

Sporting and Technical Regulations



2025 First Focus Radical Cup Australia Sporting and Technical Regulations



RADICAL



Version 1

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2025 First Focus Radical Cup Australia

Sporting & Technical Regulations

These 2025 First Focus Radical Cup Australia Sporting and Technical Regulations are published by *Motorsport Australia* (Registration Number 2025/011) and come into effect on 1 January 2025. They replace all previous Radical Cup Australia Sporting and Technical Regulations. Any subsequent Version of the Sporting and Technical Regulations published by *Motorsport Australia* will supersede the previous Version.

A capitalised and italicised word in this document is defined in the FIA International Sporting Code (Code), the National Competition Rules (*NCR*), including their Appendices or Attachment D of this document.

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

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2025 First Focus Radical Cup Australia

Sporting Regulations

S1 TITLE AND JURISDICTION

S1.1 Title

This *Series* will only be known as and referred to as the “2025 First Focus Radical Cup Australia”.

S1.2 Authority / Jurisdiction

1.2.1 Each *Event* in the 2025 First Focus Radical Cup Australia (*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*.

1.2.2 The *Series* has been sanctioned by *Motorsport Australia* as an *Authorised Series*.

1.2.3 Radical Cup 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

2.1.1 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*.

2.1.1.1 Race Director (*RD*): Lawrie Schmitt

2.1.1.2 Technical Delegate (*TD*): Shane Beikoff

2.1.1.3 Driving Standards Advisor (*DSA*): Dean Canto

2.1.1.4 Category Administrator (*CA*): Charise Bristow

S2.2 *RCA Sporting Board*

2.2.1 The *RCA Sporting Board* is a body set up by the *CM* to:

2.2.1.1 assess each *Driver* for classification in accordance with Article S5.2; and

2.2.1.2 make recommendations to *Motorsport Australia* and/or the Stewards (in the case of *Force Majeure*) for a change to the sporting and/or technical regulations.

- 2.2.2 Members of the *RCA Sporting Board* will be:
- 2.2.2.1 A representative of the *CM*;
 - 2.2.2.2 The Race Director;
 - 2.2.2.3 The Driving Standards Advisor; and
 - 2.2.2.4 A representative of *Motorsport Australia*.
- 2.2.3 Any decision of the *RCA Sporting Board* is final and not subject to protest or appeal.

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 to compete in the *Series*, each *Automobile* must be a Radical SR3 model listed in Article T2 of the 2025 First Focus Radical Cup Australia Technical Regulations, comply with the requirements of the 2025 First Focus Radical Cup Australia Technical Regulations and be approved by the *CM*. If the *Automobile* is not sold and imported by an authorised Radical Dealer in Australia, it must be the subject of a current Race Vehicle Authorisation Certificate (RVAC) issued by Radical Cup Australia with the Dealer inspection being at the owner's cost.

S4.1 Replacement *Automobile*

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

S5 DRIVER ELIGIBILITY

S5.1 General

- 5.1.1 The minimum age to be eligible to drive a Radical *Automobile* is determined by the weight to power ratio of the *Automobile* calculated in accordance with the General Appendix – Competition Licence Regulations of the *Motorsport Australia Manual*. The minimum ages are:
- 5.1.1.1 17 years for an *Automobile* with a weight/power ratio of less than 3.5 kg/kW.
 - 5.1.1.2 16 years for an *Automobile* with a weight/power ratio of more than 3.5 kg/kW.
- 5.1.2 The minimum Driver licence requirement to be eligible to compete in the *Series* is determined by the weight to power ratio of the *Automobile* calculated in accordance with the General Appendix – Competition Licence Regulations of the *Motorsport Australia Manual*. The minimum Licence requirements are:
- 5.1.2.1 Motorsport Australia Circuit Licence with a Provisional endorsement for an *Automobile* with a weight/power ratio of more than 3.5 kg/kW, unless noted otherwise in the *Supplementary Regulations* for a particular *Round*.
 - 5.1.2.2 Motorsport Australia Circuit Licence without Provisional endorsement for an *Automobile* with a weight/power ratio of less than 3.5 kg/kW.
- 5.1.3 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*.

- 5.1.4 Each *Driver* must be registered with the *CM* no later than 5 days prior to the commencement of a *Round* 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*, the *Driver* will be classified as Professional for that *Round*.

S5.2 Driver Classification/Status

- 5.2.1 Each *Driver* will be assessed by the *RCA Sporting Board* prior to entering the *Series*, or not later than 5 days prior to the commencement of a *Round* and will be classified into one of the following classifications based on the following guidelines:

5.2.1.1 Amateur (AM) – A *Driver* who takes part in the *Series* as a hobby or pastime and is not classified as PRO or ProAm.

5.2.1.2 ProAm (ProAm) – A *Driver* who is under the age of 35 and is not classified as PRO or has won an *International Championship* or *Series*, or a *National Championship* or *Series* in any country (including Radical Cup Australia) and is not classified as PRO.

5.2.1.3 Professional (PRO) – A *Driver* earning income as a race instructor, or 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* or *Series* in any country including Radical Cup Australia, may be classified as PRO.

- 5.2.2 A *Driver's* classification may be changed at any time at the discretion of the *RCA Sporting Board*. Any change will be advised to a *Driver* by the *CM* as soon as practical.

S5.3 Driver Entries

- 5.3.1 Each *Automobile* may have a combination of AM, ProAm and PRO classified *Drivers* as follows:

5.3.1.1 1 AM *Driver* only

5.3.1.2 2 AM *Drivers*

5.3.1.3 1 ProAm *Driver* only

5.3.1.4 2 ProAm *Drivers*

5.3.1.5 1 ProAm *Driver* plus 1 AM *Driver*

5.3.1.6 1 PRO *Driver* plus 1 AM *Driver*

- 5.3.2 Each *Driver* in a Dual *Driver* entry must qualify for the *Event* as per the event regulations.

