

**2026 Radical Cup Europe**  
**Sporting & Technical Regulations**  
**Version 27 October 2025**



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## 1. SPORTING REGULATIONS – GENERAL

### 1.1 Title & Jurisdiction

The Radical Cup Europe is an International Series and will be organised and administered by Creventic, Radical Motorsport Ltd, the body sanctioned by the Federation Internationale de l'Automobile (FIA), The Knac Nationale Autosport Federatie (KNAF) as the affiliated club responsible for the eligibility of Events, locations, participants, Cars & results. The Series is recognised by the Federation Internationale de l'Automobile (FIA). The Series is run in accordance with and governed by the general prescriptions of the International Sporting Code of the FIA and its' Appendices (the Code) and the specific provisions of these Regulations.

In any dispute the English version of the regulations shall be definitive.

### 1.2 Officials

<b>1.2.1</b> Co-ordinator:	TBC
<b>1.2.2</b> Assistant Co-ordinator:	TBC
<b>1.2.3</b> Technical Delegate:	TBC
<b>1.2.4</b> Race Director:	TBC
<b>1.2.5</b> Series Steward:	TBC

### 1.2.6 General Undertaking

All Drivers, Competitors and officials participating in the Championship undertake, on behalf of themselves, their employees and agents, to observe all the provisions as supplemented or amended of the Code, the Circuit General Prescriptions, the applicable present Sporting & Technical Regulations, and the Supplementary regulations to each Event.

### 1.3 Competitor Eligibility

- 1.3.1** For the purposes of these Regulations "Competitor" is as described in Article 9.1 of the International Sporting Code of the FIA: Therefore, for the avoidance of doubt, a Driver and Entrant of a Driver should be considered to be the Competitor for the purposes of the material parts of these regulations, as may be required.
- 1.3.2** All Drivers, Competitors and Officials participating in the Championship must hold current & valid licences (minimum requirement a Grade C International FIA Drivers Licence) and where applicable, valid licences and/or authorisations issued by their ASN in accordance with Art 9.2 ISC). Competitors must be at least 16 years old.
- 1.3.3** It is the Competitors' obligation to ensure that all persons concerned by his/her entry observes all the requirements of the Code, the Circuit General Prescriptions,

the applicable Technical Regulations, the present Sporting Regulations, and the Supplementary Regulations to each Event.

**1.3.4** In the event that a Team (as referred to throughout these regulations) does not hold an Entrants licence, the first named Driver will be considered as the entrant.

**1.3.5** Eligible Cars are Radical SR3 XX and XXR 1500 in the SR3 Class, and SR10, in the SR10 Class (all variants with FIA chassis), as set out in these regulations.

**1.3.5.1** The Radical Factory may, at any time in the season, enter a "development" Car i.e. any of the above models (1.3.5) that would be fitted with a modification of a part that would not be totally compliant to these regulations but by running in a race situation would prove the part to be "race-worthy" and would lead to that part being written into, and consequently eligible for the Championship. The development Car would be identified with the race number "99" and would not be eligible for points or prizes but would be eligible to take part in all aspects of the Event provided that it complies with the Safety Scrutineering and Sporting Regulations. The development Car is in a separate class and will accrue success seconds separate from other registered Competitors.

**1.3.6** The presentation of a Car for Scrutineering will be deemed an implicit statement by the Competitor of the conformity of the Car.

**1.3.7** Competitors must ensure that their Cars comply with the conditions of eligibility and safety throughout the Event. Timing transponders must be fitted and working at all times during an Event – this includes any free practice sessions and Official Tests.

**1.3.8** Each Competitor must have all documents required by Championship regulation 1.3.2, and the various documents relating to his/her Car, available at Administration and for inspection at any time during the Event.

## 1.4 Registration

**1.4.1** All Drivers and Competitors must register for the championship by returning the Registration Form and the registration fee to the Co-ordinator prior to the Final Closing date of the first Event being entered.

**1.4.2** Registration for the Radical Cup Europe will be for TEAMS of one or two Drivers sharing or solely driving one (1) Car, defined as follows:

**1.4.2.1** A Team:

- a) May be made up of 1 or 2 registered Drivers. No more than 2 Drivers per Event are permitted.
- b) If more than 1 Driver, all Drivers must be registered to that Team prior to their arrival at the Event.
- c) If a Team is more than 1 Driver, then 1 of these Drivers MUST be nominated and registered as Lead Driver and MUST take part in all Events that the Team enters in the Championship in order for that Team to be awarded points.

- d) On Registering, a Team will be issued a Championship Number. That number stays with the Lead Driver. IF the second Driver changes Teams then he assumes the number of the Lead Driver in the alternate Team.
- e) A Registered Team may use more than one Car over the season and still gain points provided that each Car used is in the same class.
- f) The Drivers for each team must be nominated through the designated app at the start of the Event. From these nominations a list of "Declared Drivers" will be produced. This list of participants will be the definitive list and will be circulated to all officials and will be posted on the "Official Championship Notice board" in the Radical Race Centre, physical or digital.
- g) Once the Team has completed the "Declaration of Drivers" no other Driver may be entered or removed in that Team for that Event unless for reasons of force majeure, the declared Driver(s) must compete in all of the Event to qualify for points from said Event.

**1.4.3** If a Driver changes classes during the season points will not be carried over from one class to another.

**1.4.4** Registrations will be accepted from 26<sup>th</sup> September 2025 until the last round of the championship.

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

**1.4.6** Insurance

- 1.4.6.1** The organiser of an Event must ensure that all Competitors, their personnel and Drivers are covered by third party insurance.
- 1.4.6.2** Thirty days before the Event, the organiser must send Radical Motorsport details of risks covered by the insurance, which must comply with the national laws in force. This insurance certificate shall be made available to the Competitors.
- 1.4.6.3** Third party insurance arranged by the Competitor shall be in addition and without prejudice to any personal insurance policy held by a Competitor or by any other natural person or legal entity taking part in the Event.
- 1.4.6.4** Drivers taking part in the Event are not third parties in respect to one another.

**1.5 Championship Rounds**

**1.5.1** The provisional 2026 Radical Cup Europe will be contested over 5 Events as follows:

Event	Date	Venue	Event Name	Organisers
1	20-22 March 2026	Mugello Circuit, Italy	12H Mugello	Creventic

2	16-19 April 2026	Spa Francorchamps, Belgium	12H Spa	Creventic
3	4-7 June 2026	Paul Ricard, France	12H Paul Ricard	Creventic
4	2-5 July 2026	Nurburgring, Germany	12H Nurburgring	Creventic
5	18-20 September 2026	Barcelona, Spain	24H Barcelona	Creventic

**1.5.2** Events will comprise of a mandatory Drivers Briefing and:

- 1.5.2.1** 1 Official Test session of 60 minutes
- 1.5.2.2** 2 Qualifying sessions of 20 minutes
- 1.5.2.3** 2 Races of 50 minutes. Note: All session times are subject to change by the organisers.

**1.5.3** The timetable for administrative checks, Technical Delegate checks, practice and race will be published in specific information for each Event.

**1.5.4** Failure to comply with the timetable for administrative checks will be reported to the Stewards for application of sanctions.

## 1.6 Championship Points

**1.6.1** Points will be awarded to Registered Teams, in all classes, listed as classified finishers in the official race results as follows:

40, 35, 30, 27, 24, 22, 20, 18, 16, 14, 12, 10, 9, 8, 7, 6, 5, 4, 3, 2 plus 1 point for all other classified finishers plus 1 for pole position and 1 for fastest race lap in each class.

If there are 5 or less starters (see 1.6.4 of these regulations) in a class at the start of the Event i.e. at Drivers Sign-on, points will be reduced as follows:

20, 16, 11, 5, 1 plus 1 point for pole position and 1 for fastest lap in each class.

**1.6.2** The totals from all qualifying championship Events will determine the final Championship points and positions.

**1.6.3** Dead Heats Prizes and points awarded according to the classification for Competitors who tie will be added together and shared equally. If two or more Teams finish the season with the same number of points, the higher place in the Championship shall be awarded to: a) the holder of the greatest number of first places; b) if the number of first places is the same, the holder of the greatest number of second places; c) if the number of second places is the same, the holder of the greatest number of third places and so on until a winner emerges.

