

Sporting and Technical Regulations



2021 RA Cup Sporting and Technical Regulations



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2021 RA Cup

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A capitalised and italicised word in this document is defined in the National Competition Rules (NCR) or the Technical Appendix, Definitions-Technical.

Any HEADING is for reference only and has no regulatory effect.

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2021 RA Cup

Sporting Regulations

S1 TITLE AND JURISDICTION

S1.1 Title

This Series will only be known as and referred to as the “2021 RA Cup”.

S1.2 Authority / Jurisdiction

- (a) Each *Event* in the 2021 RA Cup (Series) will be held under the FIA International Sporting Code including Appendices; the National Competition Rules (*NCR*) and Circuit Race Standing Regulations (CRSR) of *Motorsport Australia*; the Sporting and Technical Regulations issued by *Motorsport Australia*; *Supplementary Regulations* issued by the *Organiser* at each round; Bulletins issued by the Stewards, and any Driver Briefing Notes or instructions issued by the Clerk of the Course at an *Event*.
- (b) The Series has been sanctioned by *Motorsport Australia* as an Authorised Series.
- (c) Radical Australia Pty Ltd has been appointed as the Category Manager (CM) by *Motorsport Australia* for this Series.

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S2 ADMINISTRATION

S2.1 Personnel

- (a) The following personnel have been appointed to the Series by *Motorsport Australia* and/or the CM and have the authority to administer the various aspects of these regulations as detailed in the CRSR.
 - (i) Technical Delegate (TD): Alan Pickstock
 - (ii) Driving Standards Advisor (DSA): Chris Pither
 - (iii) Category Administrator (CA): Kate Harrington

S3 COMPETITOR ELIGIBILITY

To be eligible to compete in the Series, each *Competitor* must hold a current Motorsport Australia Competitor Licence and be a party to a current agreement with the CM.

S4 AUTOMOBILE ELIGIBILITY

To be eligible for the RA Cup, except for the RA Invitational Class, each *Automobile* must be a Radical SR3 model listed in Article T2 of the 2021 RA Cup Technical Regulations, comply with the provisions of the 2021 RA Cup Technical Regulations and be approved by the CM.

To be eligible for the RA Invitational Class, each *Automobile* must be a Radical model listed in Article 2 of Attachment 2 of the 2021 RA Cup Technical Regulations, comply with the provisions of the 2021 RA Invitational Class Technical Regulations and be approved by the CM.

S4.1 Replacement *Automobile*

Following the commencement of the first qualifying session of each round of the Series, any *Automobile* that has been entered to compete at that round may not be replaced with another *Automobile*.

S5 DRIVER ELIGIBILITY

(a) To be eligible to compete in the Series, each *Driver* must be a minimum of 16 years of age and hold a current Motorsport Australia Circuit Licence with a Provisional endorsement or higher, unless noted otherwise in the *Supplementary Regulations* for a particular round of the Series.

Note: For any *Event* conducted at Mount Panorama each *Driver* must hold a Motorsport Australia Circuit Licence without Provisional endorsement or higher.

(b) To be eligible to compete and to score points in the Series, each *Driver* and *Competitor* must have paid all fees required by the CM.

(c) Each *Driver* must be registered with the CM no later than 5 days prior to the commencement of a round of the Series and will be subject of *Driver* classification by the CM. If a registration is accepted by the CM later than 5 days prior to the commencement of a round of the Series, the *Driver* will be classified as Professional for that round.

S5.1 *Driver* Classification/Status

(a) Each *Driver* will be assessed by the CM prior to entering the Series, or not later than 5 days prior to the commencement of an *Event* and will be classified into one of the following classifications based on the following guidelines:

(i) Amateur (AM) – A *Driver* who takes part in the Series as a hobby or pastime, or who is not otherwise a PRO.

(ii) Advanced (ADV) – A *Driver* who has won the RA Cup Series previously, or a *Driver* earning income as a race instructor/coach.

(iii) Professional (PRO) – A *Driver* who is/has competed at a professional level, or who is being paid to race in this or any other *Championship* or *Series*. In addition, a *Driver* who has previously won an *International Championship* or *Series* or a *National Championship* in the last 5 years will be classified as a PRO.

(b) A *Driver's* classification may be changed at any time at the discretion of the CM. Any change will be advised to a *Driver* by the CM as soon as practical.

S5.2 Driver Entries

- (a) Each *Automobile* may have a combination of Amateur, Advanced and Professional *Drivers* as follows:
- (i) 1 Amateur *Driver* only
 - (ii) 2 Amateur *Drivers*
 - (iii) 1 Advanced *Driver* only
 - (iv) 1 Advanced *Driver* plus 1 Amateur *Driver*
 - (v) 1 Professional *Driver* plus 1 Amateur *Driver*
- (b) Each *Driver* in a dual *Driver* entry must qualify for the *Event* as per the event regulations.
- (c) For each *Driver* in a dual *Driver* entry to be eligible to be awarded points in accordance with Article S11.2(c) of these Regulations, the *Driver* combination must be nominated as a team with the CM at least 5 days prior to the commencement of the relevant round.

S5.3 Substitute Drivers

Prior to the commencement of the first qualifying session at each round of the Series, a *Competitor* may nominate a substitute *Driver* (who has already been classified) who will be permitted to compete in the remainder of the *Event* subject to the approval of the Stewards.

S6 SERIES ROUNDS / REGISTRATION

- (a) The Series will be conducted over a minimum of 5 rounds as detailed in the Series Calendar below. A 6th round may be conducted pending availability and will be advised to each *Competitor* by the CM.
- (b) Each race conducted as a part of the Series will count in determining the final results.
- (c) Each *Competitor* participating in all or part of the Series must be registered with the CM and pay the relevant registration fee.

S7 SERIES CALENDAR

The Series shall be conducted over the following rounds:

Round	Date	Circuit
1	2 – 4 April	Mount Panorama
2	1 – 2 May	Sydney Motorsport Park
3	3 – 5 September	Sydney Motorsport Park
4	17 – 19 September	Sandown
5	15 – 17 October	The Bend Motorsport Park
6	TBC	TBC

Note: The above calendar is subject to change dependant on any restriction that may be imposed due to the COVID-19 pandemic. The CM will advise each *Competitor* of any change.

S8 ROUND FORMAT

- (a) The number, length and format of *Track* sessions will ultimately be negotiated between the CM and the *Organiser* prior to a round of the Series and will be advised in the relevant *Supplementary Regulations* issued for an *Event*.