- 5.3.3 For each *Driver* in a Dual *Driver* entry to be eligible to be awarded points in accordance with Article S11.2.3 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*.

S5.4 Substitute Driver

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

S6 SERIES ROUNDS / REGISTRATION

- 6.1 The *Series* will be conducted over 5 *Rounds* as detailed in the Series Calendar below.
- 6.2 Each race conducted as a part of the *Series* will count in determining the final results.
- 6.3 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* will be conducted over the following *Rounds*:

| Round | Date | Circuit |
|-------|-----------------|-------------------------------|
| 1 | 4 – 6 April | Phillip Island |
| 2 | 2 – 4 May | Sydney Motorsport Park |
| 3 | 30 May – 1 June | Queensland Raceway |
| 4 | 25 – 27 July | Sandown Raceway |
| 5 | 5 – 7 September | Shell V-Power Motorsport Park |

Note: The above calendar is subject to change. The *CM* will advise each *Competitor* of any change.

S8 ROUND FORMAT

S8.1 General

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

8.1.2 The intended format for each *Round* is as follows:

| Round | Practice | Qualifying | Races |
|-------|------------|------------|-------------------------|
| 1 | 3 x 20 min | 1 x 30 min | 2 x 25 min + 1 x 50 min |
| 2 | 3 x 20 min | 1 x 30 min | 4 x 25 min |
| 3 | 3 x 20 min | 1 x 30 min | 2 x 25min + 1 x 50 min |
| 4 | 3 x 20 min | 1 x 30 min | 4 x 25 min |
| 5 | 3 x 20 min | 1 x 30 min | 2 x 50 min |

S8.2 Variation to Timetable

8.2.1 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*.

8.2.2 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 *RD*. Any changes will be communicated to each *Competitor* as soon as practicable.

8.2.3 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 via stack team app or *RMC*.

S9 GRID DETERMINATION

S9.1 Grid Determination – Endurance Round (2 x 45 or 50-minute races)

9.1.1 **Race 1:** Subject to the requirements of 9.1.3 below, 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.

9.1.2 **Race 2:** Subject to the requirements of 9.1.3 below, the second fastest qualifying lap time of each *Automobile* will be used to determine the grid order.

9.1.3 For a Dual *Driver* entry:

9.1.3.1 The fastest qualifying lap time by the *Driver* nominated to start Race 1 will be used for their *Automobile* when determining the grid for Race 1.

9.1.3.2 The fastest qualifying lap time by the *Driver* nominated to start Race 2 will be used for their *Automobile* when determining the grid for Race 2.

9.1.4 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 regard to starting positions for the grid.

S9.2 Grid Determination – Sprint Round (4 x 25-minute races)

9.2.1 **Race 1:** Subject to the requirements of 9.2.5 below, 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.

9.2.2 **Race 2:** Subject to the requirements of 9.2.5 below, the second fastest qualifying lap time of each *Automobile* will be used to determine the grid order.

9.2.3 **Race 3:** The finishing position in Race 1 of each *Automobile* will be used to determine the grid order.

9.2.4 **Race 4:** The finishing position in Race 2 of each *Automobile* will be used to determine the grid order.

9.2.5 For a Dual *Driver* entry:

9.2.5.1 The fastest qualifying lap time by the *Driver* nominated to start Race 1 will be used for their *Automobile* when determining the grid for Race 1.

9.2.5.2 The fastest qualifying lap time by the *Driver* nominated to start Race 2 will be used for their *Automobile* when determining the grid for Race 2.

9.2.6 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 regard to starting positions for the grid.

S9.3 Grid Determination – Combined Round (2 x 25-minute plus 1 x 45 or 50-minute race)

9.3.1 **Sprint Race 1:** Subject to the requirements of 9.3.4 below, 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.

9.3.2 **Sprint Race 2:** Subject to the requirements of 9.3.4 below, the second fastest qualifying lap time of each *Automobile* will be used to determine the grid order.

9.3.3 **Endurance Race:** Subject to the requirements of 9.3.4 below, the average of the fastest and second fastest qualifying lap time of each *Automobile* will be used to determine the grid order.

9.3.4 For a Dual *Driver* entry:

9.3.4.1 The fastest qualifying lap time by the *Driver* nominated to start Sprint Race 1 will be used for their *Automobile* when determining the grid for Sprint Race 1.

9.3.4.2 The fastest qualifying lap time by the *Driver* nominated to start Sprint Race 2 will be used for their *Automobile* when determining the grid for Sprint Race 2.

9.3.4.3 The average of each *Driver's* fastest qualifying lap time will be used for their *Automobile* when determining the grid for the Endurance Race.

9.3.5 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 regard to starting positions for the grid.

S9.4 Driver Qualification

9.4.1 Each *Driver* must participate in the single qualifying session at each *Round*.

9.4.2 Unless approved otherwise by the Stewards, a *Driver* listed on the final qualifying results with a lap time greater than 130% of the fastest lap time for the session will not be able to compete in any race where the lap time for that qualifying session is used to determine the grid order.

- 9.4.3 For an Endurance *Round* or a Combined *Round*, subject to the requirements of 9.4.6 below, 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.
- 9.4.4 For a Sprint *Round*, subject to the requirements of 9.4.6 below, if a *Driver* fails to qualify and is permitted by the Stewards to compete, their *Automobile* will start the first 2 races of that *Round* from the rear of the grid.
- 9.4.5 If there are multiple such *Drivers*, the order of the *Automobile* of each *Driver* at the rear of the grid will be determined by 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:
- 9.4.5.1 *Series* order
 - 9.4.5.2 fastest lap time in the preceding practice session
 - 9.4.5.3 as determined by the Stewards.
- 9.4.6 For a Dual *Driver* Entry:
- 9.4.6.1 For an Endurance *Round*, the *Automobile* will start at the rear of the grid for the race that the non-qualified *Driver* will start.
 - 9.4.6.2 For a Sprint *Round*, the *Automobile* will start at the rear of the grid for the first race that the non-qualified *Driver* will start.
 - 9.4.6.3 For a Combined *Round*, the *Automobile* will start at the rear of the grid for the Sprint race that the non-qualified *Driver* will start and for the Endurance race.