**1.6.4** For the avoidance of doubt reference above to starters in 1.6.1 of these regulations refers to Registered Teams (see 1.4.2 & 1.4.2.1 of these regulations).

## 1.7 Awards

- 1.7.1** All awards are to be provided by Creventic or its appointed distributors.
- 1.7.2** Trophies per race in all classes: 2 x 1<sup>st</sup>, 2 x 2<sup>nd</sup>, 2 x 3<sup>rd</sup>
- 1.7.3** Champagne per race: 2 x 1<sup>st</sup>, 2 x 2<sup>nd</sup>, 2 x 3<sup>rd</sup> in each class provided by race organisers.
- 1.7.4** Trophies – The Overall Championship Title will go to the Team scoring the highest accumulated points irrespective of class plus 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> in each class.
- 1.7.5** Title to all Trophies: In the Event of any Provisional Results or Championship Tables being revised after any provisional presentations and such revisions affect the distribution of any awards the Competitors concerned must return such awards to the Radical Motorsport in good condition within 7 days.
- 1.7.6** Champagne and trophies are to be provided for the presentation at the end of each race or at a presentation ceremony.
- 1.7.7** If, at the end of the Radical Cup Europe season, a Competitor has monies outstanding with Radical Motorsport/Radical Precision Engineering or any championship 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.

## 2. SPORTING REGULATIONS – JUDICIAL PROCEDURES

### 2.1 Overview

**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 or a Drive Through penalty for an infringement of these regulations where a penalty has not been defined, or:

- Cancellation of a qualifying practice lap time or times.
- Retrospective time penalty.
- Pit lane Drive Through or Stop and Go penalty.

**2.1.2** Drive-through and Stop and Go penalties are not, however, subject to any form of appeal and must be taken within 3 laps of the first signal being given. Failure to comply with a Drive Through or Stop and Go penalty directive will involve automatic disqualification from the results of the session.

**2.1.3** If the circumstances leading to a classification penalty justify the imposition of one or more sporting penalties, the Stewards may impose such penalties without having received a protest and / or without a prior decision having been taken by the Race Director.

**2.1.4** The Stewards may additionally, penalise any Competitor involved in an incident by imposing a penalty.

**2.1.5** It should be noted that there is no direct or automatic right of Appeal to the International Court of Appeal (ICA) on any matter arising from this Series. Protests and Appeals shall be made in accordance with the provisions of the Code.

**2.1.5.1** Protest and Appeal fees will be in accordance with each Event Supplementary Regulations.

**2.1.5.2** The Appeal fee for the National Court of Appeal is €1750,00.

### 2.2 Infringements and Penalties of the Sporting Regulations

The following penalties will apply to all Events within the Championship. The penalties in this section are indicative and not exhaustive.

#### 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.

**2.2.2** Infringements and penalties

**2.2.2.1** Exceeding Track Limits – Drivers must use the track at all times. For the avoidance of doubt the white lines defining the track edges are considered to be part of the track but the kerbs are not. A Driver will be judged to have left the track if no part of the Car remains in contact with the track. Should a Car leave the track for any reason the Driver may re-join. However, this may only be done when it is safe to do so and without gaining any advantage. However, if at any point during the race, a Competitor's Car leaves the track and re-joins with assistance then that Competitor may resume his race without any further penalty. Further reports may incur further penalties at the Stewards discretion up to and including disqualification. See "Specific Penalties" (art. 2.2.3 of these regulations). Penalties may also be applied if it is considered that the Driver is misusing or over using the kerbs during track activity.

**2.2.2.2** A Competitor is not permitted to enter the Pit Lane to take a Drive Through Penalty or Stop/Go penalty during a Safety Car Intervention period, which for this purpose is deemed to have ended when the Car subject to the Penalty passes the Green Flag at 'The Line' on the track.

**2.2.2.3** Should a penalty(s) be imposed during the last five laps, or after the end of a race, then a minimum thirty-second-time penalty will be added to the elapsed race time of the Competitor concerned. Stewards may impose an alternative penalty.

**2.2.2.4** Failure to comply with a drive through or stop/go penalty directive will involve automatic disqualification from the results of the session.

**2.2.3** Specific Penalties:

**2.2.3.1** Pit Stops including the Driver Change/Mandatory stop

- a) Prior to passing the 'Open' board on circuit – Stop/Go
- b) Passing the 'Closed' board on circuit without having made the mandatory stop/Driver change – Stop/Go
- c) Adjusting seatbelts whilst driving up to and leaving Team Pit Stop Area – Drive Through
- d) Failure to execute 'Driver Change/Mandatory pit stop' – Disqualification
- e) Short Stop – Stop/Go with seconds equal to the difference between minimum pit stop duration and actual pit stop duration
- f) Unsafe Release – Drive Through
- g) Team member(s) not wearing Identification – fine issued to Team (£100/€100 dependant on country) per identification not worn
- h) Incorrect manning level – Stop/Go

- i) During the stop the engine must be switched off and prior to the Car pulling away the Driver must be seated and belted into the Car. Failure to do any of these – Drive Through.

**2.2.3.2** Exceeding Pit Lane Speed Limit Stop/Go with variable stop as below:

- a) Over limit up to 5kph – 5 seconds
- b) 6 – 10 kph over limit – 15 seconds
- c) 11 – 15 kph over limit – 20 seconds
- d) 16+ kph over limit – 30 seconds

**2.2.3.3** Crossing Pit Lane Entry or Exit Blend Line

- a) Qualifying – removal of fastest lap by the Driver crossing said line.
- b) Race(s) – Drive Through

**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 – 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 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 Stop/Go penalty up to a maximum of 60 seconds

**2.2.3.6** Failing to Comply with Flag Signals

- a) Free Timed Practice / Official Test – The Stewards may impose a fine or a Race Grid penalty for at least one race at the Event.
- b) Qualifying Practice – Reports will be referred to the Stewards who may cancel all the Driver's times and start from the back of the grid.
- c) Continual disregard of flag signals the Stewards may disqualify the Driver.
- d) Races – Reports will be referred to the Stewards who may issue a minimum of a Drive Through Penalty.
- e) Continual disregard of flag signals the Stewards may add up to 60 seconds to the race time or disqualify the Driver.

**2.2.3.7** Working on the Car on the grid after the 2-minute board is shown

- a) Race – Drive through penalty

**2.2.3.8** Ignoring penalty boards, black/orange flag or black flag

- a) Free Timed Practice / Official Test – The Stewards may impose a fine or a Race Grid Penalty for at least one race at the Event.
- b) Qualifying Practice – Reports will be referred to the Stewards who may cancel all the Drivers times and start from back of grid. Continual disregard of flag signals, the Stewards may disqualify the Driver.
- c) Race – The Stewards may disqualify the Driver.

**2.2.3.9** Abandoned Cars

- a) If a Driver has to abandon the Car on the circuit or its adjacent area the Driver is to ensure the Steering Wheel is correctly re-fitted and to leave it in neutral or with its clutch dis-engaged. Failure to do so may result in a 5-grid place penalty for the next race that Competitor enters. The Stewards may impose an alternative penalty.

**2.2.3.10** Disobeying an Officials instruction including removal of Car from Parc Fermé

- a) Free Timed Practice / Official Test – The Stewards may impose a fine, or a Race Grid Penalty for at least one race at the Event.
- b) Qualifying Practice – All times cancelled and start at the back of the grid.
- c) Race – disqualification from race.

**2.2.3.11** Drivers Briefing

- a) Non-attendance at the Drivers Briefing will be reported to the Stewards for the application of a fine.

**2.2.3.12** Should the above penalty(s) (2.2.3) be imposed during the last five (5) laps, or at the end of a race, then a minimum 30 second time penalty will be added to the elapsed race time of the Competitor concerned. For a second offence of speeding in the pit lane the penalty will be doubled. Further infringements may result in a greater penalty.

