

GulfSport Radical Cup 2009/10

Sporting & Technical Regulations



The Gulf Radical Cup, rebranded as the 'GulfSport Radical Cup' for Season 5 starting in October 2009, is the longest running sports racing car series based in the Middle East.

With 68 races since its inception in January 2006, former GRC Champions have developed impressive driving experience and racecraft. 2009 Champion Bassam Kronfli is currently leading the SR3 Class of the '2009 Radical European Masters'; double Champion Karim Al-Azhari became 2008 UAE Saloon Car Champion; 2007 Vice Champion Mohammed Al-Owais went on to become the first UAE Touring Car Champion.

GulfSport Racing LLC is the promoter and Commercial Rights Holder of the GulfSport Radical Cup and develops the Technical Regulations that govern technical and procedural running of the series.

It is your responsibility to read and understand these regulations as they contain very important information relating to the running of the events, your safety and judicial matters. When you register for the series you will be asked to sign to signify that you have read and agree to abide by these regulations.

We believe that a driver's investment in time and equipment to compete in the GulfSport Radical Cup is best served by stability of the championship rules and strictly enforced technical standards that provide a level playing field for all drivers.

Please remember that this is a race series for amateur drivers and the major reason for competing is for enjoyment – there is no prize money!

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1 SPORTING REGULATIONS – GENERAL

1.1 TITLE & JURISDICTION

The GulfSport Radical Cup is organised, promoted and administered by GulfSport Racing LLC and runs under the General Regulations of the Dubai Autodrome Motor Sports Club (DAMC). It is sanctioned in accordance with the requirements of the Automobile and Touring Club for the UAE (ATC UAE) incorporating the provisions of the International Sporting Code of the FIA and any further bulletins issued by the organiser.

Race Status: National.

1.2 OFFICIALS

1.2.1 CO-ORDINATOR & REGISTRATION / ADMINISTRATION SECRETARY:

Ali Iffikhar
GulfSport Racing
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e-mail: ali@gulf-sport.com

1.2.2 ELIGIBILITY SCRUTINEER:

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1.2.3 STEWARDS:

To be approved by GulfSport/DAMC. Any three Championship Stewards will constitute a quorum. In the event of any of the stewards being unavailable or being unable to consider any particular matter due to a perceived conflict of interest, GulfSport reserves the right to appoint alternative Championship Stewards.

1.3 COMPETITOR ELIGIBILITY

1.3.1 Drivers must be in possession of a valid National Race Licence as a minimum and issued by an FIA affiliated ASN in the Gulf Zone to score points. Drivers with licences from other ASN's around the world may compete but they must provide prior start permission from their home ASN to compete.

1.3.2 Drivers must be Registered and have paid relevant fees for the 2009/10 GulfSport Radical Cup.

1.3.3 All necessary documentation must be presented for checking when signing-on.

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- 1.3.4 Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout qualifying and racing.
- 1.3.5 All competitors must hold the authorisation of DAMC to compete in the races to be held at Dubai Autodrome, either through acceptable relevant racing experience or successful completion of an acceptable novice race driver's course. Such courses are available from the Race & Drive Centre at the Dubai Autodrome.

1.4 REGISTRATION

- 1.4.1 All drivers must register as competitors for the GulfSport Radical Cup by returning the Registration Form with the Registration Fee to the Registration Secretary. The competitor signs the Registration Form thereby acknowledging and agreeing to abide by the Regulations herein. If an Entrant wishes to nominate more than one driver they must declare this on the entry form.
- 1.4.1a Two drivers can be nominated to score points against one particular GRC race number throughout the season. Both drivers must be mentioned on the initial entry form.
- 1.4.2 A Series Registration Fee of Dhs 10,000 per driver is payable to the Registration Secretary which includes a credit of Dhs 7,800 which will be offset against Trackside Support Services during 2009/10 GulfSport Radical Cup events. For one off appearances, a Guest Registration Fee of Dhs 1500 per event is required.
- 1.4.3 Registrations will be accepted from 1st September 2009.
- 1.4.4 Registration numbers will be permanent competition numbers for the GulfSport Radical Cup. Numbers are pre assigned by the organisers. The top three overall drivers from the 2008/9 championship will be entitled to reserved numbers.
- 1.4.5 The organisers and promoters of the GulfSport Radical Cup reserve the right to refuse registrations or impose any conditions upon registration at their discretion.

1.5. GULFSport RADICAL CUP

The GulfSport Radical Cup will be contested over 9 events held at FIA sanctioned race circuits in the GCC. Each event will consist of two separate Rounds of the GulfSport Radical Cup making 18 Rounds in Total.

PROVISIONAL CALENDAR:

- | | |
|---|---|
| 1 st October | – Pre season Media & Test (Dubai Autodrome) |
| 16 th October 2009 | – Rounds 1 & 2 (Dubai Autodrome) |
| 13 th Nov 2009 | – Rounds 3 & 4 (Dubai Autodrome) |
| 4 th December 2009 | – Rounds 5 & 6 (Dubai Autodrome) |
| 29 th January 2010 | – Rounds 7 & 8 (Dubai Autodrome) |
| 19 th / 20 th February 2010 | – Rounds 9 & 10 (Yas Marina Circuit) |
| 26 th February 2010 | – Rounds 11 & 12 (Dubai Autodrome) |
| 19 th March 2010 | – Rounds 13 & 14 (Dubai Autodrome) |
| 2 nd April 2010 | – Rounds 15 & 16 (Dubai Autodrome) |
| 23 rd April 2010 | – Rounds 17 & 18 (Dubai Autodrome) |

1.6 SCORING

1.6.1 Points for each Round of the GulfSport Radical Cup will only be scored by registered competitors as detailed in 4.2:-

For classes with 3 or more starters in the class:

1st in class	25	9th in class	10
2nd in class	22	10th in class	9
3rd in class	20	11th in class	8
4th in class	18	12th in class	7
5th in class	16	13th in class	6
6th in class	14	14th in class	5
7th in class	12	15th in class	4
8th in class	11	16th in class	3

If there are less than 3 starters in a class, the points scoring will be:- 20; 14.

All other classified finishers will be given 2 points.

All starters who are non-finishers score 1 point.

In addition, 1 point will be given to the competitor achieving fastest lap in each class, and 1 points will be awarded for fastest qualifying time in each Class.

If there is only one starter in a class, there will be no points awarded for fastest qualifying time or fastest lap.

As per FIA rules, drivers competing under non-Zone 2 (GCC) licences are not eligible for points but may receive trophies as per their class.

1.6.2 The points total from all Rounds of the GulfSport Radical Cup held, less the competitor's two lowest round scores will determine the final GulfSport Radical Cup points and positions for each class.

