

## Radical Cup Europe 2026

### Series Bulletin to Sporting Regulations Nr. 01/2026

Dated: 4 February 2026

To Sporting & Technical Regulations 2026 Radical Cup Europe  
(version 27 October 2025)

This Series Bulletin is in force per 1 March 2026, pending approval of KNAF.

**Subject: Various amendments / corrections / clarifications**

**Referring to art. 2 – Sporting Regulations – Judicial Procedures**

The below changes are made to the mentioned articles:

#### 2.1.1

In accordance with the International Sporting Code and these regulations all judicial action will be taken by the Stewards except under the provisions of 2.1.2 below. The Stewards may impose a fine, a classification penalty, a Drive Through penalty or a (Pit Stop) Time penalty for an infringement of these regulations where a penalty has not been defined, or:

- a) Cancellation of a qualifying practice lap time or times.
- b) Retrospective time penalty.
- c) Pit lane Drive Through or Stop and Go penalty.
- d) (Pit Stop) Time penalty

#### 2.2.1 Definitions

**2.2.1.1** Drive Through Penalty – The Competitor must enter the Pit Lane, obeying the Pit Lane Speed Limit, drive through the Pit Lane without stopping at his/her pit and re-join the race.

**2.2.1.2** Stop/Go Penalty – The Competitor must enter the Pit Lane, obeying the Pit Lane Speed Limit and Driver to the Stop/Go Penalty box as directed by the Pit Lane Marshals. The Stop period will be determined by the Race Director or Stewards.

**2.2.1.3** Further penalties may be applied at the discretion of the Stewards of the Meeting.

**2.2.1.4** (Pit Stop) Time Penalty – If issued before the Competitor has completed the mandatory pit stop, the Time Penalty is added to the minimum pit stop duration for the Competitor in the specific Race. If issued after the Competitor has completed the mandatory pit stop, the Time Penalty is added to the Race result of the Competitor.

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#### 2.2.3.4 Exceeding Track Limits

- a) Timed Free Practice / Official Test – After 3 reports of a Car exceeding the Track Limits a warning flag will be displayed. Further reports will be reported to the Stewards who may issue a Fine or a Race Grid penalty for at least one race at the Event.
- b) Qualifying Practice – The Race Director will cancel the relevant lap time. If the infringement occurs at the final turn both the current and next lap time will be cancelled. After 2 reports of a Car exceeding the Track Limits a warning flag will be displayed. Further report/s will be referred to the Stewards who may cancel the Drivers' best time/s. In a two-Driver team the penalty will be applied to the Driver who was in the Car at the time of the offence.
- c) Races – After 2 reports of a Car exceeding the Track Limits, a warning flag will be displayed. Further reports will be referred to the Stewards who may impose a (Pit Stop) Time Penalty or a Stop/Go penalty, the duration of which will depend upon the number of reports received. If there is insufficient time to apply the Stop/Go then the race time will be increased by no less than 30 seconds and no more than 60 seconds. In a two Driver Team, if the offence is by the first Driver and they are unable to take the penalty due to the Driver Change Pit Stop then the 2nd Driver will be required to take the penalty. If the Driver continues to exceed the limits then further Stop/Go penalties may be applied or disqualification.

**2.2.3.5 On Track Incidents** - A Competitor involved with and viewed as the cause of said incident, the Stewards may impose either a maximum grid drop of 10 places for that Drivers next race. Or have a maximum of 2 minutes added to their race time. Or take a Drive Through or Stop/Go penalty up to a maximum of 60 seconds.

**2.2.3.7 Working on the Car on the grid after the 3-minute board** is shown

- a) Race – Drive Through Penalty

### Referring to art. 3 – Championship Race Meetings & Procedures

The below changes are made to the mentioned articles:

#### 3.2.1 Briefings

Organisers **must** notify Competitors of the times and locations for all briefings. Competitors must attend all briefings. Failure to attend or arriving late at the Official Drivers Briefing will be reported to the Stewards for consideration of a penalty being imposed. Drivers **must** not leave the circuit at the end of each day without advising the Co-ordinator. This is to ensure any judicial proceedings will not be prejudiced by their absence.

#### 3.5.5 Race Suspension

**3.5.5.1** Should a race be suspended, the maximum time extension to the overall race time will be thirty (30) minutes. This additional time may be reduced under exceptional circumstances.