### **3. CHAMPIONSHIP RACE MEETINGS & PROCEDURES**

#### **3.1 Entries**

**3.1.1** Entries are available on the Radical Motorsport / Creventic website, [www.radical-cup-europe.com](http://www.radical-cup-europe.com) and by email from the Championship Co-ordinator. 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. Race Entry Fees are non-returnable.

**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.

#### **3.2 Briefings**

**3.2.1** Organisers should 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 SHOULD 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.

#### **3.3 Driver Declaration**

##### **3.3.1 Driver Declaration**

**3.3.1.1** Drivers will inform the Championship Co-ordinator through the designated app at least 90 minutes, before qualifying which Driver will do Q1 and Q2. No changes may be made, from this point onwards.

**3.3.1.2** This information will then be passed to the Race Director, Timekeepers and will be posted on the Official Championship Notice Board within the Radical Race Centre, physical or digital.

**3.3.1.3** If Drivers qualify in the wrong session, that Team will be placed at the back of the grid for their respective races.

**3.3.1.4** It is the "Team" i.e. the Drivers as listed in art. 1.4.2 of these regulations responsibility to inform the Championship Co-ordinator in good time, their nominated Start Driver.

**3.3.1.5** If a Driver Declaration is requested after Qualifying, such change must be approved by the Stewards and may result in the Team starting any or all of the races from the back of the grid.

#### **3.4 Qualifying**

##### **3.4.1** The minimum scheduled qualifying will be as follows:

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Approved by KNAF under permitnr. 0314.26.006

**3.4.1.1** Qualifying will be held over a minimum 2 x 20 minute sessions with a minimum of a 5 minute break to separate the two sessions. ~~Both sessions will take place prior to the start of Race 1.~~

**3.4.1.2** The Lead Driver as recorded on the team's Registration Form and the Second Driver must each participate in at least one qualifying session, and in the case of a two-Driver team each must start and set a time for either Race 1 or 2. They are two distinct Drivers. Whichever qualifying session the lead Driver starts will determine that race's grid position based on their fastest time in the session; that Driver must then start the corresponding race. The Second Driver will set the grid position time for the other race and must start that race.

**3.4.1.3** The Driver Declared for each of the qualifying sessions MUST start the correct session as declared and complete a minimum of 3 laps in order to set a time.

**3.4.1.4** However, should he so wish to do so, the Declared Driver may stop at his "pit" and change to the second Driver (following the Driver Change guidelines) and the second Driver may then complete the qualifying session. Times for Qualifying will only be used from the Declared Driver.

**3.4.1.5** When a Driver change has been completed during the qualifying session, there may not be any further Driver changes.

**3.4.2** A single Driver must complete laps in both Q1 and Q2 to establish a grid position for Race 1 and Race 2.

**3.4.2.1** The grid for Race 1 will be set by the fastest qualifying time (final results) achieved by the Declared Driver in Qualifying Session 1 (Q1). The grid for Race 2 will be set by the fastest qualifying time achieved by the Declared Driver in Qualifying Session 2 (Q2), pending the results of any judicial procedures.

**3.4.3** In the case of Force Majeure and with the Agreement of the Stewards, providing the Driver(s) has satisfactorily completed 3 (three) laps at a Radical official test day in that season and in a similar Car at that circuit in the configuration being used prior to the Event, it will not be necessary to complete 3 (three) laps of qualifying to qualify for the race. If this is the case, the Driver will be placed at the back of the grid for whichever race he has not completed the qualifying. If neither Driver qualified in the usual manner both Drivers will start from the back of the grid.

**3.4.4** If more than one Team fails to qualify but satisfies art. 3.4.7 of these regulations, then the grid positions shall be awarded in championship order at the back of the grid. If at the start of the season, i.e. there are no current championship standings, the grid positions shall be in championship number order at the back of the grid.

**3.4.5** In the event that two or more Cars qualify with an equal time then the first Car to have set the time will take precedence.

**3.4.6** Should any practice session be disrupted, the Race Director shall not be obliged to resume or re-run the session in order to achieve the published timing. The decision of the Race Director shall be final.

**3.4.7** The Provisional Starting Grid for Race 1 will be issued after the conclusion of the Qualifying 1 (Q1) Session and the Start Grid for Race 2 will be issued provisionally after Qualifying 2; (see 3.4.3 of these regulations)

### **3.5 Races**

**3.5.1** Any Competitor whose Car(s) is(are) unable to start, for any reason whatsoever (or who has good reason to believe that their Car(s) will not be ready for the start of the race) must inform the Championship Co-ordinator accordingly, at the earliest available opportunity and, in any Event, no later than one hour and fifteen minutes before the start of the Pit Lane opening.

**3.5.2** If one or more Cars are withdrawn, the grid will be closed up accordingly. The Final Starting Grid will be published one hour before the start of Lane opening. Any withdrawals after this time will result in a gap being left on the grid.

**3.5.3** The scheduled race distance shall be a minimum scheduled duration of 50 minutes but should any race distance be reduced at the discretion of the Race Director or Stewards it shall still count as a full points scoring Event.

**3.5.4** Race Time shall begin after the conclusion of 1 (one) green flag ('warm-up') lap, regardless of whether racing conditions commence.

#### **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.

**3.5.5.3** Should any Competitor be in the pits at the time of the Race Suspension undertaking their Driver change, they will start from the pit lane in the order of arrival at Pit Exit once the last Competitor has passed pit exit upon the race re-start. No Success Equalisation time will be added to their race total time.

#### **3.5.6 Starts**

**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. 3.5.4.7 of these regulations).

**3.5.6.2** The Starting Driver for Race 1 will be the Declared Driver from Q1. The Starting Driver for Race 2 will be the Declared Driver from Q2.

**3.5.6.3** Should the Start Driver not be the Declared Start Driver; the Driver must make a pit stop within the first three (3) laps of the race and change to the Declared Start Driver. If this procedure is not completed within the specified timeframe i.e. three laps (3) then a sixty second (60) penalty will be applied to the final race time. The mandatory pit stop and Driver change must still be adhered to.

**3.5.6.4** All race start countdowns are to have a minimum elapsed period of 5 minutes from the time that all Cars are released to form up on the grid to the start of the rolling lap(s) in the formation as specified on the Track Licence for each circuit.

**3.5.6.5** The minimum countdown procedures/audible warning sequence shall be:

- Rolling Starts: 2 × 2 Formation (subject to track licence)
- 3 minute board – cease working on the Car
- 1 minute to start of Rolling Lap – Start Engines, Clear Grid
- 30 seconds – visible and audible warnings for the start of the rolling lap.

**3.5.6.6** All races will have at least one (1) warm-up lap – but dependent upon length of circuit or whenever practicable there may be two (2) warm-up laps. Due to time constraints, it may be required to commence race time at the start of the second (2nd) warm-up lap and this will be confirmed in Final Instructions, the Drivers Briefing or the official timing screens. When operating 2 or more warm-up laps any Pit Lane Starters, 'Start' at the commencement of the 'first timed lap'. Competitors will be notified if there are to be 2 warm-up laps when they are in the Pre-Grid. If conditions change after Cars leave the Pre-Grid Competitors will be advised on the grid.

**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 before the line) 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.

**3.5.6.8** Any Cars removed from the grid after the 1-minute stage or driven into the pits on a rolling Lap shall be held in the pit lane. They may start the race after the last Car to take the start from the grid has passed the start line or pit lane exit, whichever is the later.

**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 they cross the control line at the start of the race.

**3.5.6.10** The timetable for the start, including the closing of the pit exit, will be set out in each Event timetable and may vary from Event to Event.

