance inherent in which is the standard of its presentation they may exclude any car which they consider may prejudice the reputation of the championship/series or is otherwise acceptable.

This will include where the car is presented at a race event bearing accident damage sustained at a previous event and which has not been subject to the completion of a full and proper repair. A double header is regarded as one event for the purpose of this regulation.

6.6.2 Each team will be required to fly the Radical Flag prominently on their transporter or trailer during qualifying and race days. A flag and flag pole are available from Radical Sportscars.

6.6.3 Hospitality

Radical will be supplying a hospitality awning in which refreshments will be available during the course of the race weekend, for the use of all registered drivers only. Passes for guests may be purchased in the hospitality awning or the Spares Truck.

Driver Briefings and award presentations will be held in the awning at each meeting. It is a championship condition that all drivers attend these events. In addition to the 1st, 2nd, and 3rd awards Radical may present a 'Best Prepared Car' and 'Driver of the Day' awards.

Radical Sportscars will park its trucks and awnings centrally in the paddock space allocated by BARC. All teams are required to park their vehicles in an orderly manner adjacent to the Radical Trucks, as directed by the Paddock Parking Marshals.

2010 Quaife Radical Cup REGISTRATION FORM



1 Please complete in capital letters

About You:

NAME OF DRIVER: _____

ADDRESS: _____

_____ POSTCODE: _____

TEL(DAY): _____ (EVE): _____

E MAIL ADDRESS: _____

AGE: _____ DATE OF BIRTH: _____

NATIONALITY: _____

COMPETITION LICENCE No: _____ GRADE: _____

BARC MEMBERSHIP No: _____ (Compulsory)

Name of person to contact in case of emergency at race circuit : _____

Relationship of this person to you: _____

Address of this person whilst you are at the circuit: _____

Contact phone number of this person whilst you are at the circuit: _____

About Your Car:

Model: _____ CC _____

Class you wish to race: _____

Transponder Number: _____

Engine Number: _____

Engine Seal Number: _____

1st Choice COMPETITION NUMBER: _____

2nd Choice COMPETITION NUMBER: _____

TO BE COMPLETED BY ALL APPLICANTS:

I wish to register for the **2010 Quaife Radical Cup** and I declare that the information given above is correct. I understand that should the above information change in any way I will confirm details in writing to the BARC as detailed below.

I have read and understood the 2010 Quaife Radical Cup Regulations and agree to abide by the same.

SIGNED: _____ DATE: _____

I ENCLOSED A CHEQUE MADE PAYABLE TO RADICAL MOTORSPORT FOR £ 235

OR

PLEASE CHARGE MY REGISTRATION FEE OF £235 TO THE FOLLOWING CARD:

CARD No: _____ / _____ / _____ / _____

Start Date: _____ / _____ Expiry: _____ / _____

Issue (Switch cards only): _____ 3-digit sec. Code: _____

**ONCE FULLY COMPLETED THIS FORM AND YOUR DRIVER PROFILE FORM
SHOULD BE RETURNED TO:**

Amanda Abbott, 24 – 26 Ivatt Way Business Park, Westwood, Peterborough, Cambs, PE3 7PG

Radical Driver Profile Form - 2010

Clubman's Cup

Name: _____

Hometown: _____

Age: _____ Married: _____ Children: _____

Model of Car: _____ Race Class: _____

Colour of Car: _____ Helmet Colour: _____

Occupation: _____

Previous Race Experience: _____

Team Name: _____

Sponsor Details _____

The details given on this form will be used by the Race Commentator at each circuit and will be posted onto the Racing Section of the website. Please email a jpeg photo attachment to amanda@radicalsportscars of yourself and your car if possible.



Race Number:

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