S9.5 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 spot/s 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

- 11.1.1 Prizes, trophies and awards will be as determined by the *CM* and will be advised to each *Competitor*.
- 11.1.2 A *Series* award will be presented by the *CM* to the winner of the:
- 11.1.2.1 2025 Radical Cup Australia
 - 11.1.2.2 Radical Masters
 - 11.1.2.3 Radical Grandmaster
 - 11.1.2.4 Radical Rookie
 - 11.1.2.5 Radical Challenge
 - 11.1.2.6 Radical Teams Trophy

S11.2 Series Pointscore

11.2.1 Points will be awarded to each *Driver* based on their *Automobile*'s finishing position for each race as follows:

| Finishing Position | Points | | | | | | |
|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| | Round with 2 races | Round with 3 races | Round with 4 races | Finishing Position | Round with 2 races | Round with 3 races | Round with 4 races |
| 1 st | 90 | 60 | 45 | 15 th | 17 | 11 | 9 |
| 2 nd | 81 | 54 | 41 | 16 th | 15 | 10 | 8 |
| 3 rd | 72 | 48 | 36 | 17 th | 14 | 9 | 7 |
| 4 th | 63 | 42 | 32 | 18 th | 12 | 8 | 6 |
| 5 th | 54 | 36 | 27 | 19 th | 10 | 7 | 5 |
| 6 th | 48 | 32 | 24 | 20 th | 9 | 6 | 4 |
| 7 th | 44 | 29 | 22 | 21 st | 7 | 5 | 3 |
| 8 th | 39 | 26 | 20 | 22 nd | 6 | 4 | 2 |
| 9 th | 34 | 23 | 17 | 23 rd | 4 | 3 | 1 |
| 10 th | 30 | 20 | 15 | 34 th | 3 | 2 | 1 |
| 11 th | 27 | 18 | 14 | 25 th | 2 | 1 | 1 |
| 12 th | 24 | 16 | 12 | 26 th | 1 | 1 | 1 |
| 13 th | 21 | 14 | 11 | 27 th | 1 | 1 | 1 |
| 14 th | 18 | 12 | 10 | 28 th | 1 | 1 | 1 |

11.2.2 Points will only be awarded to each *Driver* of an *Automobile* classified as a finisher in the final results of each race.

11.2.3 In the case of a Dual *Driver* entry that has correctly nominated as a team, each *Driver* will be awarded the same number of points as per the table above for each race.

11.2.4 In addition to the above, for Radical Cup Australia only, 2 points will be awarded to the *Automobile* listed on the final results as recording the fastest lap time in the Qualifying session at each *Round*.

11.2.5 In addition to the above, for Radical Cup Australia only, 1 point will be awarded to the *Automobile* listed on the final results as recording the fastest lap time in each race of the *Series*.

11.2.6 The results for each *Round* will be determined by the number of points scored by each *Driver* at that *Round*.

11.2.7 If there is a tie at the end of any *Round*, 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.

11.2.8 The Winner of the 2025 Radical Cup Australia will be the *Driver/s* gaining the highest points total from all *Rounds*.

11.2.9 If there is 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* 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.

S11.3 Radical Masters

- 11.3.1 Each *Driver* who satisfies the following criteria will be eligible for the Radical Masters award:
- 11.3.1.1 Not a PRO *Driver* nor part of a Dual *Driver* entry including a PRO or ProAm *Driver*, and
 - 11.3.1.2 50 years of age or older on 1st January of the year of the *Series*.
- 11.3.2 For a single *Driver* entry or a Dual *Driver* entry that does not include a PRO or ProAm *Driver*, points will be awarded to each eligible *Driver* for their *Automobile's* finishing position relative to each other Radical Masters *Driver's Automobile* in each race as detailed in S11.2.
- 11.3.3 The winner of the Radical Masters will be the eligible *Driver* gaining the highest points total from all *Rounds*.
- 11.3.4 If there is a tie at the end of the *Series*, final positions will be determined as detailed in S11.2.

S11.4 Radical Grandmaster

- 11.4.1 Each *Driver* who satisfies the following criteria will be eligible for the Radical Grandmasters award.
- 11.4.1.1 Not a PRO *Driver* nor part of a Dual *Driver* entry including a PRO or ProAm *Driver*, and
 - 11.4.1.2 60 years of age or older on 1st January of the year of the *Series*.
- 11.4.2 For a single *Driver* entry or a Dual *Driver* entry that does not include a PRO or ProAm *Driver*, points will be awarded to each eligible *Driver* for their *Automobile's* finishing position relative to each other Radical Grandmasters *Driver's Automobile* in each race as detailed in S11.2.
- 11.4.3 The winner of the Radical Grandmasters will be the eligible *Driver* gaining the highest points total from all *Rounds*.
- 11.4.4 If there is a tie at the end of the *Series*, final positions will be determined as detailed in S11.2.

S11.5 Radical Rookie

- 11.5.1 Each *Driver* who satisfies the following criteria will be eligible for the Radical Rookie award:
- 11.5.1.1 Not a PRO *Driver* or part of a Dual *Driver* entry including a PRO *Driver*, and
 - 11.5.1.2 Competed in less than 2 *Rounds* of the *Series* in any previous year (not including 2020 or 2021);
or
 - 11.5.1.3 Not finished in a top 10 position in any *Round* of the *Series* in the previous year (2024).
- 11.5.2 For a single *Driver* entry or a Dual *Driver* entry that does not include a PRO *Driver*, points will be awarded to each eligible *Driver* for their *Automobile's* finishing position relative to each other Radical Rookie *Driver's Automobile* in each race as detailed in S11.2.
- 11.5.3 The winner of the Radical Rookie award will be the eligible *Driver* gaining the highest points total from all *Rounds*.
- 11.5.4 If there is a tie at the end of the *Series*, final positions will be determined as detailed in S11.2.