**3.5.5.2** If the race is suspended before the Pit Window has opened for Driver changes, then the Drivers may be allowed to change on the grid under the control of a Line Marshal. In such circumstance, any Success Equalisation Time will be added to their total race time.

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**3.5.5.3** If the race is suspended during the mandatory pit window, the race will be restarted using the race order at the end of the last full lap before the opening of the pit window, with the second Driver behind the wheel. In such circumstance, no Success Equalisation Time will be added to their total race time.

**3.5.5.4** In all other cases, the restart order will be taken at the last point at which it is possible to determine the position of all cars by measuring points/loops of the official timekeeping system.

**3.5.6.1** There will be a rolling start from a 2 x 2 starting grid set out in accordance with the track licence. The start will be given when the Red Lights are extinguished (see art. **3.5.6.7** of these regulations).

**3.5.6.7** Towards the end of the warm-up lap the leading car will leave the circuit after extinguishing its roof lights indicating a start is imminent. The grid will continue in order at a similar speed on the approach to the start line. All Cars will start racing when the red start light(s) are extinguished (for the avoidance of doubt, Cars may pass **from the moment the start signal is given**) In the event that the starting light(s) fail the Starter will revert to using the National Flag. Competitors are advised that track limits that are applicable throughout the race are equally applicable at the race start.

**3.5.6.9** Any Drivers unable to start the warm-up lap (Green Flag lap) are required to indicate their situation and any Drivers unable to maintain grid positions on the warm-up lap (Green Flag Lap) to the extent that ALL other Cars are ahead of them, may complete the warm-up lap (Green Flag lap) but MUST remain at the rear of the last row of the grid until **the start signal is given**.

**3.5.8.8.1** During the designated pit stop window, Cars must enter the pit lane and stop in the pre-assigned designated area adjacent to their team and switch off the engine, remaining stationary for a minimum of the duration outlined in art. **3.5.8.8.4** of these regulations

**3.5.8.8.5.e** At beginning of the season each team will be allocated coloured armbands as identification for the "Assigned Team Members" and the Team Timekeeper. The identification must be worn as intended and be clearly visible by the assigned personnel (see art. **3.5.8.8.5.k** of these regulations) who may be working during the Pit Stop and one other member who will be responsible for timing and safe release of the Car only.

**3.5.8.8.5.j** Drivers who are competing in this race are exempt from restriction art. **3.5.8.8.5.e** of these regulations.

RADICAL MOTORSPORT ENGINE DEPARTMENT and Radical Technical Staff who can be identified by Orange armbands, are exempt from above restrictions.

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**3.8.7** A Driver who is seen to be miss-using or overusing the kerbs during their track activity may be penalised. See "Specific Penalties" (art. **2.2.3.4**) of these regulations.

**3.16.12** The Race Director, the Clerk of the Course or the medical delegate can require a Driver to have a medical examination at any time during an Event, this medical examination may include an anti-doping test (**ISC - Appendix A**).

#### **Referring to art. 4 - Technical Regulations**

The below changes are made to the mentioned articles:

#### **4.1 Introduction**

*Only mentioned paragraphs are amended, remainder of article is unchanged*

Should the Organisers deem it necessary to modify these Championship Regulations, the requirements of FIA International Sporting Code ISC, Art. 3.6 & ~~11.9~~ will be followed.

EVERYTHING THAT IS NOT SPECIFICALLY AUTHORISED AND ANYTHING NOT SPECIFIED IN THESE REGULATIONS OR ANY OFFICIAL CHAMPIONSHIP BULLETIN IS STRICTLY FORBIDDEN AND RENDERS THE CAR INELIGIBLE INVOKING ALL THE PENALTIES UNDER FIA INTERNATIONAL SPORTING CODE ART ~~11~~ & 12.

**4.2.11** Any infringement of these Technical Regulations will render the Competitor liable to penalties as defined in these regulations under **FIA ISC, Art 12**.

**4.5.5.1** The minimum ground clearance is 40 mm (FIA Sporting Regulation Appendix J 252, art.2.1). With the exception of breather hose(s) and skid blocks required by regulation **4.5.3.1**, under no circumstance can any part of the bodywork, or of the suspended part of the Car, be below a horizontal plane passing 40 mm above the ground, the Car being in normal racing trim. Official measurements are taken with an official tool of 40 mm on the official flat patch or designated area determined and communicated by the scrutineers at each Event.

**4.17.6** Any infringement of these Technical Regulations will render the Competitor liable to penalties as defined in these regulations under **FIA ISC, Art 12**.