- (b) The intended format for each round of the Series is as follows:

Round	Practice	Qualifying	Races
1	1 x 30 min	1 x 30 min	1 x 40 min 1 x 45 min
2	1 x 30 min	1 x 30 min	2 x 45 min
3	2 x 30 min	1 x 20 min	2 x 30 min Sprint 1 x 45 min
4	2 x 30 min	1 x 30 min	2 x 50 min
5	2 x 30 min	1 x 20 min	2 x 50 min
6	TBC	TBC	TBC

Note: A Sprint race may be included in any round and details will be included in the *Event* regulations.

S8.1 Variation to Timetable

- The number and type of races, race durations, and sequence may be varied at any time due to exceptional circumstances, but only with the prior approval of the Stewards.
- If race durations are changed more than 15 minutes prior to the start of a race, corresponding changes to pit stop duration, and/or pit stop window, may or may not be made at the discretion of the CM. Any changes will be communicated to each *Competitor* as soon as practicable.
- If the race duration is changed by Officials within 15 minutes of the race start, or during the race, any necessary change will be communicated to each *Competitor* as soon as known.

S9 GRID DETERMINATION

S9.1 Grid Determination

- The grid for each race will be determined based on the results of the qualifying session at each round as detailed below:
 - Race 1 (40, 45 or 50 min):** The *Automobile* that has set the fastest qualifying lap time will be on grid position 1, the *Automobile* that has set the second fastest qualifying lap time shall be on grid position 2 and so on.
 - Race 2 (45 or 50 min):** The second fastest qualifying lap time of each *Automobile* will be used to determine the grid order.
 - Sprint Race (duration expressed as a number of laps):**
 - If the Sprint race is the first race of the round, the *Automobile* that has set the fastest qualifying lap time will be on grid position 1, the *Automobile* that has set the second fastest qualifying lap time will be on grid position 2 and so on.
 - If the Sprint race follows another race during the round, the grid will be determined by the finishing order from the previous race with the top 50% reversed.
- If 2 or more *Drivers* record equal fastest or second fastest lap times in qualifying, the first *Driver* to record the time will take precedence in regards to starting positions for the grid.
- For a dual *Driver* entry, the *Automobile*'s fastest qualifying lap time will be the average of the fastest qualifying lap time achieved by each *Driver* and the *Automobile*'s second fastest qualifying lap time will be the average of the second fastest qualifying lap time achieved by each *Driver*.
- Each *Driver* must participate in the single qualifying session at each Round of the Series.

S9.2 Driver Qualification

- (a) If a *Driver* fails to qualify (that is, has not participated in qualifying, or not set the required lap time in qualifying or had lap times in qualifying deleted as a penalty) and is permitted by the Stewards to compete, their *Automobile* will start each race at that round from the rear of the grid. If there are multiple such *Drivers*, the *Automobile* of each *Driver* will be gridded in the order of the following conditions based on the performance of the *Driver* who failed to qualify, moving to the next condition if the first is not able to determine the order:
- (i) Series order
 - (ii) fastest lap time in the preceding practice session
 - (iii) as determined by the Stewards.

S9.3 Grid Format

A "Non-Fill-up" grid will be used at each round. That is, if one or more *Automobiles* do not make the published grid, then their spots will be left vacant. As rolling starts are used, *Drivers* must stay alongside the *Automobile* shown beside them on the grid sheet until the race *Start* signal is shown.

S10 START PROCEDURE

The *Start* procedure for each race will be as detailed in the CRSR – Non-Championship Start – Rolling Start.

S11 AWARDS AND POINTSCORE

S11.1 Prizes and Trophies

- (a) Prizes, trophies and awards will be as determined by the CM and will be advised to each *Competitor*.
- (b) A Series award will be presented by the CM to the winner of the:
- (i) 2021 RA Cup
 - (ii) RA Masters Award
 - (iii) RA Rookie Series
 - (iv) RA Invitational Class

S11.2 Series Pointscore

- (a) Points will be awarded to each *Driver* based on their finishing position for each race as follows:

Finishing Position	Points	Finishing Position	Points	Finishing Position	Points
1 st	40	8 th	18	15 th	7
2 nd	35	9 th	16	16 th	6
3 rd	30	10 th	14	17 th	5
4 th	27	11 th	12	18 th	4
5 th	24	12 th	10	19 th	3
6 th	22	13 th	9	20 th	2
7 th	20	14 th	8	21 st & over	1

- (b) Points will only be awarded to *Drivers* classified as finishers in the final results of each race.

- (c) In the case of dual *Driver* entries that have correctly nominated as a team, each *Driver* will be awarded the same number of points as per the table above for each race.
- (d) In addition to the above, 2 points will be awarded to each *Driver* (but not to their team-mate) that achieves the fastest lap time in each Qualifying session at each round.
- (e) In addition to the above, 1 point will be awarded to each *Driver* (but not to their team-mate) that achieves the fastest lap time in each race of the Series.
- (f) The results for each round of the Series will be determined by the number of points scored by each *Driver* at that round.
- (g) In the event of a tie at the end of any round of the Series, the final positions for that round will be determined by comparing the results of each of the tied *Drivers* in the final race of that round. The higher place in the round results will be awarded to the *Driver* with the higher finishing position in the final race.
- (h) The Winner of the 2021 RA Cup will be the *Driver* gaining the highest points total from all rounds of the Series.
- (i) In the event of a tie at the end of the Series in which each tied *Driver* was paired together in the same dual *Driver* entry for all rounds of the Series, final positions will be determined as follows:
 - (i) For PRO-AM pairings – the amateur *Driver*
 - (ii) For other pairings - by comparing the race results achieved by each tied *Driver*, with the *Driver* with the highest number of first places being awarded the higher Series position. If at this stage a tie still exists, it will be resolved by comparing the number of second, third or fourth places (and so on) achieved by each tied *Driver* until all positions have been determined.
- (j) In the event of a tie at the end of the Series in which each tied *Driver* was not paired together in the same dual *Driver* entry for all rounds of the Series, final positions will be determined by comparing the race results achieved by each tied *Driver*, with the *Driver* with the highest number of first places being awarded the higher Series position. If at this stage a tie still exists, it will be resolved by comparing the number of second, third or fourth places (and so on) achieved by each tied *Driver* until all positions have been determined.
- (k) Invitational Class *Drivers* are not eligible for RA Cup Series points, and as such not eligible for the winner of the RA Cup Series

S11.3 RA Masters

- (a) Each *Driver* who is 50 years of age or older on 1st January of the year of the Series will be eligible for the RA Masters Award.
- (b) Points will be awarded to each eligible *Driver* for their finishing position relative to each other RA Masters *Driver* in each race as detailed in S11.2, based on reduced race finishing times resulting in adjusted finishing positions.
- (c) The winner of the RA Masters Award will be the eligible *Driver* gaining the highest points total from all rounds of the Series.
- (d) In the event of a tie at the end of the Series, final positions will be determined as detailed in S11.2.