S11.6 Radical Challenge

- 11.6.1 Each *Driver* who is classified as AM and does not form part of a Dual *Driver* combination including a PRO or ProAm *Driver* will be eligible for the Radical Challenge award.
- 11.6.2 For a single *Driver* entry or Dual *Driver* entry that does not include a PRO *Driver*, points will be awarded to each eligible *Driver* for their *Automobile's* finishing position relative to each other Radical Challenge *Driver Automobile* in each race as detailed in S11.2.
- 11.6.3 The winner of the Radical Challenge award will be the eligible *Driver* gaining the highest points total from all *Rounds*.
- 11.6.4 If there is a tie at the end of the *Series*, final positions will be determined as detailed in S11.2.

S11.7 Radical Teams Trophy

- 11.7.1 Points will be awarded to each eligible *Team* for their best placed *Automobile*'s finishing position as detailed in S11.2.
- 11.7.2 Any other *Automobile* nominated by the *Team* will be invisible for scoring points.
- 11.7.3 For the purposes of determining *Team* eligibility and affiliation, each group of *Automobiles* to form a *Team* must be nominated to the *CM* in writing prior to *Round 1*.
- 11.7.4 The Radical Cup Australia Teams Trophy will be awarded to the *Team* gaining the highest points total from all *Rounds*.

S11.8 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. Radical Masters, Radical 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*.

S12.2 Driver/Team Manager Briefings

- 12.2.1 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.
- 12.2.2 The time and location of this briefing will be detailed in the *Supplementary Regulations* for the *Event*.
- 12.2.3 The attendance sheet must be signed by each *Driver* and each Team Manager to confirm attendance.
- 12.2.4 Other compulsory briefings may be convened as required and will be advised to each *Competitor* accordingly.

S12.3 Parc Fermé

- 12.3.1 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).
- 12.3.2 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).
- 12.3.3 An *Automobile* may not be removed from the *Parc Fermé* except with the express permission of the *TD* or Chief Scrutineer (or their nominee).
- 12.3.4 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:
 - 12.3.4.1 Qualifying: *Disqualification* from qualifying
 - 12.3.4.2 Race: *Disqualification* from the relevant race
- 12.3.5 1 team member per *Automobile* may be permitted to enter the designated *Parc Fermé* area for the purpose of checking tyre pressures only. This will be permitted at the direction of the *TD* or the Chief Scrutineer only and the team member must leave the *Parc Fermé* area immediately once the tyre pressure check is completed.

- 12.3.6 1 team member per *Automobile* may be permitted to enter the designated *Parc Fermé* area for the purpose of restarting the engine to activate the water pump on an XXR model *Automobile* only. This will be permitted at the direction of the *TD* or the Chief Scrutineer only and the team member must leave the *Parc Fermé* area immediately once this action is completed.
- 12.3.7 Unless the memory card from their *Automobile's* in-car camera has already been requested by the *DSA*, 1 team member per *Automobile* may be permitted access by the *CM* to their own onboard footage under *Parc Fermé* conditions in order to assess the validity of a potential Request for Incident Review. The footage must not be erased from the memory card until advised by the *DSA*.

S12.4 Practice and Qualifying

- 12.4.1 Except as required in S12.4.2, during each practice and qualifying session, each *Automobile* that is parked in *Pit Lane* must be in its allocated *Pit Bay* parallel to the *Fast Lane*.
- 12.4.2 If a red flag is displayed during a practice or qualifying session, each *Automobile* must return to its allocated *Pit Bay* at an angle of 45 degrees with the front of the *Automobile* pointing towards the *Pit Garage* and remain there until the exit of the *Pit Lane* is open to recommence the session. A maximum of 2 pit crew are permitted to push the *Automobile* away from its *Pit Bay* at the recommencement of the session.
- 12.4.3 The order in which each *Automobile* proceeds onto the *Track* at the commencement of each qualifying session will be determined by its fastest lap time achieved in the combined practice sessions at that *Round* with the *Automobile* which achieved the fastest lap time proceeding onto the *Track* first and so on.
- 12.4.4 If an *Automobile* is unable to proceed onto the *Track* in the order specified above, the *CM* may indicate to the next *Automobile* to take its place in the order.
- 12.4.5 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

- 12.5.1 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* 1 lap after the race time has elapsed.
- 12.5.2 Unless specified otherwise in the regulations for an *Event*, the starting time of a race will begin at the commencement of the formation lap.
- 12.5.3 For each *Round* in the case of a Dual *Driver* entry:
- 12.5.3.1 For an entry that includes a PRO or ProAm *Driver*, the AM *Driver* must start Race 1.
For any other *Driver* combination, the *Driver* to start Race 1 must be nominated to the *CM* via the online form or in hard copy at least 30 minutes before the scheduled commencement of the qualifying session.
- 12.5.3.2 The other *Driver* must start Race 2.
- 12.5.3.3 For a Sprint *Round* (4 x 25-minute races), for an entry that includes a PRO or ProAm *Driver*, the AM *Driver* must start Race 1 and Race 3, and the PRO *Driver* must start Race 2 and Race 4.
For any other *Driver* combination, the *Driver* nominated to start Race 1 will be required to start Race 3 and the *Driver* nominated to start Race 2 will be required to Start Race 4.
- 12.5.3.4 For a Combined *Round* (2 x 25-minute and 1 x 50-minute races), for an entry that includes a PRO or ProAm *Driver*, the AM *Driver* must start Sprint Race 1 and the PRO or ProAm *Driver* must start Sprint Race 2 and the Endurance Race.
For any other *Driver* combination, the *Driver* to start Race 3 must be nominated to the *CM* via the

online form or in hard copy within 30 minutes of the completion of Race 2.