**3.5.6.11** In exceptional circumstances the following may apply:

- a) The race may be started behind the Safety Car. In this case its flashing yellow/amber lights will be turned on at the three-minute signal. This is the signal to the Drivers that the race will be started behind the Safety Car and it will remain at the front of the grid during the remainder of the countdown. When the Green Flag is shown at the Start/Finish Line, the Safety Car will leave the grid and all Cars will follow in single file in grid order no more than 5 (five) Car lengths apart. The race will be deemed to have started when the Safety Car leaves the grid and the Green Flag is displayed.
- b) Cars will leave the grid in single file grid order behind the Safety Car under the instruction of the Chief Start/Finish Line Marshal. Cars will remain in single file without overtaking, except that a Car that falls behind may regain its grid position if the Cars behind it could not avoid passing without unduly delaying the remainder of the field. In this case, Drivers may carefully overtake to re-establish their original starting grid order. If a Car falls to the back of the grid, it must remain at the back of the grid.
- c) Any Car(s) delayed leaving the grid may not overtake another moving Car if stationary after the remainder of the Cars had crossed the line. In this case the Car(s) shall remain at the back of the grid, in the order they left the grid.
- d) A time penalty or Drive Through Penalty may be imposed on any Driver who, in the opinion of the Race Director, unnecessarily overtakes another Driver during these laps.
- e) The "SC" boards and Yellow Flags will be displayed at Marshals' Signalling Posts around the circuit until the Race Director withdraws the Safety Car from use.
- f) All laps undertaken in this start procedure will be deemed to be counted as race laps ref 3.5.4. Any Car being driven unnecessarily slowly, erratically or which is deemed potentially dangerous to other Drivers at any time whilst the Safety Car is deployed will be reported to the Race Director. This will apply whether any such Car is being driven on the track, the pit entry or the pit lane.

### **3.5.7 Pits & Pit Lane Safety**

**3.5.7.1** Pit lane speed limits will be 40kph and must be adhered to at all times.

**3.5.7.2** Competitors must be and are responsible for driving standards when entering and leaving the pit lane area and this includes checking for overtaking Cars when departing from their pit lane apron stopping position. Any Competitor who is involved in a collision or near-miss whilst in the pit lane area and is deemed to have been the cause of such may

be penalised by the use of a minimum Drive Through Penalty.

### **3.5.8 Pit Stops**

**3.5.8.1** 50 Minute Race: After 20 minutes of racing a 'Pit Lane Open' warning sign will be displayed at The Control Line to the first Car that passes the sign and remains displayed for 1 lap or for the time required for 1 lap at that particular circuit. After passing the displayed board on track, Competitors may enter the pit to make their mandatory pit stop. The Pit Lane will remain open for 10 minutes. After 10 minutes, the Pit Lane Closed sign will be displayed at the control line, for 1 lap or for the time required for 1 lap at that particular circuit.

Competitors are permitted to enter the Pit Lane after the "Pit Lane Closed" sign has been shown for their mandatory stop, provided that they do not pass the "Pit Lane Closed" sign on track. If a Car needs to "pit" at a time other than the designated window for technical reasons, such as repairs to damaged bodywork, tyre punctures or engine issues, there will be no limit on the number of personnel allowed to work on the Car. If there is a change in track conditions and tyres need to be changed from 'wet' to 'slick' or vice versa then only two (2) personnel wearing armbands will be allowed to work on the Car.

**3.5.8.2** For the avoidance of doubt, a team must only use 2 of the assigned Team Members for the mandatory pit stop. The third (3<sup>rd</sup>) assigned team member must not work on the Car during this pit stop even if the 2 other assigned Team Members are not working on the Car at a specific point during the stop.

**3.5.8.3** Failure to comply with the required number of team members during the mandatory pit stop will result in a stop/go penalty being issued to that Team. This mandatory pit stop will be monitored by the Official Timekeepers by means of the pit lane timing loops. The pit stop duration will therefore be the Standard Pit Stop Time plus The Success Equalisation Time plus the time to pass through the pit lane complying with the pit lane speed limit.

**3.5.8.4** The top five classified in each class in each race at each Radical Cup Europe 2026 race Event will also receive an additional "Success Equalisation" time addition to their pit stops for the following two races in the Championship that the Team takes part. The time addition is as follows:

- a) 1<sup>st</sup> in Class 20 seconds
- b) 2<sup>nd</sup> in Class 15 seconds
- c) 3<sup>rd</sup> in Class 10 seconds
- d) 4<sup>th</sup> in Class 5 seconds
- e) 5<sup>th</sup> in Class 5 seconds

f) Cars entered as development, #99, are in a separate class and accrue success seconds separate from other registered Competitors.

**3.5.8.5** In addition, to Success Equalization, an adjustment of minimum pit stop duration (Pit Stop Handicap) for all Drivers:

Single Driver in bronze category	+0 seconds
Single Driver in silver category	+20 seconds
Driver pairing of categories Bronze/Silver	+5 seconds
Driver pairing of categories Silver/Silver	+15 seconds
Driver pairing of categories Gold/Bronze	+5 seconds

Radical Cup Europe reserves the right to adjust the minimum pit stop duration for Driver pairings involving a Bronze-rated Driver during the season. Adjustments may be made if there are special circumstances, such as an exceptionally fast or exceptionally slow Bronze Driver. The Radical Cup Europe may reduce or extend the pit stop times for Bronze Drivers or pairings involving a Bronze drive during the season if their performance significantly deviates from expectations. This adjustments must be done by an official Series Bulletin.

**3.5.8.6** Once the pit stop has commenced, under the "Pit Lane Open" sign there will be no penalty for not completing the pit stop after the "Pit Lane Closed" sign being displayed.

**3.5.8.7** If a Driver in a Team drives on his own or with another Driver in a different team in a subsequent race the additional Success Equalisation is still to be served. If a new Team is formed from two Drivers already carrying success addition, the highest additional time will be served.

**3.5.8.8** Driver Change Procedures

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. 3.5.6.8.6 of these regulations
2. Whilst the Car is stationary the engine MUST be switched off and can be started again prior to the Car pulling away as long as the Driver is seated and belted in the Car. Failure to do so will incur a Drive Through Penalty.
3. All seatbelts must remain fastened until the Car has stopped and refastened before the Car pulls away. Failure to comply will result in the Competitor being reported to the Stewards ( see art. 2.2.3.1.c of these regulations).

4. The stationary time for each Team (see art. 1.4.2 & 1.4.2.1 of these regulations) will be notified to the teams/Drivers in an official Bulletin and displayed on the Event Notice board and the Official Radical Notice board within the app.
5. Standard Pit Stop time will be:
  - a) SR3 and SR10 Class - a minimum of 45 seconds plus any "Success Equalisation" as described below:
  - b) In the case of a single Class Driver, stop the Car and switch off the engine, wait a minimum of 30 seconds before re-starting the Car and after the allotted time may pull away and re-join the race.
  - c) In the case of a two Driver Class team the first Driver changes place with the second Driver, re-starts the engine and pulls away after the allotted time (also as notified in the Supplementary Regulations and/or Drivers Briefing)
  - d) Work may be carried out on the Car during the pit stop by 2 assigned team members. "Work" is defined for these regulations as "being in contact with the Car"
  - 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. 3.5.6.8.6.f 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.
  - f) If the number of team personnel exceeds this limit, then the Competitor will receive a Stop/Go penalty. This penalty to be taken as a separate action and not as part of the pit stop.
  - g) If a Team fails to bring the identification (coloured armbands) to an Event, said Team will be issued with a fine of £100/€100 and will be able to purchase more from the Spares Truck at a cost of £20 per armband. A small supply of spare identification will be kept on the Radical Spares Truck to cover this eventuality.
  - h) If a Car fails to re-start its engine after the required Stationary time has expired a maximum of 4 official members with a armband may push the Car until the engine fires. The Team Manager is responsible for ensuring this is carried out safely.
  - i) If for reasons of force majeure a Car needs to "pit" just before the opening of the designated pit open window and is then ready to leave within the window, it must re-join the circuit and may re-enter on the same lap to do the mandatory stop. It is not possible to claim that being stationary before the pit open window commenced will count towards the stopping requirement.
  - j) Drivers who are competing in this race are exempt from restriction art. 3.5.6.8.6.g of these regulations RADICAL MOTORSPORT ENGINE DEPARTMENT and Radical Technical Staff who can be identified by Orange armbands, are exempt from above restrictions.
  - k) For the avoidance of doubt Yellow armbands will be used for the teams mechanics working on the Car, Green armbands for the team member timing the Car, and the Orange armbands will be used by the RADICAL PERFORMANCE ENGINE DEPARTMENT

/ Technical Staff.