S11.4 RA Rookie Series

- (a) Each *Driver* who satisfies the following criteria will be eligible for the RA Rookie Series.
 - (i) Competed in less than 2 rounds of the Series in any previous year; or
 - (ii) Competed in 2 rounds or less of the Series in the previous year; or
 - (iii) Not finished in a top 5 position in any round of the Series in the previous year.

- (b) Points will be awarded to each eligible *Driver* for their finishing position relative to each other RA Rookie *Driver* in each race as detailed in S11.2.
- (c) The winner of the RA Rookie Series will be the eligible *Driver* gaining the highest points total from all rounds of the Series.
- (d) In the event of a tie at the end of the Series, final positions will be determined as detailed in S11.2.

S11.5 RA Invitational Class

- (a) Only *Drivers* competing in an Automobile complying with the RA Invitational Class Technical Regulations (refer Attachment 2 of the 2021 RA Cup Technical Regulations) will be eligible for the RA Invitational Class.
- (b) Points will be awarded to each eligible *Driver* for their finishing position relative to each other Invitational Class *Driver* in each race as detailed in S11.2.
- (c) The winner of the RA Invitational Class will be the eligible *Driver* gaining the highest points total from all rounds of the Series.
- (d) In the event of a tie at the end of the Series, final positions will be determined as detailed in S11.2.

S11.6 Penalty Points

Any loss of Series points imposed as a penalty must be deducted from the Series points total at the end of the Series prior to determining final positions for the Series. These points must also be deducted prior to determining final positions for any other award in connection with the Series (e.g. RA Masters, RA Rookie).

S12 EVENT OPERATIONS

S12.1 Registration and Entry

The Series will operate under the Motorsport Australia Series Registration and Entry Process. Series Registration and Entry Forms will be available from the CM with document checking being conducted by the CM and the Secretary of the Event prior to the first official *Track* session at each round of the Series.

S12.2 Driver/Team Manager Briefings

- (a) Each *Driver* and Team Manager (i.e. an appropriately authorised representative of the *Competitor*, other than the *Driver*) must attend the compulsory Driver/Team Manager briefing.
- (b) The time and location of this briefing will be detailed in the *Supplementary Regulations* for the *Event*.
- (c) The attendance sheet must be signed by each *Driver* and each Team Manager to confirm attendance.
- (d) Other compulsory briefings may be convened as required and will be advised to each *Competitor* accordingly.

S12.3 Parc Fermé

- (a) Each *Automobile*, including those remaining in pit lane, must proceed directly to the designated *Parc Fermé* area via the most direct route (or as directed by an Official) at the conclusion of qualifying, without returning to pit or paddock areas and without interference from any third party (other than an Official).
- (b) Each *Automobile* must proceed directly to the designated *Parc Fermé* area via the most direct route (or as directed by an Official) at the conclusion of each race, without returning to pit or paddock areas and without interference from any third party (other than an Official).
- (c) An *Automobile* may not be removed from the *Parc Fermé* except with the express permission of the TD or Chief Scrutineer (or their nominee).

- (d) The following penalties will be imposed for an *Automobile* not entering *Parc Fermé* or for the removal of an *Automobile* from *Parc Fermé* without permission:
 - (i) Qualifying: *Disqualification* from qualifying
 - (ii) Race: *Disqualification* from the relevant race
- (e) During *Parc Fermé*, 1 data technician for each *Automobile* will be responsible for the download of engine data from their *Automobile* and submitting the data to the TD or the representative, nominated by the CM at each round, from RPE (Radical Performance Engines UK) or RACE (Radical Australia Competition Engines).

S12.4 Qualifying

During qualifying, an *Automobile* may not return to the paddock/garage area without the express permission of the TD or Chief Scrutineer (or their nominee). If an *Automobile* exits pit lane to the paddock/garage during qualifying it will be prohibited to re-join that session.

S12.5 Races

- (a) At the end of each timed race the chequered flag will be displayed to the leading *Automobile* the first time it crosses the *Control Line* on the *Track* after the race time has elapsed.
- (b) The starting time of a race will commence when the first *Automobile* crosses the *Control Line* after the signal to *Start* is given.
- (c) For each round in the case of a dual *Driver* entry:
 - (i) The *Driver* to start Race 1 must be nominated to the CM at least 30 minutes before the scheduled *Start* of the race.
 - (ii) The other *Driver* must start Race 2.
 - (iii) Where there is a race with a compulsory timed pit stop, both *Drivers* must participate and a *Driver* change must be performed during the CPS window.

S12.6 Success Equalisation

- (a) The *Driver/s* of each of the top 5 classified *Automobiles* in each class (RA Cup and RA Invitational Class) of each race will have a “Success Equalisation Time” applied which will be added to the minimum CPS stationary time (refer Article S19) for the following 2 races in the Series in which the *Driver/s* take part.
- (b) Success Equalisation will not apply to a Sprint Race.
- (c) The Success Equalisation Time will be as follows:

Finishing Position	Time added to minimum CPS stationary time (seconds)
1 st	10
2 nd	8
3 rd	6
4 th	4
5 th	2

- (d) Success Equalisation Times are cumulative

For clarification: As an example, if a *Driver* (or *Driver* pairing) wins a race they will have 10 seconds added to their minimum CPS stationary time for their next race. If they finish third in that next race, the cumulative addition to their minimum CPS stationary time for their following race will be 16 seconds (10s + 6s). If they then finish outside of the top 5 in that following race, the time added to their minimum CPS stationary time will be reduced to 6 seconds for the subsequent race, and so on.

- (e) If a *Driver* in a dual *Driver* entry drives on their own or with another *Driver* in a different dual *Driver* entry in a subsequent race, the Success Equalisation Time will still be added to the minimum CPS stationary time.
- (f) In the event of a Sprint Race, the Success Equalisation Time will carry forward to the next timed race with a CPS.
- (g) If a new dual *Driver* entry is formed from 2 *Drivers* already subject to Success Equalisation Time, the highest Success Equalisation Time will apply to the new pairing.

S12.7 Pit Lane

- (a) Each pit crew member is required to sign a Pit Lane Indemnity Form prior to the first *Track* session and to display identification as and if required by the *Organiser*.
- (b) Each *Competitor* must appoint a Car Controller who will be responsible for the stopping of, and the safe release of the *Automobile* at all times whilst the *Automobile* is in pit lane. The Car Controller is prohibited to perform work of any kind on an *Automobile* during a pit stop.
- (c) The number of pit crew members permitted to work on each *Automobile* during a discretionary pit stop (DPS) is free except for a tyre change operation which is limited to 2 pit crew members not including the Car Controller.