Lowest scores can include races not finished (DNF), races not started (DNS) and races not entered but not exclusions (E) due to technical or sporting infringements or otherwise.

1.6.3 Ties will be resolved by the organiser based on the number of wins and if that is equal the number of fastest laps in class from the whole season.

1.6.4 The organisers will award double points for round 18 of the GulfSport Radical Cup.

1.7 AWARDS

1.7.1 All awards are to be provided by the organiser / Title Sponsor.

1.7.2 PER ROUND:

Trophies will be awarded based on one trophy for every three competitors entered to a maximum of 3 trophies per class, with a minimum of 3 drivers per class.

1.7.3 GulfSport Radical Cup:

Championship awards (GulfSport Radical Cup trophies) will be awarded to 1st, 2nd, 3rd places overall each class. All awards are to be provided by the organiser / Title Sponsor. A winner's trophy will be presented to the DAMC Invitation Class winner irrespective of entire numbers, but no second or third place trophy will be given.

The GulfSport Radical Cup will be presented to the new champion who is the highest

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point's scorer irrespective of class. If a driver changes class mid season they will start with 0 points in that class. If they return to the previous class they pick up from their previous total. Points for drivers that changed class can not add points together for an overall score, the highest number scored in one of the classes will count for the season result. The Cup will be held for 12 months from the date of presentation and returned to GulfSport in good condition on request.

- 1.7.4 **BONUSES:**
The organisers/sponsors/promoters reserve the right to provide additional awards for and during the GulfSport Radical Cup.
- 1.7.5 **PRESENTATIONS:**
Trophies will be provided for each race (as applicable) and shall be presented at the end of the event. Race suits, zipped up, must be worn on the podium
- 1.7.6 **TITLE TO ALL TROPHIES:**
In the event of any Results being revised after any provisional presentations and such revisions affect the distribution of any awards the competitors concerned must return such awards to GulfSport in good condition within 10 days.
- 1.7.7 The championship organisers reserve the right to withdraw points/trophies from any competitor who has monies outstanding with the organiser and/or any of their suppliers at each event and the end of season awards ceremony.
- 1.7.8 All drivers who are requested to be on the podium have to wear their racing suit.



2 SPORTING REGULATIONS - GULFSport RADICAL CUP RACE MEETINGS & RACE PROCEDURES

2.1 ENTRIES

- 2.1.1 The Dubai Autodrome will publish Supplementary Regulations and provide on-line Entry Forms to be completed by all registered competitors in sufficient time for entries to be made prior to the published closing entry date for every round which is normally the Sunday before the event.
- 2.1.2 All correct and complete entries will be acknowledged to the competitors of the acceptance or otherwise.
- 2.1.3 Incorrect or incomplete entries (including driver to be nominated entries) are to be held in abeyance until they are complete and correct. The date of receipt for acceptance of entry purposes shall be the date on which the Secretary of the Meeting receives the missing or corrected information or fee.
- 2.1.4 Any withdrawal of entry or driver/car changes made after the acceptance of any entry must be notified to the organiser and DAMC by e-mail or in writing. If driver/vehicle changes are made after publication of Entry Lists with Final Instructions the competitor concerned must apply for approval of acceptance to the organiser and DAMC.
- 2.1.5 Competitors must also confirm their race entry with the championship organiser (GulfSport Racing) by the DAMC's closing date for official entries after which race entries will be closed.
- 2.1.6 DAMC may accept up to 20% more entries than specified on the Track Licence for the circuit. All accepted competitors may practice.
- 2.1.7 Reserves are to be nominated on the Final List of Entries published with Final Instructions or Amendment Sheet Bulletins. All reserves will practice and replace withdrawn or retired entries in reserve number order irrespective of class. If reserves are given grid places prior to issue of the first grid sheets for any round, the times set in practice shall determine their grid positions. If reserves are given places after publication of the grid sheet and prior to cars being collected in the official "Assembly Areas" they will be placed at the rear of the grid and be started without any time delay. Otherwise, they will be held in the pit lane and be released to start the race after the last car to start the GREEN FLAG LAP or last car to take the start has passed the start line or pit lane exit, whichever is the later. Such approval to start MUST be obtained from the Clerk of the Course.
- 2.1.8 Reserves who practice in the correct session and set a time will take precedence, in reserve number order, over any accepted entry whose practice times are disallowed, or who does not set a time during the official practice for the GulfSport Radical Cup.
- 2.1.9 Drivers of non-standard / modified Radicals (i.e. not meeting the current technical regulations) who wish to compete in the GulfSport Radical Cup will be invited to compete in the DAMC Invitation Class at the discretion of GulfSport Radical Cup organisers. Such drivers and cars will not compete for championship points as per the DAMC Invitation Class supplementary regulations.
- 2.1.9 In the event of the event being over-subscribed, the Registration Secretary / DAMC will accept entries in the following order of priority:-

Entries received up to closing date

- I. Drivers who have pre-entered GulfSport Radical Cup and in order of current championship positions.
- II. Drivers competing for the first time in the GulfSport Radical Cup in date received order.

Entries received after the closing date

- I. All entries in a date received order.

2.2 BRIEFINGS

All briefings are **mandatory**. Organisers will notify competitors of the times and locations for all briefings in the Final Instructions for all meetings, competitors must attend all briefings.

2.3 PRACTICE AND QUALIFICATION

- 2.3.1 The minimum period to be provided is 15 minutes.
- 2.3.2 Should any practice session be disrupted the Clerk of the Course shall not be obliged to resume the session or re-run sessions to achieve the GulfSport Radical Cup/series criteria and the decision of the Clerk of the Course shall be final.
- 2.3.3 Should the need arise to stop a practice session RED LIGHTS will be switched on at the Start Line and red flags will be shown at all Marshals' Signalling Points around the circuit. This is the signal for all drivers to cease racing speeds to slow to a safe and reasonable pace and to return to the pits, which will automatically become a Parc Fermé. No work will be allowed on cars except that authorised by the Clerk of the Course on the grounds of safety.
- 2.3.4 Every driver must complete a minimum of 3 laps practice in the car to be raced, and in the correct session in order to qualify. The Clerk of the Course and or stewards of the meeting shall have the right to exclude any driver whose practice times or racing are considered unsatisfactory or unsafe. In the case of two driver entries both drivers must complete at least 3 laps
- 2.3.5 The grid will be formed by times from the qualifying session, with the fastest driver being awarded pole position and so on. For two driver entries the fastest time from that car will be taken irrespective of driver. Drivers who qualify but do not set a time would take positions at the back of the grid in order to be set by the Clerk of the Course.
- 2.3.6 Unless otherwise advised by DAMC in an official bulletin, the grid for the second race will be formed by the finishing order in the first race. Non finishers will be positioned behind all finishers, in reverse order of retirement. For the two driver entries both drivers must complete a race each.