- 12.5.3.5 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 Pit Lane

- 12.6.1 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*.
- 12.6.2 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* or associated with a *Driver* during a pit stop.
- 12.6.3 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.

S12.7 Removal of *Automobile* 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* without the prior express written approval of the *TD*.

S12.8 Abandoned *Automobile*

- 12.8.1 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.
- 12.8.2 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.

S12.9 Race Management Channel (*RMC*)

- 12.9.1 Relevant information will be relayed to teams during each *Track* session using *RMC*.
- 12.9.2 It is the *Competitor's* responsibility to assign 1 team member for each *Automobile* to monitor *RMC* from 30 minutes prior to the scheduled commencement of each *Track* session, until 10 minutes after its completion.
- 12.9.3 Each message received on the *RMC* must be relayed to the *Driver*.
- 12.9.4 The radio channel for *RMC* must be set as "listen only" and broadcast by team members is prohibited.
- 12.9.5 *RMC* frequency will be Analog 507.300000 CDCSS 503.

S13 TYRES

- 13.1 Each *Automobile* must only be fitted with Hankook tyres as listed in the table below and supplied by Radical Cup 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 | 260/610 R16 | 200/580 R15 | 260/610 R16 |
| Compound | F200 C5 | F200 C5 | Z217 | Z217 |

- 13.2 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*.

- 13.3 Prior to the commencement of the first qualifying session at each *Round*, each *Competitor* must present each tyre for marking/scanning by the *TD* or Chief Scrutineer (or their nominee). The tyre marking commencement and completion times will be advised by the *CM* in the Team Managers Notes for each *Round*.
- 13.4 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*.
- 13.5 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.
- 13.6 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.
- 13.7 The use of any tyre heating, heat retention device or chemical treatment is prohibited.
- 13.8 The quantity of wet tyres permitted is free.
- 13.9 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.
- 13.10 With the exception of wear resulting from normal usage, each tyre must remain unmodified.
- 13.11 A tyre may only be cleaned by using manual tools.
- 13.12 If a *Competitor* is found to have been running on tyres that have not been nominated as required, the following penalties will apply:
 - 13.12.1 During qualifying: *Disqualification* from qualifying
 - 13.12.2 During a race: *Disqualification* from the relevant race

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

S14.1 General

- 14.1.1 For the duration of the *Event*, each *Automobile* must only use 98 octane premium unleaded fuel as supplied by the fuel supplier nominated by the *CM* (RaceFuels Pty Ltd).
- 14.1.2 A fuel log will be kept by the fuel supplier at each *Round*.
- 14.1.3 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.

S14.2 Refuelling Garage/Paddock

- 14.2.1 When refuelling or undertaking any activity with fuel, each *Competitor* must comply with the following procedure:
 - 14.2.1.1 The *Automobile*'s engine must be switched off;
 - 14.2.1.2 At least 1 crew member must be designated as a fire attendant and in possession of at least 1 x 4.5 kg dry powder fire extinguisher;
 - 14.2.1.3 The designated fire attendant must not perform any other task during the refuelling procedure; and
 - 14.2.1.4 A drip/catch mat/tray capable of containing any spillage must be positioned below the refuelling point of the *Automobile*.

S15 IN-CAR CAMERAS

- 15.1 In-car cameras are mandatory and their installation must be approved by the Chief Scrutineer.
- 15.2 In-car video footage must be made available (and must be reviewable) to the *CM, RD, 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.
- 15.3 Except as permitted in S12.3.7, only the *TD* or representative 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 the *TD* a penalty may be imposed.

S16 RAIN LIGHT

- 16.1 The fitment of a rain light on each *Automobile* in compliance with the Technical Appendix - Schedule C of the *Motorsport Australia Manual* is mandatory.
- 16.2 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.
- 16.3 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, RD, 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 BALANCE OF PERFORMANCE (BoP)

- 18.1 An *Automobile* may be subject to a Balance of Performance (BoP) adjustment which may take the form of a change to any of the following:
 - 18.1.1 *Automobile* weight – weight may be added to the actual weight of the *Automobile* as measured by the *TD* at the *Event*;
 - 18.1.2 Minimum ride height;
- 18.2 Any application of BoP will be advised by the *TD* and will be covered by a Technical Bulletin approved by the Stewards.
- 18.3 The *TD* reserves the right to apply a BoP adjustment/s up to 2 hours prior to the commencement of each *Track* session.

S19 AUTOMOBILE MARKINGS

S19.1 Automobile Markings

- 19.1.1 In addition to the requirements detailed below, each *Automobile* must comply with the Technical Appendix - Schedule K of the *Motorsport Australia Manual*.
- 19.1.2 Each *Automobile* must display the *Series* markings as supplied by the *CM* in accordance with Attachment B of these regulations at all times during each *Round*. Failure to comply will result in the *Driver* being reported to the Stewards.

S19.2 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*.

S19.3 Garage Name Plates

- 19.3.1 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*.
- 19.3.2 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.
- 19.3.3 Each plate will remain the property of Radical Cup Australia Pty Ltd at all times.
- 19.3.4 Damage or loss of the plate for their *Automobile* will incur a fee from the *CM* to the *Competitor* of \$200.