S12.8 Removal of Automobiles from the Circuit

Following the commencement of the first qualifying session, it is prohibited to remove any *Automobile* from the *Circuit* prior to the release of all *Automobiles* from the *Parc Fermé* established following the final race of that round of the Series without the prior express written approval of the TD.

S12.9 Practice starts

Practice starts are only permitted at the pit lane exit.

S12.10 Abandoned Automobile

- (a) If a *Driver* has to abandon an *Automobile* on the *Track* or its adjacent area, the *Driver* must ensure that the steering wheel is correctly re-fitted and that the *Automobile* is in neutral, or if not possible, that the diff unit is in neutral so that the *Automobile* may be pushed.
- (b) Failure to comply with the above requirement may result in a 5 grid place penalty being imposed for the next race in which that *Driver* takes part. The Stewards may impose an alternative penalty at their discretion.

S12.11 Race Management Channel (RMC)

- (a) The category management team will relay relevant information to teams during each *Track* session using RMC.
- (b) It is the *Competitor's* responsibility to assign 1 team member to monitor RMC during each *Track* session.
- (c) The radio channel for RMC must be set as "listen only" and broadcast by team members is prohibited.
- (d) RMC frequency will be available from the CM.

S13 TYRES

- (a) Each *Automobile* must only be fitted with Hankook tyres as supplied by Radical Australia Pty Ltd (or a supplier nominated by the CM) at all times during an *Event*.

	Dry tyres		Wet tyres	
	Front	Rear	Front	Rear
Size	200/580 R15	265/605 R16	200/580 R15	265/605 R16
Compound	F200 C5	F200 C5	Z217	Z217

- (b) A maximum of 8 dry tyres (4 front & 4 rear) for each *Automobile* is permitted from the commencement of the first qualifying session for each round of the Series.
- (c) 30 minutes prior to the commencement of the first qualifying session at each round of the Series, each *Competitor* must present the 2021 RA Cup Tyre Form (see Attachment 2) containing the serial number of each nominated tyre to be used at that round to the TD or Chief Scrutineer (or their nominee).
- (d) With the exception of “wet” treaded tyres used on a damp or wet track, these tyres are the only tyres permitted to be used on that *Automobile* during any qualifying session or race at that round.
- (e) A replacement tyre will only be permitted if the TD is satisfied that due to exceptional circumstances, the nominated tyre in question can no longer be used.
- (f) If a *Competitor* is permitted to replace a nominated tyre, in addition to the maximum number permitted for the round, the *Automobile* concerned will incur a loss of 5 Series points per tyre, irrespective of whether the tyre is used or not.
- (g) The use of any tyre heating, heat retention device or chemical treatment is prohibited.
- (h) The quantity of wet tyres permitted is free.
- (i) Each *Competitor* is responsible for ensuring that each tyre is marked as appropriate at all times. If each tyre is not marked for any reason, or the markings become ineligible, each *Competitor* must advise the TD or Chief Scrutineer (or their nominee) immediately.
- (j) With the exception of wear resulting from normal usage, each tyre must remain unmodified.
- (k) A tyre may only be cleaned by using manual tools.
- (l) If a *Competitor* is found to have been running on tyres that have not been nominated as required, the following penalties will apply:
- (i) During qualifying: *Disqualification* from qualifying
 - (ii) During a race: *Disqualification* from the relevant race

Please note: The TD will be the sole arbiter with regard to the interpretation and application of these tyre regulations and any decisions made by the TD in this regard will not be the subject of any protest or appeal.

S14 FUEL

- (a) For the duration of the *Event*, each *Competitor* must only use 98 octane premium unleaded fuel as supplied by one of the fuel suppliers listed below and nominated by the CM prior to each round.
- (i) Race Fuels Pty Ltd
 - (ii) Radical Australia Pty Ltd
- (b) A fuel log will be kept by the nominated fuel supplier at each round.

- (c) With the exception of ambient atmospheric air and the specified fuel detailed, no other substance may be added to the intake charge of the engine.

S15 IN-CAR CAMERAS

- (a) In-car cameras are mandatory and their installation must be approved by the Chief Scrutineer.
- (b) In-car video footage must be made available (and must be reviewable) to the CM, DSA, TD or Clerk of the Course (or their nominee) at any time upon request. If the footage cannot be viewed then the *Driver* will be subject to a minimum penalty of loss of 5 Series points up to a maximum penalty of *Disqualification* from the relevant session being imposed by the Stewards.
- (c) Only RAC Series staff may remove a memory card from an in-car camera once *Track* activity has commenced (qualifying or races) including while the *Automobile* is in *Parc Fermé*. If a memory card is removed by a team member or *Driver* during a *Track* session, including during a pit stop or *Parc Fermé*, without the permission of a RAC Series staff member a penalty may be imposed.

S16 RAIN LIGHT

- (a) The fitment of a rain light on each *Automobile* in compliance with the Technical Appendix - Schedule C of the *Motorsport Australia Manual* is mandatory.
- (b) The rain light must be illuminated at all times whilst the *Automobile* is fitted with wet weather tyres and is being driven on the *Track* or as otherwise directed by Race Control.
- (c) A minimum penalty of the loss of 5 Series points up to a maximum penalty of *Disqualification* from the relevant session may be imposed by the Stewards for a breach of these rain light regulations.

S17 DATA LOGGING

Access to any data logged including ECU must be provided to the CM, TD, DSA or Clerk of the Course (or their nominee) at any time upon request. If the data cannot be viewed then the *Driver* will be subject to a minimum penalty of loss of 5 Series points up to a maximum penalty of *Disqualification* from the relevant session being imposed by the Stewards

S18 AUTOMOBILE MARKINGS

S18.1 Automobile Markings

- (a) In addition to the requirements detailed below, each *Automobile* must comply with the Technical Appendix - Schedule K of the *Motorsport Australia Manual*.
- (b) Each *Automobile* must display the Series markings as supplied by the CM in accordance with Attachment 3 of these regulations at all times during each round of the Series.

S18.2 Competition Numbers

The allocation of a competition number for each *Automobile* is solely the responsibility of the CM, which will maintain a register of all competition numbers allocated to, or reserved for, any *Automobile*.

S18.3 Garage Name Plates

- (a) Garage Name Plates, supplied by the CM, must not be modified and must be displayed above the pit or paddock garage entrance door for the duration of the *Event*.
- (b) It is the responsibility of the *Competitor* to properly and safely secure the plate for their *Automobile* in the location advised by the CM at all times.
- (c) Each plate will remain the property of Radical Australia Pty Ltd at all times.
- (d) Damage or loss of the plate for their *Automobile* will incur a fee from the CM to the *Competitor* of \$200.