### **3.5.9 Race Finishes**

**3.5.9.1** After taking the chequered Flag Drivers are required to: Progressively and safely slow down, remain behind any Competitors ahead of them, return to the Pit lane entrance/Paddock Entrance as instructed, comply with any directions given by Officials and keep the helmets on and harnesses done up while on the circuit or in the pit lane.

## **3.6 Parc Fermé**

**3.6.1** After qualifying all Cars must go directly to Parc Fermé. Failure to do so will result in the Competitor being reported to the Stewards and all qualifying times may be disallowed, unless cleared to do otherwise by the Technical Delegate.

**3.6.2** All Cars starting the race must go to Parc Fermé after the race as directed by the officials unless cleared to do otherwise by the Technical Delegate. Failure to do so may result in the Car not being classified.

**3.6.3** All Cars will be held in Parc Fermé where checks will be carried out by Technical Delegate

**3.6.4** No team members shall be allowed into Parc Fermé unless called by the Technical Delegate to assist with checks. Drivers are to ensure the Steering Wheel is correctly re-fitted to the Car before leaving Parc Fermé. Failure to do so may result in a report being issued to the Race Director. See "Specific Penalties" (see art. 2.2.3.10.a of these regulations)

## **3.7 Results & Classification**

**3.7.1** All Cars will be classified taking into account the number of complete laps they have covered, and for those which have completed the same number of laps, the order in which they crossed the Line.

**3.7.2** For all races of less than 4 hours' duration, only Cars which have covered at least 90% of the distance covered by the class winner will be classified (rounded down to the nearest whole number of laps).

**3.7.3** All practice timesheets, grids and race results are deemed to be provisional until all Cars are released by the Technical Delegate after Post Practice/Race Technical checks and /or after completion of any Judicial or Technical Procedures. The Stewards may declare the results provisional for a maximum of 5 (five) days until any investigation of video or other evidence has been completed and subsequent judicial procedures undertaken regardless of whether this investigation is as a result of a protest or merely a result of establishing if a Regulation has been broken.

**3.7.4** No Driver who is the subject of a judicial procedure is to leave the circuit, except force majeure i.e. hospitalisation. If a Driver wishes to leave sooner then they must

receive permission to do so from the Race Director, in which case any judicial action may be taken in the Driver's absence and communicated to him.

### **3.8 Driving Standards**

- 3.8.1** All competing Cars must have an in-Car camera fitted and operational with a memory capacity to hold enough footage for the next on-track activity.
- 3.8.2** If the Competitor does not have their own camera or their own camera is broken, then the Competitor MUST inform the co-ordinator in good time so that a standalone Championship camera can be fitted before the next on-track session
- 3.8.3** Only Official Radical Championship Staff may remove the memory cards from the cameras once the track activity has commenced (qualifying or racing) this includes whilst the Cars are in Parc Fermé. If a memory card is removed from the camera by a Team member or Driver during an Official Track Activity i.e. during a pit stop within qualifying or racing, or while the Car is parked in Parc Fermé, without the permission of the Race Director this will be notified to the Race Director and a penalty may be applied.
- 3.8.4** In the event that no data is available on request (other than due to a proven defect with the equipment) penalties may be applied by the Stewards. The burden of proof to establish the cause of such failure to record will lie with the Competitor. Championship scrutineers may inspect cameras before the start of a track session and will advise both the Stewards and teams of any inoperable cameras.
- 3.8.5** The Race Director reserves the right to request footage from any on-board cameras. In these instances, the footage will be obtained in Parc Fermé by Radical Championship Officials for review.
- 3.8.6** A Driving Standards Advisor to the Race Director may be appointed at each Event reporting to the Race Director, who may in turn report any infringements to the Stewards.
- 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. 2.2.3.5) of these regulations.

### **3.9 Timing**

- 3.9.1** Each Car must be equipped with a MyLaps DP-I CAR or X2 type transponder unless otherwise instructed by the meeting organisers. All transponders must be operational during all on track activity after Drivers have "signed on" at all times during an Event as in art. 1.4.2 of these regulations
- 3.9.2** If a Team does not have a working transponder or does not fit a transponder in time for the on-track activity, then this information will be taken to the Stewards who may issue a fine. The fitment and functioning of the transponder is solely the responsibility of the team.
- 3.9.3** The transponder number must be notified seven days before the meeting to the co-ordinator.

### **3.10 Competition Numbers & Championship Branding**

**3.10.1** Racing numbers must be affixed in accordance with the regulations. Radical and Sponsors decals as issued for the current year must be affixed to the Car as laid out in the diagram issued with those decals – without modification. Each of the 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.

- a) SR10 Class (A) Red backgrounds
- b) SR3 Class (B) Yellow backgrounds
- c) INVITATIONAL Class (I) Grey backgrounds
- d) DEVELOPMENT Class (D) Pink backgrounds

**3.10.2** Sponsor decals are to be positioned strictly in accordance with the 2026 Championship Sticker Placement drawing available from the Co-ordinator. Failure to comply will render the Car ineligible. Also see appendices.

### **3.11 Drivers Equipment**

**3.11.1** Drivers taking part in the official test session, qualifying and the race must always wear the clothes, helmets and Frontal Head Restraint specified in the International Sporting Code, Appendix L – Chapter III.

### **3.12 Radio Communication**

**3.12.1** No signal of any kind may pass between a moving Car and anyone connected with the Car's Entrant, Team or Driver except for the following:

- a) Legible messages on a pit board
- b) Body movement by the Driver
- c) Verbal communication between a Driver and his/her Team by means of radio using an approved frequency.

**3.12.2** Pit to Car voice radio systems are mandatory and must be registered with Radical Motorsport and licensed with the relevant local authorities. It is the responsibility of the Team to ensure they are compliant. Licences may be checked by the Technical Delegate.

**3.12.3** Any form of data transmission by Teams is not allowed during race conditions. Data downloads are allowed under Parc Fermé conditions only by the Technical Delegate.

### **3.13 General Safety**

**3.13.1** Official instructions will be given to Drivers by means of the signals laid out in the Code. Competitors must not use flags or lights similar in any way whatsoever to these.

**3.13.2** Drivers are strictly forbidden to drive their Car in the opposite direction to the race unless this is absolutely necessary in order to move the Car from a dangerous position. A Car may only be pushed to remove it from a dangerous position as directed by the marshals.

**3.13.3** Any Driver intending to leave the track or to go to his pit or the paddock area must signal his intention to do so in good time making sure that he can do this without danger.

**3.13.4** During the officials test, qualifying and the race, Drivers may use only the track and must at all times observe the provisions of the Code relating to driving behaviour on circuits.

**3.13.5** Other than by driving on the track, Competitors are not permitted to attempt to alter the grip of any part of the track surface.

**3.13.6** If a Car stops on the track it shall be the duty of the marshals to remove it as quickly as possible so that its presence does not constitute a danger or hinder other Competitors.

**3.13.7** For the avoidance of doubt, during official test, qualifying or racing "Live Snatch" can be performed under waved yellow flags.

### **3.14 Full course yellow (FCY)**

**3.14.1** The Race Director may declare a Full Course Yellow period if he decides that this is necessary for safety reasons.

**3.14.1.1** Once under FCY, Cars will slow down to 80 kph, in single file, and maintain their distance to the Car in front and the Car behind. Overtaking is strictly prohibited under the FCY.

Once the message is displayed on the monitors, all Cars must immediately slow down.

All marshal posts will display a waved yellow flag and a board with the indication FCY.

Any Car being driven unnecessarily slowly, erratically or in a manner deemed potentially dangerous to other Drivers at any time whilst the FCY is in use, will be reported to the Stewards. This will apply whether any such Car is being driven on the track, the pit entry or the pit lane exit road.

**3.14.1.2** The pit lane entry and exit remain open and Cars are free to pit. Cars going into the pit lane may overtake Cars that are on the track once they cross Safety Car Line 1. Cars exiting the pit lane may overtake other Cars until they reach Safety Car Line 2. In the pit lane entry and pit lane exit, the maximum speed is also limited to 80 kph.