2.4 RACE LENGTH

- 2.4.1 The organisers will aim to set the number of laps of a race to equate to approx 20 minutes. Should any race length be reduced at the discretion of the Clerk of the Course and Stewards of the Meeting it shall still count as a point scoring round.

2.5 STARTS

2.5.1 All race start countdowns are to have a minimum elapsed period of 3 minutes from the time all cars are released to form up the grid to the start of the Green Flag lap(s) in a side by side formation with pole position on the same side as Turn One.

2.5.2. Race 1 and 2 will both be a Rolling start

The Minimum Countdown procedures for ROLLING STARTS shall be:

1 minute to start of Rolling Lap - Start engines / Clear Grid.

30 seconds to start of Rolling Lap - Visible and audible warning for start of the lap.

At the end of the Rolling Lap the grid will be slowed to an appropriate speed (approx 50kph or 30mph) on the approach to the start line. It is the responsibility of the driver on pole position to maintain a constant and appropriate speed and other cars to maintain his pace and set their position in relation to him. All cars will start racing when the red start light changes to green. It is an offence to move out of formation or overtake another car before the red light changes to green.

2.5.3. The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited at any point.

2.5.4. Any cars removed from the grid after the 1-minute stage or driven into the pits on Green Flag shall be held in the pit lane. They may start the race after the last car to take the start from the grid has passed the start line or pit lane exit, whichever is the later.

2.5.5. Any drivers unable to start the Green Flag lap or start are required to indicate their situation by raising an arm vertically – and marshals should warn other drivers by means of a yellow flag. Any drivers unable to maintain grid positions on the Green Flag to the extent that all other cars are ahead of them may complete the Green Flag Lap. They MUST remain at the rear of the last row of the grid.

2.5.6. Excessive weaving to warm-up tyres using more than 50% of the track width and falling back in order to accelerate and practice starts, is prohibited.

2.6 RACE STOPS

2.6.1 Should the need arise to stop races, RED LIGHTS will be switched on at the start line and at all signalling points around the circuit in conjunction with Red Flags. 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 starting grid area, which will automatically become a parc ferme. 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.

2.6.2 If the leader at the time of the Red Flag/Lights being displayed has not completed 2 laps the race will be null and void and will be restarted with drivers in their original grid positions. Retired competitors may be replaced by reserves that shall be started from the back of the grid. Gaps on the grid must not be closed up prior to the start of the race. The Clerk of the Course is to be responsible for determining the length of any restarted race and may authorize work to be undertaken on cars on the grounds of safety.

2.6.3 If the leader at the time of the Red Flag/Lights being displayed has completed 2 laps but less than 50% of the scheduled race distance/duration the race will be restarted in the order that vehicles crossed the line at one lap less than at the time of the first

showing of the red flag. The race result will then be set by the order of finishing of the second part of the race. The Clerk of the Course is to be responsible for determining the length of any restarted race and may authorize work to be undertaken on cars on the grounds of safety.

- 2.6.4 If at the time of showing the red flag the leader has completed more than 50% of the scheduled race distance/duration then the race will be declared finished, with the order of finishing being the order in which the vehicles crossed the line at one lap less than at the time of the first showing of the red flag.
- 2.6.5 DAMC may choose to implement Safety Car and/or Code 60 flag procedures which will be detailed in their Sporting Regulations.
- 2.6.6 Should any race length be reduced at the discretion of the Clerk of the Course, it shall still count as a point scoring round.

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2.7 Safety Car

- 2.7.1 The Clerk of the Course reserves the right to introduce a Safety Car at any time during a race, until such time as the race leader has completed 80% of the scheduled race distance.
- 2.7.2 The car will be marked "SAFETY CAR" and will have at least two flashing lights on the roof.
- 2.7.3 The Safety Car will be driven by a competent driver appointed by DAMC and crewed by a Safety Car Observer who will be in permanent contact with the Clerk of the Course.
- 2.7.4 The Safety Car will be sited at the end of the Pit Lane (unless otherwise advised at the Briefing for the meeting) and will join the circuit with its flashing lights turned on.
- 2.7.5 As soon as the order is given to run the Safety Car, all flag posts (including the Start Line) will display a yellow flag and an "SC" board, which will remain out until the intervention is over.
- 2.7.6 The Safety Car intervention period is deemed to start when a competitor passes the first SC Board on the track and is deemed to be over when a competitor passes the Green Flag at the Start/Finish line on the track. All competing vehicles when notified of the Safety Car intervention (by flag signals and SC boards) will reduce speed and line up behind the Safety Car maintaining the same speed as it. Overtaking of the Safety Car is forbidden unless signaled to do so, and competitors should continue at reduced speed until they reach the line of vehicles behind the Safety Car. Overtaking and/or un-lapping of any competing vehicle during a Safety Car intervention is forbidden.
- 2.7.7 When the Clerk of the Course decides to call in the Safety Car, the SC board and yellow flag on the Start Line will be withdrawn and all flag point around the circuit will withdraw the flags and boards in the directional flow of the circuit after the last vehicle in the Safety Car train has passed. At the same time, the Safety Car will turn off its flashing lights and leave the circuit via the Pit Lane Entrance at the end of that lap. The Safety Car will not complete one full lap of the circuit with its lights off.
- 2.7.8 A Green Flag will be waved on the Start Line and overtaking and/or overlapping remains forbidden until each of the competing vehicles passes the Green Flag on the Start Line.
- 2.7.9 While the Safety Car is in operation, competing vehicles may stop at their Pit, but may only rejoin the track when the green light at the Pit Exit is on and the safety car has returned to the pits.
- 2.7.10 All vehicles must maintain the same speed as the Safety Car whilst in convoy and the same speed as the vehicle in front of it. From the time that the Safety Car is withdrawn until competitors pass the waved green flag at the Start line; all competitors should maintain a maximum distance of three car's length from the vehicle in front. At no time during the procedure may any part of a competitors vehicle overlap with any part of a vehicle of another competitor, or the Safety Car.
- 2.7.11 The Clerk of the Course may impose a penalty upon any competitor or team whom he considers has gained an unfair advantage whether inadvertently or not, from a breach of these Safety Car Regulations. In the event that one competitor breaches these Safety Car Regulations for the benefit of another competitor then both may be penalized.

