



# RADICAL CLUB CHALLENGE

## 1: TITLE & JURISDICTION:

The **RADICAL CLUB CHALLENGE CHAMPIONSHIP** is organised and administered by the 750 Motor Club Ltd in accordance with the National Competition Regulations (NCR's) of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

1. **MOTORSPORT UK Championship Permit No: CH2026/**
2. **MOTORSPORT UK Championship Grade: C.**
3. **Race Status:** Inter-Club.

## 1.2: OFFICIALS:

1. **Co-Ordinator:** G.Groombridge, Donington Park, Castle Donington, Derbyshire, DE74 2BN

① 01332 814548; ✉ [giles@750mc.co.uk](mailto:giles@750mc.co.uk).

2. **Eligibility Scrutineer:** S. Dockray, Deputy: B. Blackmore

3. **Championship Stewards:**

C. Emmerson

T. Gregory

I.Sowman

T. Stevens

Any three Championship Stewards will constitute a quorum. In the event of any of the Championship Stewards listed above being unavailable or being unable to consider any particular matter due to a perceived conflict of interest, the organisers reserve the right to appoint an alternative Championship Steward or, if deemed to be necessary, more than one alternative Championship Steward. NCR Ch.4 App.1 Art.1.2. The Championship Stewards can only adjudicate upon any disputes irregularities or appeals arising from the published Championship Regulations. They are also empowered to consider any request from the Championship Coordinator to penalise any Competitor for any breach of Championship Regulations and after holding a formal hearing those Stewards may impose a penalty in accordance with NCR Chapter 2 C.2.1.1 subject to the rights of Appeal to the National Court.

## 1.3: COMPETITOR ELIGIBILITY:

1 Entrants must:

- (a) be fully paid up valid members of the 750 Motor Club and
- (b) be Registered for the Championship and
- (c) be in possession of a valid MOTORSPORT UK Entrants Licences.

2 Drivers and Entrant/Drivers must:

- (a) Be current Members of the 750 Motor Club and
- (b) be Registered for the Championship and
- (c) be in possession of valid Competition (Racing) Club Licence, as a minimum
- (d) Or be in possession of the highest grade of national Race licence or valid FIA International Licence, together with their ASN's written consent National Competition Rules (NCR) Ch.6 App.3 Art.1 and FIA ISC Article 2.3.7.b applies)
- (e) If participation in the Championship requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.

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

## 1.4: REGISTRATION:

1. All competitors must register for the championship by returning the Registration Form with the Registration Fee to the Coordinator prior to the Final Closing date for the first round being entered.

2. The Registration Fee for the season is ~~£145~~ **£150** payable upon registration. For competitors wishing to enter a single event a registration fee of £35 is payable and points will be awarded for this event. If further races are entered the balance of the ~~£145~~ **£150** fee must be paid.

3. Registration numbers will be the permanent Competition number for the Championship.

## 1.5: CHAMPIONSHIP ROUNDS:

The **RADICAL CLUB CHALLENGE CHAMPIONSHIP** will be contested over the following rounds:

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Date	Circuit	Round/s
18 April	Brands Hatch	2
9 May	Silverstone National	2
27 June	Anglesey	2
15 August	Silverstone Int.	2
20 September	Croft	2
17 October	Donington Park GP	2

**1.6: SCORING:**

- Points will be awarded to Competitors listed in the Final Results within each class, as follows: -15; 12; 10; 9; 8; 7; 6; 5; 4; 3. All other finishers-2; all other starters - 1. Fastest lap per class - 1 point subject to a minimum of 2 starters in class. If there are 3 or less starters in any class, points will be 12; 9; 7; 6; 5. If there is only one starter in a class, there will be no point awarded for fastest lap.
- The totals from all qualifying rounds (excluding any races which are abandoned and which are not replaced) less 2 will determine the final championship points positions.
- Ties shall be resolved using the formula in NCR Ch.4 App.3 Art.4.
- Where the race distance has been reduced (2.6.) it shall still count as a full points scoring round.
- Competitors not registered for the Championship may be permitted on an individual round basis and will:
  - be deemed "Guest Competitors"
  - not score points and for the purpose of points scoring will be ignored
  - qualify for Event awards
  - comply with the eligibility criteria as prescribed in Article 1.3. above, with the exception of 1.3.1. (b) and 1.3.2. (b), as appropriate.

**1.7: AWARDS:**

- All awards are to be provided by the Organising Club unless agreed otherwise.
- Per Round: Trophies to 1st, 2nd and 3<sup>rd</sup> in each class. Masters Trophy for the highest points scoring driver at the meeting who is 55 years of age or over during the year of competition.
- Championship: Subject to a minimum of 5 race starts, trophies to:-
  - 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> overall & in each class.
  - Best prepared car.
  - Masters Champion: for the highest placed driver who is 55 years of age or over during the year of competition.
- Presentations: Awards will be presented at the end of each event, and/or at the end of the Championship at the designated presentation ceremony.
- Entertainment Tax Liability: {deleted}
- If Provisional Results or Championship Tables are revised after any presentations and these revisions affect the distribution of awards the Competitors concerned must return them to the organisers in good condition within 7 days.