S20 COMPULSORY PIT STOPS (CPS)

S20.1 General

- 20.1.1 Each *Automobile* is required to complete 1 *CPS* during the *CPS* window in each race of the *Series* with a scheduled time greater than 25 minutes.
- 20.1.2 The Minimum *CPS* Time will be 60 seconds plus the *Pit Lane* transit time and will be confirmed by Bulletin at the *Round*.
- 20.1.3 Regardless of whether a Safety Car intervention is in place, 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 scheduled race duration 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 duration and closed at 70% of the race duration, calculated to the nearest minute.
- 20.1.4 Unless specified otherwise in the regulations for an *Event*, the commencement of a race will be the commencement of the formation lap for the purpose of determining the *CPS* window opening and closing.
- 20.1.5 A board will be shown at the starter's podium, and a siren sounded to indicate when the *CPS* window opens and closes. This is for information only and the official timing will be the race time shown on the official timing screen.
- 20.1.6 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*.
- 20.1.7 Each *Automobile* must cross the designated timing loop at the *Pit Lane* entry 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*.
- 20.1.8 An *Automobile* will be deemed to have commenced a *CPS* when the *Automobile* triggers the designated timing loop at the *Pit Lane* entry.

- 20.1.9 An *Automobile* will be deemed to have completed a *CPS* when the *Automobile* triggers the designated timing loop at the *Pit Lane* exit.
- 20.1.10 The *CPS* may not be conducted during a Safety Car period that occurs within the *CPS* window. However, if an *Automobile* has entered the *Pit Entry Road* prior to the Safety Car procedure being initiated (yellow flag and SC board being displayed) then the *CPS* may be completed.
- 20.1.11 At the end of a Safety Car period, each *Automobile* may only enter the *Pit Lane* to commence a *CPS* after crossing the *Control Line* on the *Track* after the Safety Car restart, i.e. an *Automobile* following the Safety Car into the *Pit Lane* at the Safety Car restart will not be considered to have commenced a *CPS*.
- 20.1.12 If the Safety Car is in operation when the *CPS* 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.
- 20.1.13 A Discretionary Pit Stop to change tyres or carry out other work on an *Automobile* may be conducted at any time.
- 20.1.14 The format of each *CPS* will be as follows:
- 20.1.14.1 Each *Automobile* must come to a complete stop in its allocated pit bay prior to the engine being switched off.
 - 20.1.14.2 Work on an *Automobile* (including a *Driver* change and tyre pressure check) is prohibited until the *Automobile* comes to a complete stop at its allocated pit bay and its engine is switched off. The engine must remain switched off until all work on the *Automobile* is complete.
 - 20.1.14.3 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.
 - 20.1.14.4 A maximum of 2 pit crew members (not including the Car Controller) are permitted to attend the *Automobile* during the *CPS* including for a tyre change. If a *Driver* change is 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*.
 - 20.1.14.5 If a *Driver* change is performed, it is permitted to use a driver assistant who will not be deemed part of the 2 pit crew and is prohibited to perform any work on the *Automobile*.
 - 20.1.14.6 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.
 - 20.1.14.7 Work may be carried out on the *Automobile*, however, the front or rear *Bodywork* must not be removed.
 - 20.1.14.8 Tyre changing is permitted during the *CPS*. A safety clip must be installed on each changed wheel before the *Automobile* leaves its pit bay. A penalty of 60 seconds added to race time will be imposed for each safety clip that is not installed.
 - 20.1.14.9 For a single *Driver* entry, the *Driver* may remain seated in the *Automobile* for the duration of the *CPS*.
 - 20.1.14.10 The Car Controller of each *Automobile* will be responsible for monitoring the time constraints of the *CPS*.
 - 20.1.14.11 All crew, except the Car Controller, and equipment must return behind the prescribed control line before the *Automobile* can leave its pit bay.

20.1.14.12 An *Automobile* may only be released from its pit bay when it is ready to rejoin the *Track*, and after release must move into the *Fast Lane* as soon as possible, may only stop in the *Pit Lane* for a safety reason, and must maintain a speed that does not unreasonably hinder any other *Automobile*. Any *Automobile* that stops or slows unnecessarily will be reported to the Stewards.

20.1.15 Penalties for breach of the *CPS* rules will apply as follows:

20.1.15.1 *CPS* time recorded is less than the minimum *CPS* time required by:

20.1.15.1.1 under 1 second for the first time at that *Round* – no penalty;

20.1.15.1.2 under 1 second for each subsequent time at that *Round* – Pit Lane Drive Through;

20.1.15.1.3 between 1 and 10 seconds – Pit Lane Drive Through

20.1.15.1.4 more than 10 seconds – Pit Lane Stop and Go with a stop time of the time less than the minimum time required

20.1.15.2 Removal of front or rear *Bodywork* – 60 seconds added to race time.

20.1.15.3 *Control Line* not crossed once (after pit window opens) before entering pits for *CPS* – Pit Lane Drive Through.

20.1.15.4 More than 2 pit crew attending, or pit crew not behind prescribed control line at *Automobile* arrival/departure – Pit Lane Drive Through.

20.1.15.5 Stopping unnecessarily in the *Pit Lane* other than in allocated pit bay – Pit Lane Drive Through

20.1.15.6 Travelling unnecessarily slowly in the *Pit Lane* – Pit Lane Drive Through

20.1.15.7 *CPS* not conducted – *Disqualification* from results for that race unless 20.1.15.8 applies.

20.1.15.8 *CPS* not conducted due to the race being stopped by display of the red flag and not recommenced, or a Safety Car intervention preventing the possibility of conducting the *CPS* - Minimum *CPS* Time added to the race time.

20.1.15.9 *CPS* not commenced during the *CPS* window – 60 seconds added to the race time.

20.1.16 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 designated timing loops and the *Control Line* at each *Track*.

S20.2 Maximum Driving Time (PRO Drivers)

The driving time for each PRO *Driver* is prohibited to exceed 40 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 40 percent of the race duration, 15 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: Unless specified otherwise in the regulations for an *Event*, the driving time for the first stint is measured from the commencement of the formation lap until the *Automobile* triggers the designated timing loop at the *Pit Lane* entry prior to a *Driver* change. The driving time for the following stint is measured from when the *Automobile* triggers the designated timing loop at the *Pit Lane* exit after a *Driver* change until the scheduled race time expires.