S19 COMPULSORY PIT STOPS (CPS)

- (a) Each *Automobile* is required to complete 1 CPS in each race of the Series scheduled to be determined by time. For clarification, a CPS is not required to be completed in a Sprint race.
- (b) Each CPS will be generally conducted in accordance with the requirements of the CRSR.
- (c) The CPS window will open 15 minutes after the commencement of each race, and close after 35 minutes of each race has been completed. If the race time is altered for any reason prior to the race start, the pit window may be adjusted, and if so, will be opened at 30% of the race time and closed at 70% of the race time, calculated to the nearest minute.
- (d) A board will be shown, and a siren sounded when the CPS window opens and closes.
- (e) After the CPS window is opened, each *Automobile* must cross the *Control Line* on the *Track* proper before entering the pit lane to commence a CPS.
- (f) Each *Automobile* must cross the pit lane speed limit line prior to 35 minutes of the race being completed (or the revised pit close time if the race duration has been varied) to be able to conduct the CPS.
- (g) For the purpose of measurement, the race time will commence when the lead car crosses the *Start Line* after the *Start* signal (red light is extinguished).
- (h) An *Automobile* will be deemed to have commenced a CPS when the *Automobile* enters pit lane (crosses the pit lane speed limit line).
- (i) An *Automobile* will be deemed to have completed a pit stop when the *Automobile* exits the pit lane (crosses the pit lane speed delimit line).
- (j) The CPS may not be conducted during a Safety Car period that occurs within the CPS window. However, if an *Automobile* has crossed the pit lane speed limit line prior to the yellow flag and SC board being displayed at the flag point immediately prior to the pit lane entry then the CPS may be completed.
- (k) At the end of a Safety Car period, each *Driver* may pit only after crossing the *Control Line* on the *Track* after the Safety Car restart.
- (l) If the Safety Car is in operation when the pit window closes, any *Driver* who has not commenced the CPS must do so within the next 2 laps after the Safety Car restart to avoid penalty.
- (m) A Discretionary Pit Stop to change tyres or carry out other work on an *Automobile* may be conducted at any time.
- (n) The format of each CPS will be as follows:
 - (i) Each *Automobile* must come to a complete stop in its allocated pit bay prior to the engine being switched off.

- (ii) The safety harness must remain fastened until the *Automobile* has come to a complete stop and the engine is switched off and must be re-fastened before the engine is re-started. Failure to comply will result in the *Driver* being reported to the Stewards.
 - (iii) A maximum of 2 pit crew members (not including the Car Controller) are permitted to attend the *Automobile* during the CPS. Should a *Driver* change be performed during a pit stop, the in-coming and out-going *Drivers* will not be deemed a pit crew member and each *Driver* is prohibited to perform work of any kind on the *Automobile* during the CPS, however, the *Drivers* may assist each other to exit and enter the *Automobile*.
 - (iv) All crew, except the Car Controller, and equipment must remain behind the prescribed control line until the *Automobile* has come to a complete stop in its pit bay.
 - (v) Work may be carried out on the *Automobile*, however, the front or rear *Bodywork* must not be removed.
 - (vi) Tyre changing is permitted during the CPS but only after the *Automobile* has been stationary for 60 seconds. A maximum of 2 pit crew members (not including the Car Controller) are permitted. A safety clip must be installed on each changed wheel before the *Automobile* leaves its pit bay. A penalty time of 60 seconds added to race time will be imposed if any safety clip is not installed.
 - (vii) For a single *Driver* entry, the *Driver* may remain seated in the *Automobile* for the duration of the CPS.
 - (viii) Except for the following, each *Automobile* must remain stationary in its pit bay for a minimum time of 45 seconds.
 - (A) For an ADV *Driver* entry (solo or pairing), the minimum stationary time will be 55 seconds.
 - (B) If a PRO *Driver* is a part of a dual *Driver* entry, the minimum stationary time will be 70 seconds.
 - (C) For an *Automobile* in the RA Invitational Class, the minimum stationary time will be 90 seconds.
 - (D) Any Success Equalisation Time will be added to the minimum CPS stationary time and the *Automobile* must remain stationary for that total time during the CPS.
 - (ix) The engine must remain switched off for a minimum of 30 seconds.
 - (x) The Car Controller of each *Automobile* will be responsible for monitoring the time constraints of the CPS.
 - (xi) All crew, except the Car Controller, and equipment must return behind the prescribed control line before the *Automobile* can leave its pit bay.
- (o) Penalties for breach of the CPS rules will apply as follows:
- (i) Stationary in pit bay for less than the minimum time specified in Article S19(n)(viii) – 5 seconds added to race time for each second, or part thereof, under the minimum time specified.
 - (ii) Engine not switched off for a minimum 30 seconds – 5 seconds added to race time.
 - (iii) Removal of front or rear *Bodywork* – 60 seconds added to race time.
 - (iv) *Control Line* not crossed once (after pit window opens) before entering pits for CPS – Pit Lane Drive Through.
 - (v) More than 2 pit crew attending, or pit crew not behind prescribed control line at *Automobile* arrival/departure – Pit Lane Drive Through.
 - (vi) CPS not conducted– *Disqualification* from results for that race. However, if the race is stopped by display of the red flag and not recommenced, 60 seconds plus the minimum stationary time specified in Article S19(n)(viii) will be added to the race time of any *Automobile* that has not conducted the CPS.
 - (vii) CPS not commenced during the CPS window – 60 seconds added to the race time.

(p) The CPS may not be conducted whilst an automobile is serving a pit lane penalty.

Note: It is each *Driver's* responsibility to be familiar with the location of the *Control Line* at each *Track*.

S19.2 Maximum Driving Time (PRO Drivers)

The driving time for each PRO *Driver* is prohibited to exceed 50 percent of the race duration during any race that requires a *Driver* change. For each lap that a PRO *Driver* commences after they have exceeded 50 percent of the race duration, 10 seconds will be added to the race time for their *Automobile*. However, if a Safety Car period leads to the PRO *Driver* staying out and exceeding that time, then they may stay out without penalty, but must pit on the lap following that on which the Safety Car enters pit lane. i.e. they must pass the *Control Line* on the *Track* only once at the restart.

Note: The driving time will be measured from the time when the *Start* signal is given and subsequently from the first time a *Driver* crosses the *Control Line* after exiting pit lane, until the last time the *Driver* crosses the *Control Line* before entering pit lane or until the *Automobile* crosses the *Control Line* at the end of the race.