**2: CHAMPIONSHIP EVENT MEETINGS & RACE PROCEDURES****1. ENTRIES:**

- Competitors are responsible for sending in correct and complete entries with the correct entry fee prior to the closing date for entries before each event.
- Incorrect or incomplete entries (Including Driver to be Nominated Entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Meeting Organiser receives the missing or corrected information or fee.
- Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Meeting Organisers in writing. NCR Ch.3 App.11 Art.1.1 ~~D25.4.12~~. applies.
- The Entry Fee for each event shall be specified in the SRs and on the entry form.
- Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin.

**2. BRIEFINGS:** Organisers ~~should~~ will notify Competitors of the times and locations for all briefings in the Final Instructions for the meetings. Competitors must attend all briefings.

**3. QUALIFICATION PRACTICE:**

- Should any Practice session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session; the decision of the Clerk of the Course shall be final.
- Each driver shall complete a minimum of 3 laps in the car to be raced, and in the correct session, in order to

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qualify NCR Ch.12 App.6 Art.3.1-

**4. RACES:** Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race NCR Ch.12 App.6 Art.9 (1.6.4. above applies)

**5. STARTS:**

1. All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet.
2. The start will be via Rolling start. The minimum Countdown procedures/audible warnings sequence shall be:-
  - I. 1 minute to start of Green Flag/Pace Lap - Start Engines/Clear Grid.
  - II. 30 Seconds - Visible and audible warning for start of Green Flag/Pace Lap.
  - III. A five second board will be used to indicate that the grid is complete.
  - IV. The red lights will be switched on five seconds after the board is withdrawn.
3. Any car removed from the grid after the 1 minute stage or driven into the pits on the Green Flag lap shall be held in the pitlane and may start the race after the last car has passed the startline or pitlane exit, whichever is the later to take the start from the grid.
4. Any driver unable to start the Green Flag/Pace lap or start are required to indicate their situation as per NCR Ch.12 App.6 Art. 6.11. In addition any driver unable to maintain grid positions on the Green Flag/Pace Lap, to the extent that ALL other cars are ahead of them, may complete the Green Flag/Pace lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay
5. In the event of any starting lights failure the Starter will revert to use of the National Flag.

**6. SESSION RED FLAG:** Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the Startline and RED LIGHT PANELS / FLAGS will be displayed at the Startline and at all Marshals Signalling Points around the Circuit. This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pit lane, during practice, and to the starting grid area, during a race, unless otherwise directed by officials. Cars may not enter the Pits unless directed to do so. Work on cars already in the Pits must cease when a race is stopped.

**7. PITS, PADDOCK & PITLANE SAFETY:**

- 1 Pits & Paddock: Competitors must ensure that the MOTORSPORT UK NCR's, Circuit Management and Organising Club Safety Regulations are complied with at all times.
2. Pitlane: The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take all due care and respect the pit lane speed limits.
3. Refuelling: May only be carried out in accordance with the MOTORSPORT UK NCR's, the Organising Club Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.
4. Speed Limit: Pit Lane Speed Limit will be 60 km/h.

**8. RACE FINISHES:** After taking the Chequered Flag drivers are required to:

- I. progressively and safely slow down
- II. remain behind any competitors ahead of them,
- III. return to the Pit Lane Entrance/Paddock Entrance as instructed,
- IV. comply with any directions given by Marshals or Officials
- V. keep their helmets on and harnesses done up while on the circuit or in the pitlane.

**9. RESULTS:** All Practice Timesheets, Grids, Race Results are to be deemed Provisional until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures. NCR Ch.3 App.6 Art.1.4.

**10. TIMING MODULES:** The 750 Motor Club utilises transponder-based timing and competitors must have a compatible transponder fitted and working and advise the race organisers of its number prior to the event. Compatible transponders include the AMB TRANX 260 and MyLaps X2 & TR2 models.

**11. QUALIFICATION RACES:** If any event is oversubscribed the Organising Club may at their discretion run Qualification Races.

**12. OPERATION OF SAFETY CAR:** The Safety Car will be brought into operation and run in accordance with NCR Ch.12 App.8 Art.2.

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**13. ONBOARD CAMERAS:** All competitors are required to carry an on board, in car camera that records to an SD (or micro-SD) card that must be capable of recording HD footage that can be played back on a standard laptop. Recordings from the cameras may be used where there is an incident which is subsequently brought before the Clerk of the Course for investigation.

It is the competitor's sole responsibility to ensure safe installation and effective operation of the camera equipment. At all times cameras must be fitted in accordance with Motorsport UK National Competition Rules and be approved by the Chief Scrutineer in accordance with NCR Ch.7 App.9.

Cameras must be mounted in a position such that the steering wheel and track are in clear view. The unit must always be switched on and be recording when the car is on track during any official free practice, qualification session and race.

The onus is on the competitor to ensure that the camera unit battery is charged, the camera switched on to record and ensure the SD card has enough capacity to record the above-mentioned sessions. The SD card must ONLY contain the files from the event in question

In the event that no recording is available when requested by the Organisers or Clerk of the Course for judicial purposes then the following penalties will be applied by the Clerk of the Course.

- a. First offence – ~~Championship Reprimand~~ Championship Points Deduction – Equivalent to a 10<sup>th</sup> place finish.
- b. Second Offence - Championship Points Deduction – Equivalent to a 5<sup>th</sup> an 8<sup>th</sup> place finish.
- c. Third Offence - Disqualification.