**3.14.1.3** Once the problem(s) is/are solved, the Race Director will return the track to green; this is done by posting a message on the monitors. At this stage, all marshal posts will replace the yellow flags and FCY boards with waved green flags. Racing and overtaking will normally resume without

restrictions, regardless of the positions of the Cars relative to one another and to the line.

**3.14.1.4** A FCY period may be followed by a Safety Car intervention at the discretion of the Race Director.

**3.14.1.5** Unless the Driver was already in the pit entry for the purpose of serving his drive through and/or Stop & Go penalty when the FCY procedure was deployed, he may not serve the penalty after the FCY procedure has been deployed. The number of times the Driver crosses the Line during the FCY procedure will be added to the maximum number of times he may cross the Line on the track.

### **3.15 Safety Car**

**3.15.1** The Race Director in consultation with the Clerk of the Course, has the option to deploy a Safety Car in accordance with FIA Appendix H Art 2.9.

### **3.16 General Requirements**

**3.16.1** A Driver who abandons his Car must leave it in neutral or with the clutch disengaged and with the steering wheel correctly in place.

**3.16.2** Repairs to a Car may be carried out only in the paddock, pits and not on the grid.

**3.16.3** Save as specifically authorised by the Code or these Sporting Regulations, no one except the Driver may touch a stopped Car unless it is in the paddock, the teams designated garage area, the pit lane or on the starting grid.

**3.16.4** At no time may a Car be reversed in the pit lane under its own power.

**3.16.5** At no time may a Car be driven unnecessarily slowly, erratically or in a manner which could be deemed potentially dangerous to other Drivers or any other person. This will apply whether any such Car is being driven on the track, the pit entry or the pit lane.

**3.16.6** During the periods commencing five minutes prior to and ending five minutes after every practice/qualifying session and the periods between the commencement of the warm-up lap which immediately precedes each race and the time when the last Car enters the Parc Fermé, no one is allowed on the track, the pit entry or the pit exit with the exception of:

- a) Marshals or other authorised personnel in the execution of their duty.
- b) Drivers when driving or on foot, having first received permission to do so from a marshal.
- c) Team personnel when either pushing a Car or clearing equipment from the grid after all Cars able to do so have left the grid on the formation lap.
- d) Team personnel when assisting marshals to remove a Car from the grid after the start of the race.
- e) Team personnel working on a Car on the grid during a race suspension.

**3.16.7** During a race, the engine may only be started with the starter except: In the pit lane, the teams designated garage area or the starting grid up to the 1 minute signal where the use of external starting methods are allowed. Any member of the team or technical personnel may assist in a rolling bump start if required. The start must be made safely to avoid penalisation as an unsafe release.

**3.16.8** Drivers taking part in practice sessions and the races must always wear the clothes and helmet specified in the Code. These Drivers are also subject to the Events penalties.

**3.16.9** If a Driver has serious mechanical difficulties, bodywork damage or tyre damage during any on-track activity he/ she must leave the track as soon as it is safe to do so. If the Driver does not pull off and the Race Director believes the Car to be unfit to drive, a black/ orange disc flag will be shown.

**3.16.10** The Car's rear lights must be illuminated at all times whenever they are running on wet-weather tyres. It shall be at the discretion of the race director to decide if a Driver should be stopped because his rear light is not working. Should a Car be stopped in this way it may re-join when the fault has been remedied.

**3.16.11** Animals, except those which may have been expressly authorised by the Organisers for use by security services, are forbidden in the pit area and on the track and in any spectator area.

**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 L, Chapter II, Article. 4).

**3.16.13** Failure to comply with the general safety requirements of the Code or these Sporting Regulations may result in the exclusion of the Car and Driver concerned from the Event.

## 4. TECHNICAL REGULATIONS

### 4.1 Introduction

The following Technical Regulations are set out in accordance with the FIA ISC and it must be clearly understood that if the following texts do not clearly state that an action or modification is allowed, then it is prohibited. If you are unsure you should seek clarification in writing from the Championship organisers prior to making any changes. Modifications that improve performance are unlikely to be approved.

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.

Exceptions to the Technical Regulations may be made by the Stewards and in their discretion providing the modifications are:

Approved in writing by the Championship organisers and scrutineers in advance.

In keeping with the spirit of the Championship

Clarifications, Modifications and Exceptions referred to above shall be published by the Stewards by Official Bulletin and are Official Documents.

By registering for the Championship, Competitors will be deemed to have full knowledge and acceptance of these regulations.

Entrants must at all times comply with the directives of the Championship organiser in respect of scrutineering and eligibility checking.

In any case, all KNAF safety requirements must be adhered to as specified in the current FIA Sporting Codes.

All references to the FIA Sporting Codes relate to the current edition.

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 General Description

**4.2.1** The Radical Cup Europe is a single make Championship for eligible racing Cars manufactured by Radical Motorsport as specified below:

Class	Radical Model	Model Variants
Class SR10	SR10	All gen, fitted with 2300cc
Class SR3	SR3	XX and newer, fitted with 1500cc
Invitational (non-Championship class)	SR10	All gen, fitted with 2300cc
	SR3	XX and newer, fitted with 1500cc

Guest/Invitation Class: All entries to this class must be approved by the Championship Organisers and deemed eligible by the Championship Scrutineer.

**4.2.2** The Radical factory may, at any time in the season enter a "development" Car that would be fitted with a modification of a part which would not be totally compliant to these regulations but by running in a race situation would prove the part to be "race-worthy" and would lead to that part being written into and consequently eligible for the Championship. The development Car would be identified with the race number "99" and would not be eligible for points or prizes but would be eligible to take part in all aspects of the Event provided that it complies with the Safety Scrutineering and Sporting Regulations. Championship Regulation 1.3.2 of these regulations applies.

**4.2.3** The responsibility to prove eligibility is that of the entrant at all times. The Championship organisers in conjunction with the Championship/eligibility scrutineer shall determine matters as to the eligibility and the implementation which may involve photographing any part of the Car and performing electrical diagnostics at the scrutineers discretion.

**4.2.4** All entries are at the discretion of the Championship organisers.

**4.2.5** Radical Motorsport reserves the right to adjust all official car specifications at any time during the Championship, including in the interest of equalising competitiveness between models or model variants.

**4.2.6** In the interests of fairness and safety, it is strictly forbidden for Competitors to depart from the official Radical Motorsports factory specification, confirmed by the latest version of the global Radical Cup Scrutineering Guide downloadable at [www.radicalmotorsport.com](http://www.radicalmotorsport.com).

**4.2.7** All parts must be supplied by Radical Motorsport, fitted only to the appropriate designated model variant, in their original position, as supplied, in working order and retained, unless specifically permitted by these regulations or the Radical Cup Scrutineering Guide.

**4.2.8** Whilst the Eligibility Scrutineer is empowered to check all competing Cars for compliance and has been provided with the data to determine the continuing eligibility of each Car, the onus of responsibility for the eligibility and safety of Cars competing in this Championship, rests with the Competitor. In the event of a dispute

concerning the compliance of a Car with these Regulations, the onus will be on the Competitor to satisfy the Organisers with regards to such compliance, and not the organisers to prove non-compliance.

**4.2.9** Where it is suspected that a component or structure fitted to the competing Car, may render the Car 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 forfeited (also see FIA Appendix J).

**4.2.10** 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 concerned.

**4.2.11** Any infringement of these Technical Regulations will render the Competitor liable to penalties as defined in these regulations under art. 4.1.

### **4.3 Safety Requirements**

#### General Technical Requirements and Exceptions

**4.3.1** The Eligibility Scrutineer shall be the sole arbiter and shall be a judge of fact. Any finding as to whether or not any item or component is 'eligible', 'acceptable', 'standard' or 'relevant' for the purpose of these regulations shall be a judgement of fact by the Eligibility Scrutineer.