S20 SEALING OF AUTOMOTIVE COMPONENTS

- (a) Any *Seal* affixed to the *Automobile* or engine by RA Cup or Radical Sportscars UK or *Motorsport Australia* must be in place at all times during an *Event*.
- (b) No *Seal* may be removed without the prior permission of the TD or Chief Scrutineer (or their nominee)
- (c) Where a sealed component has been deemed to be ineligible by the Stewards, they may, at their discretion, impose a penalty of *Disqualification* of the *Automobile* from the results of all previous rounds of the Series in which the sealed component was identified as having been used on that *Automobile*.

S21 COMPETITOR/DRIVER CONDUCT

- (a) It is the *Competitor's* responsibility to ensure that each *Driver* and associated team member comply with all *Rules* and conduct themselves in a responsible manner at all times. Failure to do so may result in the *Competitor* being referred to the Stewards with a recommendation of *Disqualification* from the *Event*.
- (b) For a *Competitor* or *Driver* to raise an issue arising from a session or race, they must complete a "Request for Investigation" form as distributed by the CM and submit it to the CA or DSA within 30 minutes of the end of that session or race.
- (c) Any *Driver* who is subject to a judicial procedure may not leave the *Circuit* except under *Force Majeure* (e.g. hospitalisation) until the race results have become final. If a *Driver* wishes to leave the *Circuit* sooner they must receive permission from the Clerk of the Course in which case any judicial action may be taken in the *Driver's* absence and communicated to them.
- (d) Within 3 days of the completion of each round, the DSA will produce a report documenting the status of all investigations conducted at that round.

ATTACHMENT 1

2021 RA CUP NOMINATION FORM



Date	
Event	
Team	
Car #	

Driver Nominated	Session	Signature

ATTACHMENT 2

2021 RA CUP TYRE FORM



Date	
Event	
Driver	
Team	
Car #	

Tyre	Art	Size	Serial #
SLICK	FRONT	200/580 R15 F200 C5 Compound	
SLICK	FRONT	200/580 R15 F200 C5 Compound	
SLICK	FRONT	200/580 R15 F200 C5 Compound	
SLICK	FRONT	200/580 R15 F200 C5 Compound	
SLICK	REAR	265/605 R16 F200 C5 Compound	
SLICK	REAR	265/605 R16 F200 C5 Compound	
SLICK	REAR	265/605 R16 F200 C5 Compound	
SLICK	REAR	265/605 R16 F200 C5Compound	
Replacement Tyres			
COMMENTS: _____ _____ _____			

Driver's signature: _____

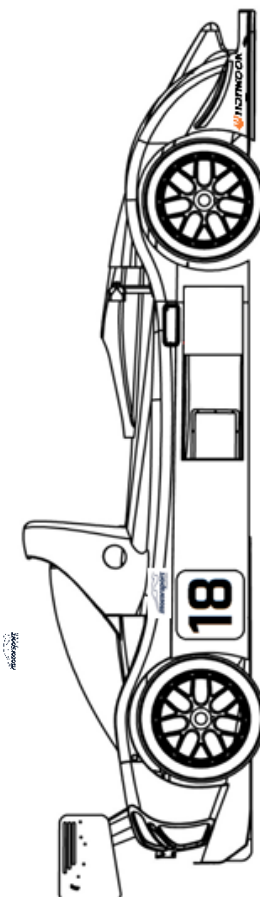
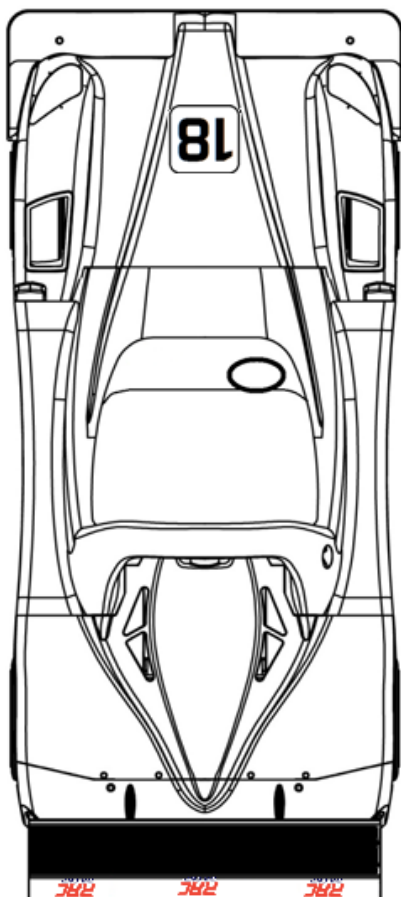
Date: _____

Managers signature: _____

Date: _____

ATTACHMENT 3 RESERVED SIGNAGE

- Note:**
- Number Panels – 315mm x 315mm
 - Rear Wing:**
 - Bi-plane flap must be coloured white
 - RA Cup logo 190mm x 100mm
 - Underneath dive planes:**
 - Hankook 375mm x 70mm
 - Above sidepod numbers:**
 - Motorsport Australia 190mm x 80mm



2021 RA Cup

Technical Regulations

Note: RA Invitational Class Technical Regulations are in Attachment 2

T1 PREAMBLE

- (a) In addition to these Technical Regulations each *Automobile* must conform to the requirements of the Technical Appendix in the *Motorsport Australia Manual*.
- (b) The requirements of these Technical Regulations apply to each *Automobile* competing in the 2021 RA Cup. The Series is for Radical SR3 *Automobiles* as supplied by Radical Australia Pty Ltd (Radical Australia) or privately imported *Automobiles* as approved by the CM. If an *Automobile* is privately imported, the *Automobile* must be confirmed as compliant with Radical Sportscars build specification and these Technical Regulations prior to any *Entry* form being accepted.
- (c) Unless expressly permitted in these regulations, modification to the standard mechanical and *Bodywork* specification of the *Automobile*, as defined by the CM is strictly prohibited. If in doubt as to meeting the specification, an enquiry must be made to the RAC Technical Committee (addressed to the RAC Administrator) using the form shown in Attachment 1 of these regulations. If changes are made and found to be unauthorised, then the *Automobile* may not be permitted to run until those changes are rectified.
- (d) It must be clearly understood that if the following text does not clearly state that a technical parameter or specification may be changed, the principle is that it cannot be.
- (e) Each Radical model is manufactured to an identical specification (save for options). In the interests of fairness and safety a *Competitor* may not depart from this specification under any circumstances unless specified in these regulations.
- (f) Whilst a Technical Delegate (TD) is empowered to check any competing *Automobile* for compliance and is provided with the data to determine the eligibility of each *Automobile*, the onus of responsibility for the eligibility of any *Automobile* competing in the Series rests with the *Competitor*. In the event of a dispute concerning the compliance of an *Automobile* with these regulations the onus is on the *Competitor* to satisfy the CM with regards to such compliance and not the CM to prove non-compliance.
- (g) Where costs are incurred as a result of an eligibility check as may be reasonably requested by either the TD or CM these will be borne by the *Competitor*.
- (h) As a method of control, any component may be removed from an *Automobile* by the TD and exchanged for a similar component supplied by the CM. The *Competitor* is responsible for the condition of any exchanged component and may return the component at the completion of a race.
- (i) The CM reserves the right to make changes to these technical regulations at any time, subject to the prior approval of *Motorsport Australia*, in the interests of safety, fairness and cost containment.