### **3: SPECIFIC CHAMPIONSHIP REGULATIONS**

1. By registering for the Championship all competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code (see Appendix 3.)

Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion and referral to Motorsport UK.

It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Championship Coordinator and/or Safeguarding Officer who will also relay the report Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at [www.motorsportuk.org/resource-centre](http://www.motorsportuk.org/resource-centre) by selecting Policies and Guidelines.

2. In the event of any rounds being oversubscribed the Organising Club may, in liaison with the Championship Coordinator, at their discretion run Qualification races as per 2.11 of these regulations. Alternatively at double header race meetings, should there be sufficient space within the timetable, the Organising Club may divide the grid after qualifying into 3 separate Groups. The Groups will then form 3 races whereby each competitor participates in two races. All 3 races will be eligible for full championship points.

3. At each Round of the championship Race 1 grid positions will be determined by each competitor's fastest lap time in Qualifying. At double header meetings, the grid positions for Race 2 will be determined by the competitors second fastest lap time in Qualifying.

4. The use of pit to car radios is prohibited in all practice sessions and races.

5. Professional Drivers are not eligible for Class C (Radical SR1 Class). A professional driver is defined as follows:

A driver may be considered as a professional if they meet any of the following criteria:



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A driver under 60 years of age who either:

- a) Has a "Silver", "Gold" or "Platinum" ranking on the FIA Drivers Categorisation List
- b) Has qualified for full BRDC membership or is/ has been a BRDC "Rising Star" or "Superstar."
- c) Has earned money in the past 12 months as a racing driver.
- d) Has raced in the BTCC or as a "Pro" in British GT in the past 5 years.

The Championship Organisers decision on a Driver's "Professional" status is final.

## 44: SPECIFIC CHAMPIONSHIP PENALTIES:: SPECIFIC CHAMPIONSHIP PENALTIES:

In accordance with the current Motorsport UK National Competition Rules (NCR) Chapter 2 and additionally:

### 4.1: INFRINGEMENT OF TECHNICAL REGULATIONS:

- 1. Arising from post practice Scrutineering or Judicial Action: Minimum Penalty: The provisions of NCR Ch.2 App.8.
- 2. Arising from post-race Scrutineering or Judicial Action: Minimum Penalty: The provisions of NCR Ch.2 App.8.
- 3. For infringements deemed to be of a more serious nature the Clerk of the Course may invoke the provisions of NCR Ch.2 App.8 Art.2.

### 4.2: ADDITIONAL SPECIFIC CHAMPIONSHIP PENALTIES

- 1. In the case of a driver being disqualified from a race, the Clerk of Course will impose the penalties set out in NCR Ch.2 App.8 and may impose the penalty set out in NCR Ch.2 App.8 Art.2.
- 2. In order to maintain standards of conduct, the Championship Organisers will monitor all Officials/Observers reports of adverse behavior at race meetings. If any individual is included on two such reports during one racing season the Championship Organisers will request the Clerk of Course at future race meetings to consider specific observation of that driver's conduct.
- 3. The Clerk of Course may impose a "Stop-Go" or "Drive through" penalty during a race in accordance with NCR Ch.12 App.10 Art.2.
- 4. Any Competitor who is penalized under the Championship Sporting Regulations at any stage of a Championship event and receives an allocation of penalty points on their race license in accordance with MOTORSPORT UK Regulations, will receive a Championship points deduction equal to the number of penalty points which were allocated. Should the same competitor receive penalty points at another round of the Championship then the number of Championship points deducted will be double the number of penalty points applied. If penalty points are applied at a third round, then the Championship points deducted will be triple this number, and quadrupled at the fourth occurrence of such a penalty etc. This may result in a driver receiving a negative score.
- 5. Championship Stewards are also empowered to consider any request from the Championship co-ordinator to penalize any Competitor for any breach of Championship regulations and, after holding a formal hearing if they deem it necessary, to impose a penalty in accordance with NCR Ch.2 App.2 Art.4 (subject to the rights of appeal provided for in NCR Ch.2 App.5 Art.1)
- 6. One or more of the following may be imposed by the Championship Stewards as appropriate:
  - a) Reprimand
  - b) Fine. This may be also applied in the case of a driver receiving three reprimands from the Championship Stewards in one season.
  - c) Time or Grid Penalties
  - d) Suspension from all or part of the Championship. This may also be applied in the case of a driver receiving two fines from the Championship Stewards in one season.

## 5: TECHNICAL REGULATIONS

### 5.1: INTRODUCTION:

The following Technical Regulations are set out in accordance with the MOTORSPORT UK specified format and it should be clearly understood that if the following texts do not clearly specify that you can do it, you must work on the principle that you cannot. The fact that some modifications are mentioned as prohibited does not imply that others are allowed.

**STANDARD:** The word 'standard' used within these technical regulations as a description of components is to be interpreted as per 'Standard Part' defined in NCR Ch.1 App.1—Checking will be by comparison to spare parts supplied by the manufacturer's official agent or by any other means necessary to ensure compliance.

### 5.2: GENERAL DESCRIPTION:

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The **RADICAL CLUB CHALLENGE CHAMPIONSHIP** is for Competitors participating in Radical manufactured “sports-racing” cars powered by series-production 4-stroke motorcycle engines; this will include two-seater cars and those with a single centralised position, thereby making the car a “central-seater.”