**4.3.2** The decision of the Championship made by the Stewards upon all matters in relation to interpretation, applications, breaches and enforcement of these regulations (including without limit, eligibility and Classification) shall be binding upon all Drivers and Competitors, who shall on registering for the Championship be deemed to have full knowledge of these regulations and to have accepted same in full.

## 4.4 Chassis

**4.4.1** Any chassis repair work not carried out by Radical Motorsport Ltd is unauthorised and is at the sole risk of the Competitor. Radical Motorsport Ltd accepts no liability or responsibility for injury or death as a result of unauthorised repairs.

**4.4.2** Towing eyes/towing points front and rear must be fitted, and must comply with FIA Sporting Regulation, Appendix J 253, art. 10.

## 4.5 Bodywork

**4.5.1** General: Unless permitted by the Radical Cup Scrutineering Guide, only bodywork and aerodynamic devices manufactured by Radical Motorsport for the particular model variant may be fitted to that model variant.

**4.5.2** Interior: Unless permitted by the Radical Cup Scrutineering Guide, only interior components manufactured by Radical Motorsport for the particular model variant may be fitted to that model variant.

**4.5.3** Exterior:

- 4.5.3.1** All skid blocks must be installed.
- 4.5.3.2** Tape may only be used to directly cover bodywork fasteners, or aid in a temporary repair.
- 4.5.3.3** Bodywork may not be strengthened or reinforced beyond a typical repair, nor additionally braced or supported, or attached with substitute or additional fasteners.

**4.5.4** Silhouette: May not be altered with the exception of the above.

**4.5.5** Ground Clearance:

- 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 5.5.3.1, 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.
- 4.5.5.2** Ground Clearance will be measured with Driver and at a standard tyre pressure of 28psi. Air/nitrogen may only be added under the guidance of the Eligibility Scrutineer.
- 4.5.5.3** At the sole discretion of the Eligibility Scrutineer, measurement allowances may be made for a Car with severe body damage, chassis damage or suspension damage. A warning may be issued and any allowance given will expire prior to the subsequent session.

## 4.6 Engine

**4.6.1** The Radical Cup Scrutineering Guide lists all accepted engine, throttle and airbox combinations for specific model variants.

**4.6.2** All engines, including any integral gearbox and clutch units, are only to be prepared, repaired, rebuilt and sealed by Radical Performance Engines.

**4.6.2.1** Any Competitor who has not used their Car in a Radical Cup Europe Championship before must make sure that their engine carries a Radical seal before attending their first Event. Engine seals will be inspected by the Eligibility Scrutineer prior to qualification for the first Event.

**4.6.3** Radical technicians are at liberty to take random oil samples at their discretion to confirm adherence to oil specifications. Failure to conform to recommended oil specification and service intervals would render the engine warranty null and void.

### 4.6.4 Oil/Water Cooling

**4.6.4.1** Taping off the radiators or ducting inlets to control the temperature is permitted.

**4.6.4.2** Pre-heating of oil and water is permitted.

**4.6.4.3** 'Hanging' radiators with brackets to prevent them from wearing through the sidepod is permitted.

**4.6.4.4** Adding rubber or sleeves to protect oil and water lines from chaffing is permitted.

### 4.6.5 Induction Systems

**4.6.5.1** Polishing the inside of the throttle bodies is not permitted.

**4.6.5.2** Heat resistant tape or foil applied to the air box is permitted.

**4.6.5.3** Officials may mandate the use of foam blocks in the air box to aid in meeting sound restrictions. These blocks must be used as supplied and may not be modified in any way.

### 4.6.6 Exhaust Systems

**4.6.6.1** The exhaust system including silencer may only be fitted to the specific model variant as outlined in the Radical Cup Scrutineering guide.

**4.6.6.2** Coating or wrapping of the exhaust is not permitted.

**4.6.6.3** Officials may mandate the addition of a noise quietening product to the exhaust systems. These must be used as supplied and may not be modified in any way. Minor modification of the original standard system to attach the prescribed noise quieting product is permitted.

### 4.6.7 Ignition Systems

- 4.6.7.1** Only ECU reprogramming by Radical Motorsport is permitted.
- 4.6.7.2** Officials may mandate the reprogramming of ECUs to alter performance of a specific model or model variant.
- 4.6.7.3** The Eligibility Scrutineer may on a regular basis supply a replacement ECU, which the Competitor must use if requested.
- 4.6.7.4** Heat shielding of the ECU is permitted, but it must not restrict removal when required.

#### **4.6.8 Fuel Delivery Systems**

- 4.6.8.1** Heat shrink, heat insulation, or the addition of rubber, to prevent chaffing of the fuel lines is permitted.
- 4.6.8.2** Each Car must be fitted with a Radical Fuel testing 'T' piece.

### **4.7 Suspensions**

- 4.7.1** Spring rates front and rear are free.
- 4.7.2** Alternative front and rear anti-roll links supplied by Radical Motorsport may be used.
- 4.7.3** Competitors are permitted to disconnect the rollbar by removing the bolt at one end, however the rollbar must remain in place.
- 4.7.4** Factory supplied bump rubbers and packers are permitted. Non-factory bump rubbers, packers and spring platforms are not permitted.
- 4.7.5** Adjustable rear push-rods, if available on newer model variants may be used on older model variants.
- 4.7.6** No modifications to internal specifications of the dampers are permitted, including altering canister pressure.
- 4.7.7** Any seals fitted to dampers may not be tampered with or removed

### **4.8 Transmissions**

- 4.8.1** A Radical pneumatic paddle operated shift system may be fitted to older model variants.
- 4.8.2** The reverse drive system must be retained and operational by the Driver when seated in the driving position.
- 4.8.3** Drive ratios may only be adjusted by changing sprockets/gears supplied by Radical Motorsport.
- 4.8.4** Officials may mandate or restrict the drive ratios which may be used by specific models or model variants.

## 4.9 Electrics

### 4.9.1 Exterior Lighting

#### 4.9.1.1 Headlights

- a) LED arrays must be retained in model variants featuring them, and must be turned on during all sessions.
- b) Cars may run with or without additional headlights offered for their specific model variant.
- c) In all cases, headlight covers and light buckets must be fitted.

### 4.9.2 Tail Lights

- a) Brake lights: Must be fitted and in working order and must not be wired in a way that allows them to be switched off or signal delayed.
- b) Rain lights: The Radical high intensity LED central Rain Light must be turned on when wet tyres are fitted to the Car.
- c) For older model variants it is permitted, and highly recommended, a Radical or FIA high intensity FIA centrally mounted LED lamp be fitted, however two standard tail lights installed equally spaced about the Car centerline emitting a minimum intensity of 21w and with a surface area between 20 and 50cm<sup>2</sup> is permitted.

### 4.9.3 Batteries

**4.9.3.1** Battery(s) must be retained, located in their original position(s), operable by the Driver when normally seated and capable of repetitive starts.

### 4.9.4 Generators

**4.9.4.1** Alternator must be retained and operational.

**4.9.4.2** The addition of ductwork to cool the alternator is permitted.

### 4.9.5 Starter Motor

**4.9.5.1** Starter motor must be retained, operational and capable of repetitive starts.

**4.9.5.2** The addition of ductwork to cool the starter motor is permitted.

### 4.9.6 Data Monitoring

**4.9.6.1** Only Radical supplied digital displays and data loggers are permitted, and must be in full working order.

**4.9.6.2** All Cars are required to record data for series officials and Competitors must provide that data upon request.

**4.9.6.3** Fitting of a transponder is mandatory. Lap times recorded on in-Car systems are for Drivers reference only and are not considered official.

#### **4.9.7 Radios and Information Systems**

**4.9.7.1** The use of radio transmitters and frequencies is subject to approval by the local authorities. It is the responsibility of the user of the radio transmitter to make sure they have the relevant approval or authorization. Only in case of any unforeseen disturbance, the Race Director can forbid any Radio communication by the Competitors.

### **4.10 Brakes**

**4.10.1** Only brake discs, calipers and master cylinders supplied by Radical Motorsport for the specific model variant are permitted, as described by the Radical Cup Scrutineering Guide.