2.8 TIMING MODULES

2.8.1 Timing transponders will be issued to all cars entered. It is the responsibility of the competitor to ensure that they are fitted correctly and functioning during the event and returned at the end of the event. Competitors will be charged by DAMC for repair or replacement of the modules due to accident damage, misuse or loss at any time during the season.

Competitors must not place electronic timing equipment within five metres of the official Start/ Finish or any other timing lines at any event or series test session/ day. Any such team equipment placed within these zones will be removed.

2.9 RESCRUTINY

2.9.1 All vehicles reported involved in contact incidents during races or practice must be re-presented to the Scrutineers before continuing in the races or practice.

2.10 PITS AND PIT LANE SAFETY

2.10.1 PITS: Competitors must ensure that the Dubai Autodrome and the organisers Safety Regulations are complied with at all times.

2.10.2 PIT LANE: Cars may only enter the pit lane at the designated point. No shortcuts are allowed and any vehicles not entering the pits in this fashion will automatically be penalised, including possible exclusion from the practice/race.

The only exception to this will be after cars are released onto the circuit until the start of the race if a car is instructed by marshals/officials to enter via another route. The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times.

The speed limit in operation in the pit lane is 60kph (36mph). Speed may be monitored and recorded using a speed gun, and any car found to be exceeding the speed limit will be subject to a penalty, including a possible mandatory Stop and Go penalty. The onus shall be on the drivers to take due care and drive at minimum speeds in pit lanes.

Pit lane to driver communication by radio is permitted.

2.10.3 During the event, drivers may only receive assistance in the pits or from Officials. Refuelling and work upon the cars, other than by a driver or Officials, may be carried out only at the pits or paddock. Refuelling is strictly prohibited in the pit lane.



2.11 RACE FINISHES

After taking the Chequered Flag drivers are required to progressively and safely slow down. Remain behind any competitors ahead of them, return to the pit lane entrance as instructed, comply with any directions given by marshals or officials and to keep their helmets on and harnesses done up while on the circuit or pit lane.

2.12 RESULTS

All Practice timesheets, grids, race results are deemed provisional until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures.

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3 GulfSport Radical Cup – Judicial Arrangements

3.1 INFRINGEMENTS OF NON-TECHNICAL REGULATIONS AND THE SPORTING REGULATIONS ISSUED FOR THE GULFSPORT RADICAL CUP

Infringements	During Qualifying	During Race
A - Excess speed in pit lane	Black Flag	Stop and Go
B - Overtaking under a yellow flag	Black Flag	Stop and Go
C - Overtaking under safety car conditions	Black Flag	Stop and Go
D - False Start	-----	Stop and Go
E - Failure to respect starting position or out of position on formation lap	-----	Stop and Go
F - Wrong direction in pit lane	Exclusion	Exclusion
G - More than 3 laps under black flag without a pit stop	Grid Penalty	5 lap penalty
H - Not stopping for the correct amount of time for any pit stop	-----	2 lap penalty
I - Not stopping for the mandatory pit stop	-----	2 lap penalty
J - Failure to supply correct documents at sign- on	Dhs. 400/-	-----
K - Late arrival at drivers/riders briefing	Dhs 200/-	-----
L - Non attendance at drivers/riders briefing	Dhs 500/-	-----
M - Physical or verbal abuse of an official	Disqualified	Disqualified
N - Failure to obey marshals or officials instructions	Disqualified	Disqualified

The encouragement of high standards of racing with appropriate respect for other competitors and their vehicles will be considered paramount, and in that respect:

The Championship Organizers reserve the right to impose further penalties on competitors proven by the Officials of any meeting to have behaved, on or off the track, in a manner considered to have brought the Championship into disrepute. This may include individual race bans, loss of points, awards, and/or season awards or exclusion from the Championship. In cases of repeated offences, the Championship Organizers reserve the right to exclude any other competitor from a fixed number of races or from the Championship. In such cases no other competitor's score shall be adjusted. The Organizers reserve the right to view Data from any source on the vehicle if data logging equipment is fitted, this includes the ECU. Purposely deleting data is prohibited.

Breaches of driving standards will be firmly dealt with. If it appears from official video recordings or any other track evidence that there may have been a breach of driving standards or behavior, on or off the track, in a manner considered to have brought the championship into disrepute, the Championship Organizers will be entitled to request that the Championship Stewards consider the inception of an enquiry into the matter, notwithstanding that the Clerk of the Course or the Stewards of the event may or may not have already investigated the incident. Penalties may include individual race bans, loss of points, awards, and/or end of season awards or exclusion from the Championship.

Vehicles which have sustained severe body damage or whose appearance is judged by the Clerk of the Course or Championship Stewards to be below an acceptable standard may be excluded from the grid. Competitors are expected to affect some repairs from previous accident damage prior to presenting their vehicle for scrutineering. In some cases an instruction to carry out repairs will be issued by the Championship Organizers.

3.2 Infringements of Technical Regulations

3.2.2 Arising from post practice (qualifying), Scrutineering, or Judicial Action.

Minimum Penalty: Should a vehicle be found ineligible after practice, but subsequently be approved before the race, the vehicle will have all its practice times disallowed.

The stewards may permit it to start at the back of the grid.

3.2.3 Arising from post race Scrutineering, or Judicial Action.

Minimum Penalty: Any competitor whose vehicle is excluded from the results of the meeting will be subject to the following penalties:

- a) Count the event as one of the events contributing to their Championship score.
- b) Be excluded from the event forfeiting all Championship points, prize money and other awards. For any infringement deemed to be of a more serious nature, the Stewards of the Meeting, may decide to have the competitor forfeit a total of points equal to those obtained from two first places (even if this penalty results in a minus total of points).

3.3.3 Should two separate offences be committed, then all points shall be forfeited for that whole event, irrespective of the timing of the offence committed at that event. Where a "double header" event take place at the same venue over a weekend, and is conducted as two separate race days, then this regulation shall only apply to each day individually.

3.3.4 The offences are:

- a) Reckless or dangerous driving during the course of a meeting.
- b) Careless driving in the course of a meeting.
- c) Driving in a manner not compatible with general safety.

3.3.5 The Stewards of the Championship reserve the right to impose further penalties on competitors found to have transgressed any of the technical regulations.

3.4 Additional Championship requirements

3.4.2 The organisers and nominated officials will have the power to invoke any of these regulations as appropriate to their area of jurisdiction.

3.4.3 The nominated Championship Stewards have no jurisdiction regarding sporting or technical matters relating to national race events, they only have jurisdiction over the championship.

3.4.4 Competitors are expected to co-operate fully with the wishes of the organisers, failure to do so will be seen as an infringement of the regulations.