Permitted models include the Radical Clubsport, Prosport, PR6, SR1, SR3, SR3 RS, SR3 RSX, SR3 XX, SR3 XXR and SR4.

Cars will run in classes as follows:-

Class	Capacity cc
A	All Radical models using “tuned” Motorbike engines up to 1500cc in capacity.
B	Radical SR3 models only using “production” Suzuki Hayabusa engines up to 1500cc in capacity.
C	Radical SR1 cars to a fixed specification (see Appendix 2.)

Invitational entries may be permitted, acceptance of such entries will be at the organisers discretion and competitors may be required to run additional ballast weight and submit a dyno plot and/or other technical information to the organisers prior to acceptance of entry.

### 5.3: SAFETY REQUIREMENTS:

All entrants, competitors and their vehicles must comply with the relevant articles of NCR Chapters 7 & 9

### 5.4: GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

All cars must comply with the requirements of the current NCR Ch.7 and NCR Ch.12. All vehicles must be of sound construction and mechanical condition and be well maintained.

Towing eyes must have a minimum internal diameter of 60mm; (note the tow eye may be of either a suitable rigid or flexible material bolted to the chassis).

As a minimum, two mirrors must be fitted, each with a minimum surface area of 50 sqcms and giving a clear view to the rear, one on each side of the centreline of the vehicle.

### 5.5: CHASSIS:

All chassis must have been manufactured by Radical Motorsport and meet the relevant safety considerations within NCR Chapter 7.

### 5.6: BODYWORK:

Bodywork is free subject to complying with MOTORSPORT UK regulations.

**Ground Clearance- all classes:** The minimum ground clearance is 40mm (NCR Ch.7 App.2 Art.22.12).

With the exception of breather hose(s) and skid blocks (where fitted) under no circumstance can any part of the bodywork, or of the suspended part of the car, be below a horizontal plane passing 40mm above the ground, the car being in normal racing trim.

Official measurements are taken with an official tool of 40mm on the official flat patch or designated area determined and communicated by the officials at each event.

Ground Clearance will be measured with driver.

**ALL VEHICLES:** The engine must be fully enclosed. It is permitted for the air exit from a front-mounted radiator to exhaust through the top surface of the bodywork without any covering but the ducting between the bodywork and the radiator must ensure that the radiator hoses and piping are fully shielded from this ducting.

### 5.7: ENGINE:

Multiple engine installations are not permitted.

**5.7.1 Class A:** Cars competing in class A must either be powered by Suzuki Hayabusa engines or a sub-1100cc capacity motorbike engine with a maximum rear wheel horsepower figure of 215 rwhp. Prior to competing in Class A, if requested by the championship coordinator a sub-1100cc car must visit the championship designated rolling road



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(see Appendix 1) for a power-run which must be submitted to the championship coordinator. Drivers may also be requested to take their vehicle (at their own expense) to the Championship designated rolling road after competing where the car will be power tested in order to assess compliance with the relevant class limits. Failure to comply will result in disqualification.

## 1: Modifications Permitted:

The crankshaft is free, subject to engine capacity remaining within the capacity limit for the class entered. Cylinder Bore may be enlarged to help increase engine capacity or be altered as a wear allowance subject to engine capacity remaining within the capacity limit for the class entered.

Pistons are free.

Connecting rods are free.

The standard cylinder head must be retained but may be modified by the removal or addition of material.

Polishing and flowing of the head is permitted.

It is permitted to repair damaged valve seats and guides.

The valves are free with regard to size and material but must remain in the standard production position.

Camshafts are free subject to the following maximum lift figures for Suzuki Hayabusa engines:

Inlet: 10.55mm

Exhaust: 10.00mm

For sub-1100cc engines, camshafts and cam lift is free.

The use of vernier pulleys is permitted

Cam chain and cam chain tensioners are free.

Valve spring retainers & valve springs free.

Flywheel and clutch are free.

**2: Gear Box:** The gear box must remain as part of the Bike engine within the engine casing arrangement as per the Bike manufacturer standard configuration.

The use of stronger billet selector forks and stronger/different gears are permitted.

Stronger/heavier duty output shafts are permitted.

**3: Modifications Prohibited:** No material may be added to the crankcase or cylinder block.

**4. Location:** Front or rear engine.

## 5. Oil/Water cooling:

Any system may be used for oil and water cooling provided radiators are within the periphery of the vehicle.

Oil hose connectors must be either swaged fittings, 'Aeroquip' – type compression fittings or good quality high-pressure fittings. (The use of hose-clips on oil pipes is prohibited due to the extreme pressures developed by bike engines.)

**Lubrication system:** Free and may have the oil pick-ups and drain holes modified to suit the installation.

Dry sump systems, modified sumps and pick-up pipes are permitted. Oil coolers are permitted provided they are within the overall periphery of the vehicle.

**6. Induction Systems:** Free.

Throttle bodies must not exceed 45mm in diameter.

Central seater cars with a single central driving seat including the Radical PR6 (and its derivatives such as the Prosport, Clubsport, SR1 & SR4) that are fitted with an engine over 1340cc and do not meet the 660kgs weight limit must be fitted with an air inlet restrictor supplied by RLM racing (see Appendix 1.)

Injectors are free

Forced induction is not permitted except that from forward motion of the vehicle body in free air.