T2 ELIGIBILITY

T2.1 Eligible Models

- (a) The following models of Radical SR3 are eligible for competition in the 2021 RA Cup:

- (i) 1300cc SR3
- (ii) 1340cc SR3
- (iii) 1340cc SR3 Cup car
- (iv) 1500cc SR3
- (v) 1500cc SR3 RS
- (vi) 1500cc SR3 Cup Car
- (vii) 1500cc SR3 RSX 2015 Spec
- (viii) 1500cc SR3 RSX 2017 Spec
- (ix) 1500cc SR3 RSX 2018 Triple Crown Spec
- (x) 1500cc SR3 RSX 2019 Spec
- (xi) 1500cc SR3 RSX 2020 Spec
- (xii) 1500cc SR3 XX 2021 Spec

T2.2 Parts Supply

Unless specifically stated otherwise in these regulations, all parts specified in these regulations must be supplied by Radical Sportscars or Radical approved distributor, and fitted in their original position and as supplied.

T2.3 Racing Weight

- (a) The minimum *Racing Weight* of each *Automobile* (including the *Driver* wearing all normal racing apparel including helmet) is 700 kg.
- (b) The minimum *Racing Weight* of an *Automobile* with a dual *Driver* entry must be achieved regardless of which *Driver* is in the *Automobile*.
- (c) The penalty imposed for an *Automobile* that is found to be less than the minimum *Racing Weight* at the conclusion of any session (Practice, Qualifying or Race) will be *Disqualification* from the relevant session.

T3 CHASSIS

- (a) Each *Automobile* must be fitted with the frontal protection (impact absorbing) structure to FIA Article 277 as supplied by Radical Sportscars.
- (b) The fitting of forward-facing roll-bar stays is mandatory. They must be equipped with safety cage padding in accordance with Technical Appendix - Schedule J of the *Motorsport Australia Manual*.
- (c) *Chassis* repair work must be carried out by a Radical Australia approved chassis repairer.

T4 ENGINE

T4.1 Eligible Engines

- (a) Each specification of engine may only be installed in a model type with which it was available new from the factory. It is prohibited to compete in a model without a correct specification engine.
- (b) Each *Automobile* must only be fitted with one of the following engines:
 - (i) RPE Suzuki 1500cc long-stroke K8
 - (ii) RPE Suzuki 1500cc short-stroke K8
 - (iii) RPE Suzuki 1500cc K8
 - (iv) RPE Suzuki 1500cc K7
 - (v) RPE Suzuki 1340cc K8

- (vi) RPE Suzuki 1300cc K7
- (c) Unless dispensation has been allowed by the CM, the engine fitted to each *Automobile* must be built, sealed and certified to comply with category build specs by Radical Performance Engines UK (RPE).

T4.2 Engine Rebuilds

- (a) Any engine repair or rebuild must be either undertaken by RPE or conducted in accordance with RPE build specs and sealed by a Motorsport Australia approved engine sealer. Each engine must be presented with RA Cup or RPE or Motorsport Australia *Seal/s* intact to be eligible.
- (b) If a rebuild or repair of an engine is not to be undertaken by RPE, the engine builder must contact the CM or CA in advance, who will then contact *Motorsport Australia* to arrange an inspector to oversee the rebuild and sign-off on its eligibility using a standardised check list document.
- (c) If an engine presents at a round of the Series with no *Seal/s*, a declaration must be signed by the *Competitor* stating that the engine complies with RPE build specs and RA Cup regulations. The TD will affix *Seal/s* to this engine and when the next engine repair or rebuild takes place, a technical examination will be conducted.
- (d) Both the TD and CM reserve the right to request and obtain relevant engine data as part of ensuring parity amongst *Automobiles*.

T4.3 Engine Power Output Testing

Testing, by rolling dynamometer, to establish the power output of an *Automobile* may be required to be carried out (at the *Competitor's* expense) by an independent operator nominated by the CM.

T4.4 Electronic Engine Control Unit (ECU)

- (a) Reprogramming of the ECU is prohibited by a *Competitor*. Only RAC Series staff may program an ECU with authorised Radical software.
- (b) The TD may randomly re-allocate the ECU of any *Automobile* at any time.
- (c) Heat shielding of the ECU is permitted but must not restrict removal of the ECU.
- (d) ECU maps must comply with current Radical Specifications. Any *Automobile* entered for a round must install control software or firmware updates at the request of RAC Series staff.

T5 TRANSMISSION AND FINAL DRIVE

T5.1 Transmission

- (a) An aftermarket up-changing gear cut is permitted as long as it is fitted to a manual gearstick change, is fully controlled by the standard ECU, and no modifications are made to the standard wiring loom.
- (b) The reverse drive system must be operational by the *Driver* when seated in the driving position.

T5.2 Final Drive

- (a) The final drive ratio will be as follows:
 - (i) Rounds 1 and 5 – 2.917:1
 - (ii) Rounds 2, 3, and 4 – 3.071:1

T6 SUSPENSION

T6.1 General

The fitting of front anti-roll bars and rear anti-roll bars (Nik-links), supplied by Radical Sportscars, is permitted. If fitted, they may be disconnected and left installed in the *Automobile*.

T6.2 Shock absorbers

- (a) Each *Automobile* must be fitted with either AVO or INTRAX shock absorbers supplied by Radical Australia Pty Ltd.
- (b) Coil spring rates are free, save that they must be the specific springs supplied by Radical Sportscars or Radical Australia. Aftermarket and non-compliant springs are prohibited.

T6.3 Ground Clearance

- (a) The minimum ground clearance of the ready-to-drive *Automobile* (with the *Driver* in the *Automobile*) must be not less than the specified dimensions.
- (b) For the duration of the *Event*, the ground clearance of the *Bodywork* and/or any suspended part of the *Automobile* must be a minimum of 40 mm.