3.4.5 The image of the Championship and its sponsors must be upheld at all times by competitors and their teams, at or away from the events or otherwise.

3.4.6 Competitors are expected to attend every race event or Championship official briefing or publicity event, as specified by the DAMC.

3.4.7 In all cases, including a dispute and/or legal situation, the English language interpretation of all regulations will apply.



4 TECHNICAL REGULATIONS

4.1 INTRODUCTION

The following Technical regulations are set out by the organisers of the GulfSport Radical Cup and it should be clearly understood that, **IF THE FOLLOWING TEXTS DO NOT CLEARLY SPECIFY THAT YOU CAN DO IT, YOU SHOULD WORK ON THE PRINCIPLE THAT YOU CANNOT.**

SCRUTINEERING

The organiser's Eligibility Scrutineer and his appointed deputy will attend all rounds of the GulfSport Radical Cup and is available to provide advice as well as ensuring that the regulations are strictly enforced to ensure fair play.

All GulfSport Radical Cup cars must comply with the requirements as laid down in the technical regulations at all times, whether during official practice or racing and it is the Entrant's responsibility to ensure that all such requirements are met. Any infringement of the Technical Regulations will render the competitor liable to penalties as set out in Section 3 of these regulations.

4.2 GENERAL DESCRIPTION

The only cars eligible for the GulfSport Radical Cup are:

Class A

Radical SR8 – with PowerTec 2.6L V8.

Class C

Radical SR3 Supersport – with PowerTec supplied 1500cc Suzuki engine.

Radical SR5 CN – with PowerTec supplied 2000cc Honda VTEC engine.

Radical PR6 Prosport – with PowerTec supplied 1300cc Suzuki engine.

DAMC Invitation Class

Radicals that do not conform with the standard technical or Class regulations, and lightweight sportscars at the discretion of the organisers (this will be a non points scoring class).

The GulfSport Radical Cup runs on serialised Dunlop control tyres that must be supplied by GulfSport. It is the competitor's responsibility to ensure that he or she complies with these regulations at all times during the event.

4.2.1 ELIGIBILITY

The GulfSport Radical Cup regulations are designed to ensure a level playing field for all competitors.

When the car is submitted the organiser will scrutineer the car to verify that all the components of the car are eligible for the class to which it has been entered in accordance with the current GulfSport Radical Cup regulations. For points scoring classes, the engine will be inspected to check for a Powertec seal. If the Powertec engine seal is not present the entrant has 2 options. Either the engine is sent back to Powertec for verification and / or rebuild to the relevant specification (at the cost of the entrant), or the car can be entered in the DAMC Invitation class of the GulfSport Radical Cup.

Drivers who wish to race under a non Zone 2 licence are exempt from the eligibility scrutineering procedure as they are non points scoring and are automatically entered into the DAMC Invitation class.

4.2.2 EXAMINATION OF VEHICLES

The organisers reserve the right, before or after any race in the GulfSport Radical Cup/series, to designate any one or more of the competing cars for special eligibility scrutineering. Upon such election being made the competitor shall immediately place the car under the control of the organisers and be deemed to have permitted all such scrutineering, examination and testing as the organisers may responsibly require to undertake. The organisers have the right to:

- a Examine the car at the circuit for such period as they may reasonably require and take fuel samples and/or
- b Retain the car for detailed examination at the organiser. If the organisers elect to retain the car they shall make it available for collection by the competitor at least seven days prior to the qualification session for the next race in the GulfSport Radical Cup/series unless the car is found to be in breach of these regulations and/or
- c Seal the car and its components in such a manner as they may choose and require the competitor at their own expense to present the car at GulfSport for detailed examination within a specified period and/or remove the car by transporter at no expense to the competitor. The competitor will be advised in writing of the time, date and location of the subsequent testing or eligibility examination.

The overseen stripping of the engine or any required component will be undertaken by the competitor and/or mechanic/technician nominated by the competitor.

The organisers reserve the right to re-inspect vehicles at any time during the course of the season, should there have been a regulation infringement or circuit incident.

Competitors will be personally and solely responsible for ensuring that their cars comply with their registration details and with these regulations for each event at which they are entered. Failure to comply in either respect will be a breach of these regulations. Queries concerning eligibility should be referred in writing to the organiser's Eligibility Scrutineer at least seven days prior to an event entered, to permit a ruling in advance of any meeting at which it is intended to compete.

Tests to establish the power output of any car may be carried out by the organisers at GulfSport or a designated facility.

4.3 SAFETY REQUIREMENTS

As per Dubai Autodrome / Dubai Autodrome Motorsports Club Safety Criteria Regulations

The HANS system is mandatory for all drivers in the GulfSport Radical Cup. Drivers must also be able to show an appropriate FIA HANS tether anchor sticker inside their crash helmet on an FIA approved HANS compliant crash helmet. This will be with accordance with FIA Technical list 29.

The FIA states that "The system can be uncomfortable if not properly adjusted for the individual driver. It also marginally raises the height of the centre of gravity of the car. It would be unfair if some drivers were allowed to race without it. At the same time, the

proven safety gains are so great that it would be irresponsible to abandon the system."

Accordingly, there will be no dispensations. If any driver is unable to wear the device for medical or other reasons their entry will be refused. It is advised that all drivers use HANS compliant seat belts to maximise the added safety of the HANS system.

4.4 CHASSIS

Powder-coated tubular steel space frame with aluminium panels and integral roll over bar completely standard and unaltered from the specification of Radical Motorsport Ltd, the vehicle manufacturer. This includes thickness of panels and rivet spacing.

Towing point – Roll hoop – must be marked "TOW" on both front and back.

A Radical crash box must be fitted for GulfSport Radical Cup events.

4.5 BODYWORK

4.5.1 MODIFICATIONS PERMITTED

4.5.1.1 GENERAL: Powder-coated tubular steel space frame with aluminium panels and integral roll over bar completely standard and unaltered from the specification of Radical Motorsport Ltd, the vehicle manufacturer. This includes thickness of panels and rivet spacing. The Radical crash box must be fitted .

4.5.1.2 STATIC GROUND CLEARANCE:
40mm minimum around the outer edge of the vehicle's perimeter. I.e. front splitter, side skirts, diffuser etc. This will be subject to random inspection at all times during the event.

4.5.1.3 INTERIOR:
The body may be repaired internally by using glass-reinforced plastic.

4.5.1.4 EXTERIOR:
A front splitter (either high or low) or diffuser must be fitted. The front and rear undertrays are optional.

Standard GulfSport/Radical cooling modifications to the body work are allowed.