For sub-1100cc engines throttle bodies bore must not exceed 46mm in diameter.

**Fuel delivery systems:** Fuel pump and fuel lines are free, subject to MOTORSPORT UK regulations.

## 7. Exhaust systems: All engine sizes

Exhaust systems including manifold are free but must comply with MOTORSPORT UK noise restrictions as per NCR Ch.7 App.8.

**8. Ignition systems:** The ECU is free.

**5.7.2 Class B:** Cars competing in class B must be powered by Suzuki Hayabusa engines that conform to the regulations below:

## 1: Modifications Permitted:

The crankshaft is free, subject to engine capacity remaining within the capacity limit for the class entered, for the Suzuki Hayabusa engine the maximum permitted stroke is 72mm.



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Cylinder Bore may be enlarged to help increase engine capacity or be altered as a wear allowance subject to engine capacity remaining within the capacity limit for the class entered.

Pistons are free.

Connecting rods are free.

The maximum permitted compression ratio is 12.7:1 for 1500cc engines.

The standard cylinder head must be retained but may be modified by the removal of material by hand porting / machining only. The addition of material such as port filling is not permitted.

Polishing and flowing of the head is permitted.

It is permitted to repair damaged valve seats and guides.

The valves are free with regard to material but must remain in the standard production position. For the Suzuki Hayabusa engine the maximum permitted diameter for inlet valves is 33mm and 27.5mm for exhaust valves.

For Suzuki Engines camshafts must be standard Suzuki items and are subject to the following maximum lift figures:

GEN 1,2 & 4 Engines- Inlet: 9.00mm Exhaust: 8.60mm

GEN 3 Engines - Inlet: 9.50mm Exhaust: 8.80mm

[The Suzu38 camshaft may only be used in 1440cc engines as fitted to the Radical SR3 RSX]

Camshafts may not be machined or altered in order to give greater lift or duration than standard Suzuki parts.

The use of vernier pulleys is permitted

Cam chain and cam chain tensioners are free.

Valve spring retainers & valve springs free.

Flywheel and clutch are free.

**2: Gear Box:** The gear box must remain as part of the Bike engine within the engine casing arrangement as per the Bike manufacturer standard configuration.

The use of stronger billet selector forks and stronger/different gears are permitted.

Stronger/heavier duty output shafts are permitted.

**3: Modifications Prohibited:** No material may be added to the crankcase or cylinder block.

**4. Location:** Front or rear engine.

**5. Oil/Water cooling:**

Any system may be used for oil and water cooling provided radiators are within the periphery of the vehicle.

Oil hose connectors must be either swaged fittings, 'Aeroquip' – type compression fittings or good quality high-pressure fittings. (The use of hose-clips on oil pipes is prohibited due to the extreme pressures developed by bike engines.)

**Lubrication system:** Free and may have the oil pick-ups and drain holes modified to suit the installation.

Dry sump systems, modified sumps and pick-up pipes are permitted. Oil coolers are permitted provided they are within the overall periphery of the vehicle.

**6. Induction Systems:** Free.

Cars may use up to 45mm diameter throttle bodies.

Injectors are free

Forced induction is not permitted except that from forward motion of the vehicle body in free air.

**Fuel delivery systems:** Fuel pump and fuel lines are free, subject to MOTORSPORT UK regulations.

**7. Exhaust systems: All engine sizes**

Exhaust systems including manifold are free but must comply with

MOTORSPORT UK noise restrictions as per MOTORSPORT UK NCR Ch.7 App.8.

**8. Ignition systems:** The ECU is free.

## 5.8: SUSPENSIONS:

Free, but active suspension is not permitted.

## 5.9: TRANSMISSIONS:

**Chain Guard:** All cars must be fitted with a chain guard of a suitable design and material which as a minimum runs from the mid-point of the upper free chain length to the horizontal centreline of the rearmost sprocket; the guard must be securely mounted to the chassis by welding or by threaded fasteners.

Final drive may be by chain or gear; a limited slip differential or similar may be fitted. Full throttle, flat shift, and pneumatic paddle shifters are permitted.

**Reverse:** A functioning reverse gear is strongly recommended.

**Prohibited Modifications:**

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Electronic traction control is not permitted.

#### 5.10: ELECTRICS

**1. Exterior Lighting:** Not applicable.

**2. Rear Warning Light:** An LED rear fog light to EU regulation 7, an FIA homologated LED rear warning light, or an LED stop light to EU regulation 38 is mandatory and must be mounted in accordance with NCR Ch.7 App.5 Art.6. Where high bodywork behind the rollcage may prevent the light being fully visible, the light may be fitted to the rear of that bodywork at an equivalent height within 10cms of the centreline of the car.

**3. Batteries:** A battery and starter motor capable of repetitive starts must be fitted and operable by the driver whilst normally seated.

**4. Charging system:** The standard production charging system for the engine must be fitted and electrically connected so that the standard battery charging function is providing a charge to the onboard battery.

#### 5.11: BRAKES

Free.

#### 5.12: WHEELS / STEERING

Rim dimensions are free in all classes.

#### 5.13: TYRES

The use of tyre heating/heat retention devices, tyre treatments and softening compounds is prohibited. Tyres are as follows:

Class A: Free

Class B: ~~Avon Radical Slick (A-11 & 333 Compound)~~, Hankook Slick (C52 & C72 Compound), Hoosier Slick (MS Compound.)