T7 BRAKES

- (a) The fitting of vented 260 mm diameter discs or 280 mm floating vented discs as supplied by Radical Sportscars or Radical Australia is permitted.
- (b) Brake pad material must only be PFC01 "Standard" or DTC70 "Option" supplied by Radical Sportscars or Radical Australia or as approved by Radical Australia.
- (c) Brake fluid is free – High specification is strongly recommended.
- (d) The fitting of a *Cockpit* adjustable brake bias adjuster supplied by Radical Australia Pty Ltd is permitted

T8 COCKPIT

- (a) The steering wheel is free.
- (b) The safety harness is free but must comply with Technical Appendix - Schedule I of the *Motorsport Australia Manual*.

T9 WHEELS

Each *Automobile* must be fitted with Radical cast *Wheels* or three-piece *Wheels* as supplied by Radical Sportscars or Radical Australia.

T10 BODYWORK

- (a) The fitting of an aerodynamic device manufactured by Radical Sportscars for the particular model and listed on the Radical SR3 International order form (2010 or later) is permitted.
- (b) Heat shielding of the *Bodywork* adjacent to the exhaust system inside the engine compartment is permitted but must be easily removable for inspection.

T11 ENGINE AND DIFFERENTIAL FLUIDS

- (a) For the duration of each *Event*, each *Competitor* must use only the following fluids as supplied by the CM:
- (i) Engine Oil: Motul 300V 15W-50
 - (ii) Gear Oil: Motul Gear Competition 75W-140

T12 COOLING SYSTEM

- (a) The oil and water radiators as supplied as standard by Radical Sportscars must be retained.
- (b) It is permitted to blank off the radiators to control the fluid temperature.
- (c) Pre-heating of oil and water is permitted.

T13 EXHAUST SYSTEM

- (a) The exhaust system, including silencer, must be standard as supplied by Radical Sportscars.
- (b) Exhaust wrapping is prohibited.
- (c) Ceramic or paint coating of the exhaust is permitted.

T14 FUEL SYSTEM

- (a) Each *Automobile* must be fitted with a Radical Fuel testing “T” piece plus a Radical dry break valve in the fuel line either before or after the fuel rail.
- (b) Heat shielding of any fuel line, wiring loom and wire is permitted but must be easily removable for inspection.

T15 TIMING TRANSMITTER

Each *Automobile* must be fitted with a timing transmitter (Dorian or MyLaps depending on the *Event*) which must be located such that the leading edge (short side) of the transmitter is a minimum of 300 mm behind the leading edge of the *Bodywork*.

T16 DATA LOGGING

The fitting of data loggers approved by Radical Sportscars/Radical Australia plus associated sensors and wiring is permitted.

ATTACHMENT 1
TECHNICAL REQUEST FORM



RAC TECHNICAL MODIFICATION REQUEST FORM

REQUEST DETAILS	
Request Date:	Requestor:
Radical Car Type:	
Details About Modifications	
Attached Documentation	

RADICAL OFFICE USE ONLY	
RECEIVED BY:	
DATE RECEIVED:	
TMR NUMBER:	

ATTACHMENT 2

2021 RA Invitational Class Technical Regulations

1 PREAMBLE

- (a) In addition to these Technical Regulations each *Automobile* must conform to the Technical Appendix of the *Motorsport Australia Manual*.
- (b) The requirements of these Technical Regulations apply to each *Automobile* competing in the 2021 RA Invitational Class. The Class is for Radical *Automobiles* as supplied by Radical Australia Pty Ltd (Radical Australia), a Radical approved distributor, or privately imported *Automobiles* as approved by the CM. If an *Automobile* is privately imported, the *Automobile* must be confirmed as compliant with Radical Sportscars build specification and these Technical Regulations prior to any *Entry* form being accepted.
- (c) Whilst a Technical Delegate (TD) is empowered to check any competing *Automobile* for compliance and is provided with the data to determine the eligibility of each *Automobile*, the onus of responsibility for the eligibility of any *Automobile* competing in the Class rests with the *Competitor*. In the event of a dispute concerning the compliance of an *Automobile* with these regulations the onus is on the *Competitor* to satisfy the CM with regards to such compliance and not the CM to prove non-compliance.
- (d) Where costs are incurred as a result of an eligibility check as may be reasonably requested by either the TD or CM these shall be borne by the *Competitor*.
- (e) As a method of control, any component may be removed from an *Automobile* by the TD and exchanged for a similar component supplied by the CM. The *Competitor* is responsible for the condition of any exchanged component and may return the component at the completion of a race.
- (f) RA Cup reserves the right to make changes to these technical regulations at any time, subject to the prior approval of *Motorsport Australia*, in the interests of safety, fairness and cost containment.

2 ELIGIBILITY

2.1 Eligible Models

- (a) The following models of Radical are eligible for competition in the 2021 RA Invitational Class
 - (i) Radical SR1 (all variants)
 - (ii) Radical SR3 (all variants)
 - (iii) Radical SR8 (all variants)
 - (iv) Radical SR10 (all variants)
 - (v) Radical RXC Spyder
 - (vi) Radical RXC Coupe

2.2 Parts Supply

Unless specifically stated otherwise in these regulations or pre-approved by the CM, all parts specified in these regulations must be supplied by Radical Sportscars or a Radical approved distributor and fitted in their original position and as supplied.

2.3 Racing Weight

- (a) The minimum *Racing Weight* of each *Automobile* (including the *Driver* wearing all normal racing apparel including helmet) is as follows:

- (i) SR1: 600 kg
- (ii) SR3: 700 kg
- (iii) SR8: 800 kg
- (iv) SR10: 805 kg
- (v) RXC Spyder V8: 890 kg
- (vi) RXC Spyder TT: 1050 kg
- (vii) RXC Coupe: 1160 kg

- (b) The minimum *Racing Weight* of an *Automobile* with a dual *Driver* entry must be achieved regardless of which *Driver* is in the *Automobile*.
- (c) The penalty imposed for an *Automobile* that is found to be less than the minimum *Racing Weight* at the conclusion of any session (Practice, Qualifying or Race) will be *Disqualification* from the relevant session.

3 CHASSIS

- (a) Each *Automobile* must be fitted with the frontal protection (impact absorbing) structure to FIA Article 277 as supplied by Radical Sportscars.
- (b) The fitting of forward facing roll-bar stays is mandatory. They must be equipped with safety cage padding in accordance with Technical Appendix - Schedule J of the *Motorsport Australia Manual*.
- (c) *Chassis* repair work must be carried out by a RA Cup or Radical Sportscars approved *chassis* repairer.

4 ENGINE

4.1 Eligible Engine

- (a) Each specification of engine may only be installed in a model type with which it was available new from the factory. It is prohibited to compete in a model without a correct specification engine.
- (b) While modifications to the engines are permitted in the RA Invitational Class, the engine must remain closely in line with the original engine specifications. For example, forced induction to a motor that was not intended is prohibited.
- (c) Increase of engine capacity to within 113% of its original specification is permitted.