S21 SEALING OF AUTOMOTIVE COMPONENTS

21.1 Any *Seal* affixed to the *Automobile* or engine by Radical Sportscars must be in place at all times during an *Event*.

21.2 No *Seal* may be removed without the prior permission of the *TD* or Chief Scrutineer (or their nominee).

- 21.3 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* in which the sealed component was identified as having been used on that *Automobile*.

S22 COMPETITOR/DRIVER CONDUCT

- 22.1 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*.
- 22.2 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.
- 22.3 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 Stewards in which case any judicial action may be taken in the *Driver's* absence and communicated to them.
- 22.4 Within 3 days of the completion of each *Round*, the *RD* will produce a report documenting the status of all investigations conducted at that *Round*.

ATTACHMENT A

2025 FIRST FOCUS RADICAL CUP AUSTRALIA NOMINATION FORM



| | |
|--------------|--|
| DATE | |
| EVENT | |
| TEAM | |
| CAR # | |

| SESSION | STARTING DRIVER | SIGNATURE |
|------------|-----------------|-----------|
| QUALIFYING | | |
| RACE 1 | | |
| RACE 2 | | |
| RACE 3 | | |
| RACE 4 | | |

ATTACHMENT B
RESERVED SIGNAGE



ATTACHMENT B // RESERVED SIGNAGE

| | | | |
|----------------------|-----------------------|-------------------------|-----------------------|
| Top Bi-Plane (White) | 120mm x 1700mm | Passenger Side Dash | 150mm x 50mm (approx) |
| Top Roll Bar | 75mm x 500mm (curved) | Side Number Panel | 315mm x 315mm |
| Side Pod* | 300mm x 300mm | Front Number Panel | 285mm x 340mm |
| Side of Nose | 150mm x 200mm x 2 | All Competition Numbers | 105mm x 175mm |



V1_January 2025

2025 First Focus Radical Cup Australia

Technical Regulations

T1 PREAMBLE

- 1.1 In addition to these Technical Regulations each *Automobile* must conform to the requirements of the Technical Appendix in the *Motorsport Australia Manual*.
- 1.2 The requirements of these Technical Regulations apply to each *Automobile* competing in the 2025 First Focus Radical Cup Australia. The *Series* is for Radical SR3 *Automobiles* as supplied by an authorised Australian dealer of Radical Sportscars 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.
- 1.3 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 RCA Technical Committee (addressed to the RCA Administrator) using the form shown in Attachment C of these regulations, either online or in hard copy. If changes are made and found to be unauthorised, then the *Automobile* may not be permitted to run until those changes are rectified.
- 1.4 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.
- 1.5 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 or approved by Radical Motorsport.
- 1.6 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*. If there is 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.
- 1.7 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*.
- 1.8 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.
- 1.9 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

- 2.1.1 The following models of Radical SR3 are eligible for competition in the 2025 First Focus Radical Cup Australia:
 - 2.1.1.1 1300 cc SR3
 - 2.1.1.2 1340 cc SR3

- 2.1.1.3 1340 cc SR3 Cup car
- 2.1.1.4 1500 cc SR3
- 2.1.1.5 1500 cc SR3 RS
- 2.1.1.6 1500 cc SR3 Cup Car
- 2.1.1.7 1500 cc SR3 RSX 2015 Spec
- 2.1.1.8 1500 cc SR3 RSX 2017 Spec
- 2.1.1.9 1500 cc SR3 RSX 2018 Triple Crown Spec
- 2.1.1.10 1500 cc SR3 RSX 2019 Spec
- 2.1.1.11 1500 cc SR3 RSX 2020 Spec
- 2.1.1.12 1500 cc SR3 XX 2021 Spec
- 2.1.1.13 1500 cc SR3 XX 2022 Spec
- 2.1.1.14 1500 cc SR3 XXR 2023 Spec

T2.2 Parts Supply

Unless specifically stated otherwise in these regulations, all parts specified in these regulations must be genuine Radical Sportscars parts purchased via the used market or supplied by Radical Australia East or Radical Australia West as per the dealer's registered territory and fitted in their original position and as supplied.

T2.3 Racing Weight

- 2.3.1 The minimum *Racing Weight* of each *Automobile* (including the *Driver* wearing all normal racing apparel including helmet) is 720 kg.
- 2.3.2 The minimum *Racing Weight* of an *Automobile* with a *Dual Driver* entry must be achieved regardless of which *Driver* is in the *Automobile*.
- 2.3.3 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

- 3.1 Each *Automobile* must be fitted with the frontal protection (impact absorbing) structure to FIA Article 277 as supplied by Radical Sportscars.
- 3.2 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*.
- 3.3 *Chassis* repair work must be carried out by a Radical Cup Australia approved chassis repairer.

T4 ENGINE

T4.1 Eligible Engines

- 4.1.1 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.
- 4.1.2 Each *Automobile* must only be fitted with one of the following engines:
 - 4.1.2.1 RPE Suzuki 1500 cc long-stroke K8
 - 4.1.2.2 RPE Suzuki 1500 cc short-stroke K8
 - 4.1.2.3 RPE Suzuki 1500 cc K8

- 4.1.2.4 RPE Suzuki 1500 cc K7
 - 4.1.2.5 RPE Suzuki 1340 cc K8
 - 4.1.2.6 RPE Suzuki 1300 cc K7
 - 4.1.2.7 RPE Suzuki 1500 cc GEN5
- 4.1.3 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

- 4.2.1 Any engine repair or rebuild must be undertaken by RPE and must be presented with RPE *Seal/s* intact to be eligible.
- 4.2.2 Any *Competitor* whose *Automobile* is not fitted with an RPE built engine must apply to the *CM* for permission to compete at any *Round*.
- 4.2.3 If an engine presents at a *Round* with no *Seal/s*, a declaration must be signed by the *Competitor* stating that the engine complies with RPE build specs and Radical Cup Australia 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.