A rear wing must be fitted and its angle of attack may be adjusted using the integrated adjustable fixings. The PR6, SR3, SR5 and SR8 can be fitted with a mono or bi-plane rear wing. A carbon fibre option is available for the SR3, SR5 and SR8.

4.5.1.5 SILHOUETTE: none.

4.5.2 MODIFICATIONS PROHIBITED

GENERAL:

No modifications to bodywork silhouette profile or shape. The material used for the construction of the bodywork may not be changed. The standard fibreglass or composite bodywork, complete and unaltered from the specification of Radical Motorsport Ltd, the vehicle manufacturer, must be used unless supplied by GulfSport or an official Radical distributor.

4.6 ENGINE

All engines/gearbox/clutch units are prepared and sealed by Powertec Engineering (UK) or GulfSport.

The starter and generator system must be fitted as standard.

4.6.1 PERMITTED MODIFICATIONS

NONE.

4.6.2 PROHIBITED MODIFICATIONS

Modifications of any kind are not permitted.

4.6.3 LOCATION:

The engine may not be relocated from its standard position in any way.

4.6.4 COOLING SYSTEM:

The oil and water radiators as supplied by GulfSport or an official Radical distributor must be retained. An oil to water heat exchanger may be fitted as can an electric water pump.

4.6.5 INDUCTION SYSTEM:

The induction system including fuel injection, carburettors, ram-air box & filter must be standard for the engine. It is permitted to change the main jets only.

4.6.6 EXHAUST SYSTEM:

The exhaust system including silencer must be standard for the engine as supplied by GulfSport or an official Radical distributor.

4.6.7 IGNITION SYSTEM:

The standard factory supplied ignition must be retained. It is not permitted to reprogram the ECU.

The Championship organisers reserve the right to supply a replacement ECU to the top three Championship leaders prior to each event which the competitor must replace upon request. Drivers must surrender their ECU to the organiser within the 3 day period before the race day when requested.

4.6.8 FUEL DELIVERY SYSTEM:

The standard fuel pump as supplied by GulfSport or an official Radical distributor must be retained.

4.7 SUSPENSION:

The front and rear suspension is of a unique double-wishbone, pushrod construction with a Nik-link anti-roll system.

DAMPERS:

Dampers must be supplied by GulfSport or an official Radical distributor.

4.7.1 MODIFICATIONS PERMITTED:

Spring rates front and rear are free. Alternate springs, front anti-roll links and rear anti-roll bars, supplied by GulfSport or an official Radical distributor, may be used.

4.7.2 MODIFICATIONS PROHIBITED:
Alternative suspension components other than those in 5.8.

4.7.3 WHEELBASE/TRACK:
The wheelbase and vehicle track should not be altered in anyway from the original manufactures specification.

4.8 TRANSMISSION:

The standard integral gearbox must be used.

SR3:

Drive is via a Quaife-built gear drive system. Interchangeable gears are available from GulfSport or an official Radical distributor. Gear drive oil cooler is recommended. Optional pneumatic paddleshift system is allowed.

Clubsport and PR6.

Drive is via chain drive with limited slip differential and integral reverse. Final drive sprockets are available from 46 to 50 tooth. Optional pneumatic paddleshift system is allowed.

SR8 and SR5:

Drive is via a gear drive system. Interchangeable gears are available from an official Radical distributor. Gear drive oil cooler is fitted as standard to the Radical SR8/SR5. Optional pneumatic paddleshift system is allowed.

4.8.1 MODIFICATIONS PERMITTED:
None.

4.8.2 MODIFICATIONS PROHIBITED:
Alternative gearbox ratios are prohibited other than those supplied by GulfSport or an official Radical distributor.

4.9 ELECTRICS

4.9.1 EXTERIOR LIGHTING:
A full race lighting system, supplied by GulfSport or an official Radical distributor, may be fitted.

4.9.2 REAR FOG WARNING LIGHT:
Optional.

4.9.3 BATTERY:
An electrically powered starter motor and battery are mandatory and must be operable by the driver when normally seated and capable of repetitive starts.

4.9.4 ALTERNATOR:
Must be standard as supplied by GulfSport or an official Radical distributor, and be in working order.

4.9.5 DASHBOARD INSTRUMENTS:
The standard solid state dashboard, the optional GulfSport supplied Steering wheel Instrument System and the Aim Logger system as supplied by GulfSport or an official Radical distributor are all permitted. No other data loggers may be used. However, these will be used for driver's guidance only. Official times will be provided by the

official timekeeper. The fitting of a transponder, as supplied by the Autodrome, is mandatory.

- 4.9.6 PIT TO CAR RADIOS
Pit to car radio systems are permitted.

4.10 BRAKES

Standard four-pot callipers front & rear.
SR3, SR5 & SR8 may have optional lightweight 280mm x 25mm floating disc upgrade.

- 4.10.1 MODIFICATIONS PERMITTED:

Only brake pads supplied by GulfSport or an official Radical distributor may be fitted and random checks may be made. A cockpit adjustable bias adjuster is permitted.

- 4.10.2 MODIFICATIONS PROHIBITED:

Any change of brake calliper/piston size or brake disc diameter.

4.11 WHEELS AND STEERING

- 4.11.1 PERMITTED OPTIONS:
Three piece, split rim, centre lock wheels.

- 4.11.2 PROHIBITED OPTIONS:
No modifications are permitted.

- 4.11.3 DIMENSIONS:

Radical Clubsport- Front 13" x 6" Rear 13" x 9"
Radical PR6 - Front 13" x 7" Rear 13" x 9"
Radical SR3 - Front 15" x 8.0 or 8.5" Rear 16" x 9.5" or 10.5"
Radical SR8 - Front 15" x 8" Rear 16" x 10.5"
Radical SR5 - Front 15" x 8" Rear 16" x 10.5"

Steering wheel diameter may be changed to suit driver's preference, and must be supplied by GulfSport or an official Radical distributor.



4.12 TYRES

4.12.1 SPECIFICATIONS:

PR6

Front: 175/535R13

Rear: 205/570R13

SR3:

Front: 200/580R15

Rear: 265/605R16 or 235/605R16

SR5:

Front: 200/580R15

Rear: 265/605R16

SR8:

Front: 200/580/R15

Rear: 265/605R16

Dunlop Slicks and Wets are mandatory control tyres for the GulfSport Radical Cup and must be supplied by GulfSport. These tyres are uniquely identified and may be checked at Scrutineering. Tyre size and compound must be as above.

4.12.2 NOMINATED MANUFACTURE:

Only Dunlop tyres are permitted.

4.12.3 The use of a Control Tyre Registration Form may be used at any point in the season. This will be presented to the driver at sign on.