Wet tyres are free for both classes A & B.

Intermediate tyres are NOT permitted.

Invitational entries are permitted to use any slick tyre.

2. The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.

3. Drivers will only be permitted to use a maximum of ~~eight~~ six slick tyres per race meeting of which a maximum of four may be new, the exception being the first event of the championship that a competitor attends where a total of six new tyres may be used. A new tyre is defined as one that has not been declared at a previous round. Additional tyres may only be fitted if deemed to be damaged or unsafe by the event Chief Scrutineer, and may only be replaced by a tyre of the same size, manufacturer and compound. The number of wet tyres is not restricted. All slick tyres must have serial numbers or Barcodes. If tyres are not barcoded, these can be purchased and fitted by PolleySport or BMTR at an additional cost.

Drivers will be required to nominate which tyres they are using via the Radical Club Challenge Tyre Record form (N.B. the tyre form maybe in electronic format). This must be communicated to the relevant appointed official prior to the start of competition. Any competitor found during post qualifying/race scrutineering, to have qualified or raced with a tyre not listed on the 'Tyre Record Form' or found to have exceeded the permitted number of tyres for the race weekend in question may be disqualified from the results.

#### 5.14: VEHICLE WEIGHT:

**Minimum weights including driver with overalls, helmet etc, post practice or race, with no allowance for topping up of fluids, are:-**

Class A = Cars up to 1500cc – 660 Kgs, Cars up to 1340cc - 595 Kgs, Cars under 1100cc – 555Kgs.

Central seater cars with a single central driving seat including the Radical PR6 (and its derivatives such as the Prosport, Clubsport, SR1 & SR4), that are fitted with an engine over 1340cc may weigh 595kgs if fitted with an air inlet restrictor supplied by RLM racing (see Appendix 1.)



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Class B = Cars up to 1500cc – 715 Kgs, Cars up to 1340cc - 615 Kgs, Cars up to 1100cc – 575 Kgs.

## 5.15: FUEL TANK / FUEL

**1. Types:** F.I.A homologated safety tanks are mandatory if fitted outside the chassis frame. A non-return valve must be incorporated in the vent system.

**2. Locations:** May not be located in the cockpit unless it is separated from the driver by a fireproof bulkhead, otherwise free.

**3. Fuel:** Only petrol as defined in NCR Ch.8 App.1 Art.1.7 and complying with BS4040, BSEN228 or BS7800 may be used; fuel which exceeds the stated RON (max) levels in NCR Ch.8 App.1 Art.1.7a is **prohibited even if it is sold/promoted as being legal for UK Competition** and/or obtainable from 'roadside' pumps. The use of additives by competitors which boost the octane rating (RON) in any petrol is prohibited. At the end of practice and the race at least 3 litres of petrol from the tank of the competing car must be available to the scrutineers for analysis. Compliance with minimum weight for the car will be taken before the petrol is removed..

## 5.16: SILENCING:

All vehicles must comply with the relevant maximum noise limits set out in NCR Ch.7 App.8

## 5.17: NUMBERS & CHAMPIONSHIP DECALS

**1. Positions:** Race numbers must be displayed on each side of the vehicle alongside the cockpit/driver and as far forward on the front of the vehicle as possible. Numbers may be white numbers on coloured backgrounds or black numbers on white backgrounds. 750 Motor Club decals must be affixed prominently near all number backgrounds. Championship Sponsor's decals (where applicable) must be affixed in or near the positions on the diagram supplied with those decals. 750 Motor Club and Championship Sponsor's decals must take preference to any other decals. Failure to comply will render the vehicle and driver ineligible to race.

**2. Suppliers:** Sponsors and Club decals will be available at the first Championship race in which the vehicle is entered

## 6: APPENDIX 1:

### Engine Inlet air box Restrictor plate supplier & Designated Rolling Road.

#### RLM Racing

Fernie Court,  
Station Rd,  
Uppingham,  
Oakham LE15 9US  
Tel: 01572 868410  
Email: info@rlmracing.com

## 7: APPENDIX 2: CLASS C – SR1 TECHNICAL REGULATIONS

### 7.1: INTRODUCTION:

The following Technical Regulations are set out in accordance with the Motorsport UK specified format and it must be clearly understood that if the following texts do not clearly state that an action or modification is allowed, then it is prohibited. If you are unsure, you should seek clarification from the championship organisers prior to making any changes. Modifications that Improve performance are unlikely to be approved. Should the Organisers deem it necessary to modify these Championship Regulations, the requirements of NCR Ch.3 App.10 Art.4 will be followed.

Exceptions to the Technical Regulations may be made providing they are:

- Approved by the championship organisers and scrutineers in advance.
- In keeping with the spirit of the championship, (modifications made during the course of the season that give a significant performance advantage at a high financial cost will almost certainly be illegal).

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

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regulations.

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

## 7.2: GENERAL DESCRIPTION:

**7.2.1** The Radical SR1 Class in the Radical Club Challenge Championship is a single make championship for eligible SR1 racing cars manufactured by Radical Motorsport.

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

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

**7.2.4** All entries are at the discretion of the championship organisers.

**7.2.5** Radical Motorsport reserves the right to adjust/update these technical specifications at any time during the championship, including in the interest of equalising competitiveness between models or model variants.