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)

- 4.4.1 Reprogramming of the *ECU* is prohibited by a *Competitor*. Only RPE staff may program an *ECU* with the authorised Radical dealer.
- 4.4.2 The *TD* may randomly re-allocate the *ECU* of any *Automobile* at any time.
- 4.4.3 Heat shielding of the *ECU* is permitted but must not restrict removal of the *ECU*.
- 4.4.4 *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 RCA *Series* staff.

T5 TRANSMISSION AND FINAL DRIVE

T5.1 Transmission

- 5.1.1 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.
- 5.1.2 The reverse drive system must be operational by the *Driver* when seated in the driving position.

T5.2 Final Drive

- 5.2.1 The final drive ratio will be as follows:
 - 5.2.1.1 *Rounds* 1 and 5 – 2.917:1
 - 5.2.1.2 *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

6.2.1 Each *Automobile* must be fitted with either AVO or INTRAX shock absorbers supplied by *RAE* or *RAW* or as approved by Radical Cup Australia.

6.2.2 Coil spring rates are free, save that they must be the specific springs supplied by Radical Sportscars or *RAE* or *RAW*. Aftermarket and non-compliant springs are prohibited.

T6.3 Ground Clearance

6.3.1 The minimum ground clearance of the ready-to-drive *Automobile* (with the *Driver* in the *Automobile*) must be not less than the specified dimensions.

6.3.2 For the duration of the *Event*, except for skid blocks, the ground clearance of the *Bodywork* and/or any suspended part of the *Automobile* must be a minimum of 40 mm, at a tyre pressure of 200kpa (29psi).

6.3.3 The location for ride height checks will be confirmed by the *CM* at each *Round*. The minimum ground clearance check tool, as supplied by the *CM*, must clear the areas as per Article T6.3.2. Any non-compliance is as determined by the *TD*, who may take into consideration any accident or impact damage.

T7 BRAKES

7.1 The fitting of vented 260 mm diameter discs or 280 mm floating vented discs as supplied by Radical Sportscars is permitted.

7.2 Brake pad material must only be PFC01 "Standard" or DTC70 "Option" supplied by Radical Sportscars or *RAE* or *RAW* or as approved by Radical Cup Australia.

7.3 Brake fluid is free – High specification is strongly recommended.

T8 COCKPIT

8.1 The steering wheel is free.

8.2 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.

T10 BODYWORK

10.1 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.

10.2 It is permitted to use tape to secure any dzus fastener and body clip.

10.3 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

- 11.1 For the duration of each *Event*, each *Competitor* must use only the following fluids as supplied by the *CM*:
- 11.1.1 Engine Oil: Motul 300V 15W-50 or Royal Purple HPS 20W-50.
 - 11.1.2 Gear Oil: Motul Gear Competition 75W-140 or Royal Purple Max gear 75W-90.

T12 COOLING SYSTEM

- 12.1 The oil and water radiators as supplied as standard by Radical Sportscars must be retained.
- 12.2 It is permitted to blank off the radiators to control the fluid temperature.
- 12.3 Pre-heating of oil and water is permitted.

T13 EXHAUST SYSTEM

- 13.1 The exhaust system, including silencer, must be standard as supplied by Radical Sportscars.
- 13.2 Exhaust wrapping is prohibited.
- 13.3 Ceramic or paint coating of the exhaust is permitted.

T14 FUEL SYSTEM

- 14.1 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.
- 14.2 Heat shielding of any fuel line, wiring loom and wire is permitted but must be easily removable for inspection.

T15 TIMING TRANSMITTER

- 15.1 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*.
- 15.2 Each *Driver* in a Dual *Driver* entry will be required to purchase/hire and fit a Dorian DATA-1 Automatic Driver ID System. It is the *Competitor’s* responsibility to ensure that these are used correctly and that the *Driver* in the *Automobile* is shown correctly on the timing screens for every session during each *Round*.
- 15.3 To ensure that the correct *Driver* is shown at all times, the Driver identifying chip must not be changed before the *Automobile* is stationary and must be correctly changed before the *Automobile* crosses the pit exit timing loop.

T16 DATA LOGGING

- 16.1 The fitting of data loggers approved by Radical Sportscars plus associated sensors and wiring is permitted.
- 16.2 Any GPS pit lane timing system is prohibited.

T17 FIRE EXTINGUISHER

Each *Automobile* must be fitted with a plumbed-in extinguisher system in compliance with Technical Appendix – Schedule H of the *Manual*.

ATTACHMENT C
TECHNICAL REQUEST FORM



TECHNICAL MODIFICATION REQUEST FORM

| | |
|--------------------------------|--|
| REQUEST DATE: | |
| REQUESTOR: | |
| MAKE/MODEL: | |
| MODIFICATION DETAILS: | |
| | |
| ATTACHED DOCUMENTATION: | |

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

ATTACHMENT D

DEFINITIONS

Authorised Series: A National Series authorised by *Motorsport Australia*

CA: Category Administrator for the *Series* appointed by the *CM*

CM: Category Manager for the *Series* appointed by *Motorsport Australia*

CPS: Compulsory Pit Stop

CRSR: Circuit Race Standing Regulations published by *Motorsport Australia*

DSA: Driving Standards Advisor for the *Series* appointed by *Motorsport Australia*

ECU: Electronic Engine Control Unit

RAE: Radical Australia East

RAW: Radical Australia West

RCA Sporting Board: A body set up by the *CM* to advise on regulatory matters

RD: Race Director for the *Series* appointed by *Motorsport Australia*

Round: A round of the *Series*

RMC: Race Management Channel

Series: The 2025 First Focus Radical Cup Australia

Team: A group of *Automobiles* nominated to be eligible for the Radical Teams Trophy.

TD: Technical Delegate for the *Series* appointed by *Motorsport Australia*