4.12.4 There is no limit on the number of tyres that can be used in a race weekend. If extra tyres are used during the event then these must be declared to the GRC secretary of the meeting. Use of undeclared tyres will lead to possible disqualification.

4.12.5 The use of tyre heating or heat retention devices is prohibited. Any form of Chemical tyre softener is also prohibited.

4.13 MINIMUM WEIGHT LIMIT

Minimum weight of the car combined with the weight of driver, including racing clothing and helmets is:

Class C

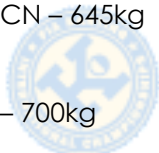
Radical SR3 Supersport – 600kg

Radical PR6 Prosport – 520kg

Radical SR5 CN – 645kg

Class A

Radical SR8 – 700kg



No allowance is made for topping up with fluids. Any ballast weight to achieve the minimum weight must be supplied by an official Radical distributor and secured to the car using the mounting point provided in the chassis. The organisers reserve the right to alter the minimum weight limit in order to ensure competitive racing. Following competition, the driver must remain available with the car under Parc Ferme

conditions until released by the Scrutineers, in order to ensure weighing is completed with the minimum of delay.

4.14 FUEL TANK AND FUEL

4.14.1 FUEL:

Only locally available pump fuel available to the general public is permitted. We reserve the right to mandate the use of control fuel or pump fuel supplied by the Dubai Autodrome fuel station. The use of commercially available Racing Fuels, power boosting or octane boosting additives by competitors in any fuel is prohibited.

4.14.2 LOCATION OF THE FUEL TANK:

The fuel tank may not be relocated from its original position.

4.14.3 TYPE OF FUEL TANK:

54 litre or 77 litre for the SR3, SR5 and SR8, Clubsport and Prosport - as supplied by GulfSport or an official Radical distributor.

RANDOM FUEL TESTING

The organiser reserves the right to take a fuel sample. This will only be done after official practice or racing at the race weekend. To allow comparison testing to be carried out, competitors must have a minimum of 3 litres of fuel left in the fuel tank at the end of any session.

4.15 SILENCING

Only the exhaust system and silencer as fitted or supplied by GulfSport or an official Radical distributor may be used. Vehicles must at all times during an event be silenced to meet a maximum level of 105 dB(A) at $\frac{3}{4}$ maximum rpm, measured at 0.5m from the end of the exhaust pipe with the microphone at exhaust outlet level at an angle of 45 degrees. Where more than one exhaust outlet is present the test will be repeated for both outlets and the higher reading taken. The inclusion of temporary parts to achieve silencing requirements is prohibited.

4.16 COMPETITION NUMBERS/DECALS

4.16.1 POSITIONS:

Racing numbers, Title Sponsor decals, and Event Sponsor decals must be affixed to the vehicle as directed by the organisers. Failure to comply will render the car ineligible for the GulfSport Radical Cup.



5 COMMERCIAL UNDERTAKINGS

Contacts

GulfSport	General Enquiries	ali@gulf-sport.com
	Barry Hope	barry.hope@gulf-sport.com
	Martin Hope	martin.hope@gulf-sport.com

5.1 Introduction

The terms of the Commercial Undertakings form part of the contract between the promoters and organizers of those Championships, and the competitors. Registration for and entry into the Championships is conditional upon the competitor meeting these conditions. A breach of any of the Commercial Undertakings may render the competitor ineligible for competition and participation in these championships entirely at the discretion of the Championship Promoters. The onus will be on the competitor to ensure that all persons connected with his/her team are aware of and comply with the requirements of the Commercial Undertakings.

5.1.1 For the purpose of commercial undertakings only, a registration once made and accepted shall constitute a legally binding contract. Acceptance of a registration is at the absolute discretion of the championship promoters/organizers.

5.1.2 A breach of any of the Commercial Undertakings may render the competitor or team ineligible for competition and participation in the Championship at the discretion of the Championship promoters/organizers.

5.1.3 The Championship and Series promoters/organizers reserve the right to add or vary the Commercial Regulations at their sole discretion in the interests of promoting the Championship. Such additions or variations will be notified to competitors via an official championship bulletin.

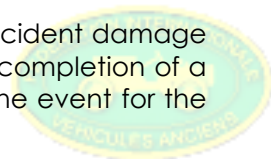
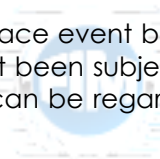
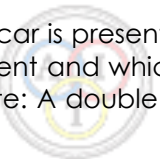
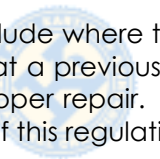
5.2 VEHICLE PRESENTATION

The presentation of the car is fundamental to the profile of the GulfSport Radical Cup, its sponsors and its audience.

Therefore in considering whether to permit any car to race, at any point during the season, the organisers will regard as paramount the presentation of the car. In taking into account its appearance inherent in which is the standard of its presentation (including interior) they may exclude any car which they consider may prejudice the reputation of the GulfSport Radical Cup or is otherwise unacceptable.

This will include where the car is presented at a race event bearing accident damage sustained at a previous event and which has not been subject to the completion of a full and proper repair. Note: A double header can be regarded as one event for the purposes of this regulation.

5.3 Television



- 5.3.1 The Championships promoters, through any nominated film production companies hold exclusive broadcast, recording, cable, satellite, digital, video, internet and interactive rights and rights to all other media to film and record the participation of the competitor, Entrant, Sponsor, and any other team member in the events and activities throughout the championship and to license, assign or otherwise deal with such rights and/or film and recording. The competitor accepts without reservation or recourse the surrender of his/her rights (if any) in such matters which may then be used at the Championship promoter's discretion.
- 5.3.2 On-board cameras may be permitted, with the approval of the relevant circuit communications department who may require additional information.
- 5.3.3 Any competitors advised by the organizers that they are to carry on-board television cameras, maybe required to have the approved Championship logo on the dashboard, visible to a forward facing on- board camera. The decision for the positioning of this Logo rests solely with the DAMC and their nominated film production company.
- No other publicity material visible to an on-board camera, whether on the vehicle or on race suits, will be allowed.
 - Any competitor who fails to meet these requirements may be penalized.
- 5.3.4 Competitors are obliged to assist in promotion of the Championships by the granting of interviews when requested by the nominated film production company and any other reasonable requests of the Championship promoters.