**4.10.2** Only brake pads supplied by Radical Motorsport with compounds as specified by the Radical Cup Scrutineering Guide may be fitted.

**4.10.3** The fitting of a cockpit brake bias adjuster as supplied by Radical Motorsport on Cars where it is not fitted as standard equipment is permitted.

**4.10.4** The removal of brake duct grilles is permitted.

**4.10.5** The addition of tape to or blanking of the brake ducts to control brake temperature is permitted.

### **4.11 Wheels/Steering**

**4.11.1** Only single piece wheels supplied by Radical Motorsport are permitted.

**4.11.2** The fitment of newer wheel designs to older model variants is permitted.

**4.11.3** Steering wheels of alternate diameters supplied by Radical Motorsport, if available for that model variant, are permitted.

### **4.12 Tyres**

**4.12.1** Competitors must only use tyres purchased from Radical Motorsport or the approved tyre supplier, with specific markings and of the approved compounds as outlined in the Radical Cup Scrutineering Guide are permitted for all official Championship testing, practice, qualifying and race sessions.

**4.12.2** The use of tyre heating/retention devices, tyre treatments and compounds is prohibited.

**4.12.3** Cars will be permitted to use the maximum 'dry weather' tyres for qualifying and racing:

Class	Maximum Tyres
Class SR3 & SR10	8 per Event, 12 for first Event
Invitational	8 per Event

**4.12.4** For the first Event of the Championship that a Competitor attends, of the above allotment, there must be a minimum of four brand new 'dry weather' tyres to mount to the Car.

**4.12.5** Wet weather tyre quantities are unrestricted.

**4.12.6** Serial numbers from all slick tyres used must be declared via the official Tyre Declaration Form (which may be in electronic format or in the form of an electronic scanner). Should it be paper form, a copy of the form will be retained by the team, and a copy handed to the Eligibility Scrutineer prior to the start of qualification or the first time of use. Once declared tyres are locked in, they cannot be changed except as outlined below.

**4.12.7** Should the Eligibility Scrutineer deem one or more of the declared tyres unsafe the Competitor will be permitted to:

- a) Nominate and present to Officials for verification and approval replacement tyre(s) of similar wear, or
- b) Purchase new replacement tyre(s), in which case the Competitor will forfeit 5 Championship points per tyre in the subsequent race. Any addition or change to the list of declared tyres must be reported for recording by Officials.

**4.12.8** All tyres must remain accessible to the Eligibility Scrutineer at all times.

**4.12.9** Any modification or treatment to the tyre including cutting, grooving, the application of water, solvents or softeners, the use of heat/cool generating or retaining devices on the tyre, or any means to artificially enhance the tyre performance is prohibited. Samples may be taken from the tyre tread for analysis and comparison with a tyre taken directly from the supplier's stock.

**4.12.10** Tyres may only be inflated with air or nitrogen.

**4.12.11** Front tyres can only be used on the front axle and rear tyres can only be used on the rear axle.

**4.12.12** When necessary the organisers may set a maximum wheel camber setting, toe settings and tyre pressures to be adhered to at a particular Event. This will be communicated by Championship Bulletin and may require parts to be sealed by the Eligibility Scrutineer. Failure to comply with specified values will warrant the Car ineligible.

## 4.13 Weights

**4.13.1** The minimum weight of the Car plus Driver and Driver equipment at any time during all official sessions shall be that as prescribed by the Radical Cup Scrutineering Guide.

**4.13.2** To balance performance, the Championship organisers reserve the right to at any time instruct teams to add, and to enforce, 'BoP' weight to any Car in addition to the base minimum weights described above.

**4.13.3** Any ballast installed must comply with FIA Sporting Regulation Appendix J, 252 art.2.2 and must be located in the passenger compartment. It is recommended the Radical ballast mounting system is used.

**4.13.4** The Scrutineer may request Drivers to weigh-in at the beginning of their first Event, and/or subsequent Events, so they need not be present during official weighing. Should a result be marginal the Scrutineer may request the Driver's presence and re-weighing to verify results. Any subsequent measurement taken will supersede the previous one.

## 4.14 Fuel Tank / Fuel

**4.14.1** Fuel tanks and fuel cells may be upgraded or replaced with newer versions.

**4.14.1.1** FIA fuel cells as supplied by Radical Motorsport if available for that specific model variant.

**4.14.1.2** FIA fuel cells must carry a valid certification, and certificates must be presented upon request (FIA Sporting Regulation Appendix J, 253 art. 14).

**4.14.2** Control Fuel: Unless otherwise specified, only specification fuel supplied by Creventic is permitted for all official Championship testing, practice, qualifying and race sessions.

**4.14.3** Fuel must be used at ambient temperature. Fuel cooling during the Event is not permitted.

## 4.15 Silencing

**4.15.1** Cars must conform to FIA silencing requirements as per (FIA Sporting Regulation Appendix J 252, art. 3.6).

## 4.16 Numbers & Championship Decals

**4.16.1** Each Car must carry the racing number as issued by Radical Motorsport.

**4.16.2** Racing numbers must be affixed in accordance with FIA Rules and in the design, and as laid out in the diagram available at [www.radicalmotorsport.com](http://www.radicalmotorsport.com).

**4.16.3** Radical and Sponsors decals as issued for the current year must be affixed to the Car, without modification, as laid out in the diagram.

**4.16.4** Each class will be required to affix coloured stripes in the locations specified by the diagram to clearly indicate which class they are racing in.

**4.16.5** Each Car must display the national flag(s) of the Driver(s) on the outwards facing sides of each end plate.

**4.16.6** Radical nose badge must be affixed to the Car.

**4.16.7** Radical Motorsport may, in its sole discretion, rule as to the suitability of a particular Car, team or Driver livery. This may include, but not be limited to any livery advertising not in keeping with the spirit of the Championship. Competitors are required to consult with Radical Motorsport in case of any questions.

**4.16.8** Decals, sponsors and logos that are out of date or from other series are not permitted.

**4.16.9** Sponsors may require Drivers to display a badge on their overalls. Patches will be supplied as required from the Championship Coordinator.

**4.16.10** Decal packs including one complete set of numbers plus backgrounds and Sponsors stickers will be provided to each Competitor FOC on receipt of completed registration form and at the first Event. Additional number decals and national flag end plates will be available on the Radical Spares Truck at each Event for additional purchase (please order in advance).

## 4.17 Examination of Cars

**4.17.1** Whilst the Eligibility Scrutineer is empowered to check all competing Cars for compliance and has been provided with the data to determine the continuing eligibility of each Car, the onus of responsibility for the eligibility and safety of Cars competing in this Championship, rests with the Competitor. In the event of a dispute concerning the compliance of a Car with these Regulations, the onus will be on the Competitor to satisfy the Organisers with regards to such compliance, and not the organisers to prove non-compliance.

**4.17.2** Tests to establish the power output of any Car may be carried out by Radical Performance Engines. Such power testing will be carried out using rolling dynamometer equipment, owned by Radical and operated in accordance with the equipment manufacturers instructions and having a current valid calibration certificate.

**4.17.3** Where it is suspected that a component or structure fitted to the competing Car, may render the Car 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 forfeited (FIA Appendix J).

**4.17.4** 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 concerned.

**4.17.5** 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 must be returned to their original owners on completion of the race.

**4.17.6** Any infringement of these Technical Regulations will render the Competitor liable to penalties as defined in these regulations under art. 4.1.

The scrutineering guide, including the safety requirements for the vehicles in accordance with Appendix J of the FIA CSI, shall be issued by means of a Series Bulletin prior to the first event of the season.

## **5. Miscellaneous**

### **5.1 Car Manufacturer:**

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Email: [sales@radicalmotorsport.com](mailto:sales@radicalmotorsport.com)

Website: [www.radicalmotorsport.com](http://www.radicalmotorsport.com)

### **5.2 KNAF**

KNAC Nationale Autosport Federatie

Duwboot 85

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### **5.3 Championship Co-ordinator:**

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Radical Motorsport

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## 6. Appendix – Mandatory car decal placement – example

The final placement layout will be published on the Notice Board of the specific Event.