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

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

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

**7.2.9** Where it is suspected that a component or structure fitted to the competing vehicle, may render the vehicle ineligible under these regulations, the component or access to the component will be sealed by the Eligibility Scrutineer for subsequent examination. Where ineligibility is subsequently proven, all points accrued by the Competitor from and including the date of sealing the said component, to the date of the examination, shall be forfeited

**7.2.10** Where costs are incurred as a result of any eligibility check, as may be reasonably requested either by the Eligibility Scrutineer or the Championship Organisers, these will be borne by the Competitor / Entrant concerned.

**7.2.11** Any infringement of these Technical Regulations will render the Competitor liable to penalties as defined in Article 4.1 of the Sporting Regulations.

## 7.3: SAFETY REQUIREMENTS:

All entrants, competitors and their vehicles must comply with the relevant articles of NCR Chapters 7 & 9.

## 7.4: GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

**7.4.1** All cars must comply with the requirements of the current NCR Ch.7 and NCR Ch.12. All vehicles must be of sound construction and mechanical condition and be well maintained.

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

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



**7.5: CHASSIS:**

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

**7.5.2** Towing eyes/towing points front and rear must be fitted, and must comply with NCR Ch.12 App.13 Art.1.3-4

**7.6: BODYWORK:**

**7.6.1** General: Unless permitted by the Radical Cup Scrutineering Guide, only bodywork and aerodynamic devices manufactured by Radical Motorsport for the particular model variant may be fitted to that model variant, for example, but not limited to:

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

**7.6.3 Exterior:**

**7.6.3.1** All skid blocks must be installed.

**7.6.3.2** Tape may only be used to directly cover bodywork fasteners, or aid in a temporary repair.

**7.6.3.3** Bodywork may not be strengthened or reinforced beyond a typical repair, nor additionally braced or supported, or attached with substitute or additional fasteners.

**7.6.4 Silhouette:**

May not be altered with the exception of the above.

**7.6.5 Ground Clearance:**

**7.6.5.1** The minimum ground clearance is 40mm (NCR Ch.7 App.2 Art.22.12). With the exception of breather hose(s), under no circumstance can any part of the bodywork, or of the suspended part of the car, be below a horizontal plane passing 40mm above the ground, the car being in normal racing trim.

**7.6.5.2** Official measurements are taken with an official tool of 40mm on the official flat patch or designated area determined and communicated by the scrutineers at each event.

**7.6.5.3** Ground Clearance will be measured without driver and at a standard pressure of 28psi.

Air/nitrogen may only be added under the guidance of the Eligibility Scrutineer.

**7.6.5.4** At the sole discretion of the Eligibility Scrutineer, measurement allowances may be made for a car with severe body damage, chassis damage or suspension damage. A warning may be issued and any allowance given will expire prior to the subsequent session.

**7.7: ENGINE:**

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

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

**7.7.2.1** Any Competitor who has not used their car in a Radical Cup UK championship before must make sure that their engine carries a Radical seal before attending their first event. Engine seals will be inspected by the Eligibility Scrutineer prior to qualification for the first event.

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

**7.7.4 Oil/Water Cooling**

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

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

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

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

**7.7.5 Induction Systems**

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

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

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

**7.7.6 Exhaust Systems**

**7.7.6.1** The exhaust system including silencer may only be fitted to the specific model variant as



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outlined in the Radical Cup Scrutineering guide.

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

**7.7.6.3** Officials may mandate the addition of a permanent noise quietening product to the exhaust systems. These must be used as supplied and may not be modified in any way. Minor modification of the original standard system to attach the prescribed noise quieting product is permitted. NCR Ch.7 App.8 applies.

## **7.7.7 Ignition Systems**

**7.7.7.1** Only ECU reprogramming by Radical Motorsport is permitted.

**7.7.7.2** Officials may mandate the reprogramming of ECUs to alter performance of a specific model or model variant.

**7.7.7.3** The Eligibility Scrutineer may on a regular basis supply a replacement ECU, which the Competitor must use if requested.

**7.7.7.4** Heat shielding of the ECU is permitted, but it must not restrict removal when required.

## **7.7.8 Fuel Delivery Systems**

**7.7.8.1** Heat shrink, heat insulation, or the addition of rubber, to prevent chaffing of the fuel lines is permitted.

**7.7.8.2** Each car must be fitted with a Radical Fuel testing 'T' piece plus a Radical dry break valve fitted to the fuel line to facilitate safe fuel testing.

## **7.8: SUSPENSIONS:**

**7.8.1** Spring rates only prescribed by the Radical Cup Scrutineering Guide may be used.

**7.8.2** Alternative front and rear anti-roll links supplied by Radical Motorsport may be used.

**7.8.3** Competitors are permitted to disconnect the rollbar by removing the bolt at one end, however the rollbar must remain in place.

**7.8.4** Factory supplied bump rubbers and packers are permitted. Non-factory bump rubbers, packers and spring platforms are not permitted.

**7.8.5** Adjustable rear push-rods, if available on newer model variants may be used on older model variants.

**7.8.6** No modifications to internal specifications of the dampers are permitted, including altering canister pressure.