5.4 Advertising and Vehicle Livery

- 5.4.1 First set of complete vehicle livery will be provided to competitors for free including numbers but excluding Competitor's name; any subsequent material will be available for purchase at the appropriate fee.
- 5.4.2 No alcohol or tobacco (or associated products) related advertising is permitted in any form in the Championships.
- 5.4.3 No advertising or statements on the race vehicle or the Competitors' race clothing is permitted to conflict with the Championship sponsors without written approval of the promoters.
- 5.4.4 No advertising or statements on the vehicle, or team vehicles, or on competitors' race clothing or team clothing is allowed which may be considered unsuitable or offensive to the promoters, the organizers, or their sponsors and any advertising must respect the political and religious sensitivities of the UAE.
- 5.4.5 All vehicles shall carry the Championship Sponsors' Livery and painting/decoding requirements in the correct locations, without alteration and without interference.
- 5.4.6 Competitors' own race vehicle livery is expected to meet the standards required by the organizers and promoters.
- 5.4.7 The promoters reserve the right to refuse entry to the Championship and/or forbid participation or to pay prize monies/bonus awards if the livery does not meet the standards required. In addition they reserve the right to specify competitors clothing requirements for podium ceremonies or other promotional occasions.

5.4.8 At the start of each event, practice, qualifying practice or race, the vehicle shall be clean, smart and in good order. The organizers reserve the right to forbid vehicles not meeting this requirement from taking part or remove them from the paddock.

5.5 Passes

5.5.1 Permanent Passes may be issued to each registered competitor and these will be valid for all rounds of the Championship unless otherwise advised.

5.5.2 The arrangements for the order of all team passes will be advised in the Supplementary Regulations or via an official championship bulletin.

5.5.3 Permanent Passes will be issued subject to detailed terms of issue and conditions of use. Failure to abide with these terms and conditions may be considered a breach of these Commercial Undertakings.

5.5.4 All passes issued by the promoters for these Championships remain the property of the promoters and shall be returned on demand. Failure to return the passes will incur a financial penalty.

5.6 Promotional Activities

5.6.1 As part of the Series all competitors will be expected to assist the organizers with the promotion of the Championship and the Series. In particular they may be requested to:

- Make race vehicles available for display/passenger rides during race meetings.
- Make vehicles available and/or competitors available in race suits on request for "meet the public" promotional opportunities during the race weekends or at other time during the season.

5.6.2 All Competitors required for Podium Presentations should attend without delay, at the place and time specified by the Organizers. Sponsors Caps as determined by the Series promoters are expected to be worn on the competitor's head and race suits shall be worn in the "closed/normal" position. Failure to do so may mean forfeiting any Championship Prize Monies/Awards or Points gained at that round.

5.6.3 Competitors are expected to attend the end of season Awards Ceremony in order to formally claim their awards. Non-attendance may mean forfeiture of awards and/or Prize Monies unless previously agreed with the promoters.

5.6.4 The Championship title and associated logo styles may only be used with the prior written approval of the Championship promoters.

5.7 Paddock Arrangements

5.7.1 The Pit Garage areas are intended to be working areas for the preparation of race vehicles. Space will be extremely limited and Competitors shall follow the instructions issued by the Series organizers and any detailed Paddock plans issued by the Championship organizers and comply at all times with the instructions of the staff organizing the parking. Any support vehicle shall be parked where instructed by the organizers or their representatives.

5.7.2 The space allocated to a team in the Paddock is strictly for race support vehicles only. It is expressly forbidden to use this space for hospitality or as a trade site area, unless permission is granted by the organisers.

5.7.3 There will be a speed limit of 20 km/h in the Paddock at each venue. The only movement of race vehicles permitted is on the way to and from Scrutineering, to the Assembly Area and on the way back from Parc Ferme unless specifically requested by the organizers.

5.7.4 Detailed Health and Safety Guidance Notes may be issued to competitors in advance of the first meeting. These are expected to be complied with at all times.

5.7.5 All team branding, whether in the paddock or garage area shall have the written permission of the organizers BEFORE it is displayed.

5.8 Hospitality

5.8.1 Hospitality and entertaining to anyone other than team personnel by the provision of food and drink is strictly prohibited in paddock areas. Each team is permitted to provide general catering for team personnel. Any requirement for external catering companies must be provided by the venue on application.

5.8.2 Hospitality areas are available at most meetings via the Organizers, subject to availability, and arrangements shall be made in advance via the circuit hospitality department and the appropriate fees paid.

5.9 Miscellaneous

5.9.1 Competitors agree to authorize the promoters to use and license the use of images and representatives of the vehicles and competitors competing in the championship for the purposes of producing merchandise exploiting and promoting the Championship. The right to exploit the interactive games rights of the Championship rests with the Championship promoters.

5.9.2 Competitors are advised that, unless requested otherwise, their information will be stored in a computer retrieval system and may be used to promote the Championship and/or the Series.

5.9.3 The Championship Eligibility Scrutineer and/or his nominated deputy shall be given free and unrestricted access at all times and at any location in order to inspect or measure or impound any component fitted to any vehicle registered in the Championship.

5.9.4 Team Wear

It is GulfSport's objective that the GulfSport Radical Cup be the premier regional sports prototype race series, both in the enjoyment it brings to the competitor, and also in the image that it projects to the racing fan at the circuit and on the TV (where relevant). It is recommended that all members of the team wear matching and professional Team Wear during the race and co-ordinated smart team-wear while working on the cars in the paddocks, and throughout the race weekend.



5.9.5 Driving Standards/personal conduct

The whole purpose of the GulfSport Radical Cup is to give pleasure to all participants both on and off the track. Unfortunately we can't all win and occasionally, in the heat of the moment, we do not all conduct ourselves as we would have with the benefit of hindsight.

It is a condition of entry to this GulfSport Radical Cup that drivers and teams do everything in their power to ensure that everyone else enjoys the event as much as they would like to.

These are some guidelines:

1. *If you have a coming together on the track, wait until the other party has cooled down and then discuss the incident with them. Apologise if you were in any way to blame.*
2. *If the drivers can't bring themselves to discuss an incident in a civil manner, it is the Team Chief's responsibility to restore harmony.*
3. *Don't drive the race as if it is a 5-lap sprint.*

If you have any concerns about driving standards then report them to the GulfSport Radical Cup Co-ordinator. If, in the view of GulfSport any driver repeatedly breaks the spirit of this condition, he/she risks having their entry refused.

5.9.6 Spares Support

Full payment for all spares and services, on receipt of goods, is a condition of entry to the GulfSport Radical Cup. A cash float may be held by GulfSport to cover all purchases made at the circuit.

If a team requires tyres at a meeting, these must be requested in advance. It is strongly recommended that independent teams hold a limited stock of spares and consumables because GulfSport cannot guarantee to satisfy all requirements on every occasion

5.9.7 Communications

GulfSport will maintain information about the series, regulations and any technical bulletins on its web site at www.GulfRadicalCup.com