**7.8.7** Any seals fitted to dampers may not be tampered with or removed.

## **7.9: TRANSMISSIONS:**

**7.9.1** A Radical pneumatic paddle operated shift system may be fitted to older model variants.

**7.9.2** The reverse drive system must be retained and operational by the driver when seated in the driving position.

**7.9.3** Drive ratios only prescribed by the Radical Cup Scrutineering Guide may be used.

**7.9.4** Officials may mandate or restrict the drive ratios which may be used by specific models or model variants.

## **7.10: ELECTRICS:**

### **7.10.1 Exterior Lighting**

#### **7.10.1.1 Headlights**

a) LED arrays must be retained in model variants featuring them, and must be turned on during all sessions.

b) Cars may run with or without additional headlights offered for their specific model variant.

c) In all cases, headlight covers and light buckets must be fitted.

#### **7.10.2 Tail Lights**

a) Brake lights: Must be fitted and in working order and must not be wired in a way that allows them to be switched off or signal delayed.

b) Rain lights: The Radical high intensity LED central Rain Light must be turned on when wet tires are fitted to the car.

c) For older model variants it is permitted, and highly recommended, a Radical or FIA high intensity FIA centrally mounted LED lamp be fitted, however two standard tail lights installed equally spaced about the vehicle centreline emitting a minimum intensity of 21w and with a surface area between 20 and 50cm<sup>2</sup> is permitted.

#### **7.10.3 Batteries**

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

#### **7.10.4 Generators**

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

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



**7.10.5 Starter Motor**

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

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

**7.10.6 Data Monitoring**

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

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

**7.10.6.3** Fitting of a transponder is mandatory. Lap times recorded on in-car systems are for drivers reference only and are not considered official.

**7.10.7 Radios and Information Systems**

**7.10.7.1** Cars will be NOT permitted to carry a radio and/or information system to receive flag conditions, warnings, or instructions from Race Control or Team Members.

**7.11: BRAKES:**

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

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

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

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

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

**7.12: WHEELS/STEERING:**

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

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

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

**7.13: TYRES**

**7.13.1** Competitors must only use tyres purchased from Radical Motorsport or the approved tyre supplier (Mr Tyre Motorsport, Contact: Dan Jeffs Email: Dan@mrt tyre motorsport.com) with specific markings and of the approved compounds as outlined in the Radical Cup Scrutineering Guide are permitted for all official championship testing, practice, qualifying and race sessions.

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

**7.13.3** Cars will be permitted to use the maximum 'dry weather' tyres for qualifying and racing:  
8 per 2 events

**7.13.4** For the first event of the championship that a Competitor attends, of the above allotment, there must be a minimum of four brand new 'dry weather' tyres to mount to the car in addition to two spare tyres (1 front, 1 rear) that can be either new, scrubbed or used.

**7.13.5** For practice prior to qualifying tyre usage is unrestricted.

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

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

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

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

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

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



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with a tyre taken directly from the supplier's stock.

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

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

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

## 7.14: WEIGHTS:

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

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

**7.14.3** Any ballast installed must comply with Motorsport UK regulation Ch.7 App.2 Art.19. It is recommended the Radical ballast mounting system is used.

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

## 7.15: FUEL TANK / FUEL:

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

**7.15.1.1** Aluminium fuel tanks may be replaced with FIA fuel cells as supplied by Radical Motorsport if available for that specific model variant.

**7.15.1.2** FIA fuel cells must carry a valid certification and certificates must be presented upon request.

**7.15.2** Only fuel as defined in NCR Ch 8 App. 1 Art 1.7 may be used. Fuel which exceeds the stated RON (max) levels in NCR Ch 8 App. 1 Art 1.7a is prohibited even if it is sold/promoted as being legal for UK Competition and/or obtainable from 'roadside' pumps. The use of additives by teams which boost the octane rating (RON) in any petrol is prohibited. At the end of practice and the race at least 3 litres of petrol from the tank of the competing car must be available to the scrutineers for analysis

Compliance with minimum weight for the car will be taken before the petrol is removed.

## 7.16: SILENCING:

**7.16.1** Vehicles must conform to Motorsport UK silencing regulations NCR Ch.7 App.8

## 7.17: NUMBERS & CHAMPIONSHIP DECALS:

**7.17.1** Race numbers must be displayed on each side of the vehicle alongside the cockpit/driver and as far forward on the front of the vehicle as possible. Numbers may be white numbers on coloured backgrounds or black numbers on white backgrounds. 750 Motor Club decals must be affixed prominently near all number backgrounds. Championship Sponsor's decals (where applicable) must be affixed in or near the positions on the diagram supplied with those decals. 750 Motor Club and Championship Sponsor's decals must take preference to any other decals. Failure to comply will render the vehicle and driver ineligible to race.

## Appendix 3: Race with Respect



A socially-minded standard of behaviour is expected from everyone within the motorsport community.

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By participating in a Motorsport UK event in any capacity you agree to follow the values of the Respect Code:  
Motorsportuk.org/racewithrespect, #RaceWithRespect

## The Values

- Respect
- Fair play
- Integrity
- Good Manners
- Self-Control

I pledge to #RaceWithRespect and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants.
- Always behave with integrity and uphold fairness in the sport; play my part in keeping the sport safe through your actions
- Treat everyone with respect, regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or other status
- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, fellow competitors, volunteers, as well as fans and supporters
- Respect the rules, regulations and authority of the officials and Motorsport UK
- Any breach of these obligations may result in disciplinary action.

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