



2020 Radical Caribbean Cup
Sporting & Technical Regulations



2020 RADICAL CARIBBEAN CUP
Sporting & Technical Regulations

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1 SPORTING REGULATIONS - GENERAL

1.1 Title and Jurisdiction

The 2020 Radical Caribbean Cup Championship is organised and administered by Bushy Park Circuit Inc. (BPCI) in accordance with the General Regulations of the host motorsport clubs (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations. The organisers reserve the right to issue additional statements clarifying items in the rules and regulations and all such statements will be issued to all registered drivers by posting to the email address on the registration form.

1.2 Officials

1.2.1 Co-ordinator & Eligibility Scrutineer: Kurt Seabra

1.2.2 Other Officials: As per Event ASR's.

1.3 Competitor Eligibility

1.3.1 Entrants must:

- a) be in possession of a valid FIA license, or a license deemed equivalent and suitable by the organiser, and
- b) be registered for the Championship

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

1.4 Registration

1.4.1 All drivers must register as competitors for the championship by returning the Registration Form with the registration fee to the Co-ordinator prior to the Final Closing date of the first round being entered. Registrations will be accepted from 1st January 2020 until further notice.

1.4.2 The Registration Fee for the Championship is: USD 450.00 per event. The registration fee is inclusive of event entry, and is payable to Bushy Park Circuit Inc. All drivers must register for the championship to compete, and therefore all drivers will be eligible for championship points regardless of how many events they contest.

1.4.3 Registration numbers will be the permanent Competition numbers for the Championship and will be allocated on a first come, first serve basis as allocated by the Championship Co-ordinator. The number 1 will not be available.

1.5 Championship Events

The 2020 Radical Caribbean Cup will be contested over 5 EVENTS.
An Event = qualifying + 3 races

Event	Date	Venue	Organising Club
1	15 March 2020	Bushy Park - Barbados	BPMSI
2	28 June 2020	Frankie Boodram Wallerfield International Raceway - Trinidad	TTASA
3	19 July 2020	Frankie Boodram Wallerfield International Raceway - Trinidad	TTASA
4	30 August 2020	Bushy Park - Barbados	BPMSI
5	8 November 2020	South Dakota - Guyana	GMR&SC

1.5.1 The organisers reserve the right to amend the published list of dates and rounds, in which case, all registered competitors will be informed of the amendments by Official Bulletins posted to the email address specified on the Official Registration Form.

1.6 Scoring

1.6.1 The following points will be awarded to registered competitors listed as classified finishers in the Final Results as follows: 25, 18, 15, 12, 10, 8, 6, 4, 2, 1

1.6.2 One additional point will be awarded to the competitor with the fastest lap time in each Championship Race



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- 1.6.3 The totals from all qualifying championship events run will determine the final championship points and positions.
- 1.6.4 Ties will be resolved in the following order:
- By considering in the best scoring events of the competitors concerned, the number of first places.
 - By considering the number of outright second places, and so on in the best scoring events.
 - By considering the placings in all Championship events.
- 1.6.5 Where the race distance has been reduced (2.6) it shall still count as a full point scoring round.
- 1.6.6 Drivers that possess a race licence which is issued by a non-Caribbean country may compete as Guest Competitors. These competitors are not registered for the Championship and 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, except for 1.3.1. (b).
- 1.6.7 At the end of every round of the Championship, each nation represented will score a number of points as per 1.6.1 based on the score of their best Driver (i.e. the Driver who has scored the most points).
- The winner of the 2020 Radical Caribbean Nations Cup will be the nation which has scored the highest number of points at the end of all rounds of the 2020 Radical Caribbean Cup.
 - All the results obtained in the course of the year will count towards the final classification.
 - Should more than one nation have scored the same number of points, the tie will be settled on the basis of the greatest number of 1st, then 2nd, then 3rd (and so on) places obtained.
- 1.7 Awards**
- 1.7.1 All awards are to be provided by Bushy Park Circuit Inc.
- 1.7.2 Per Round: Trophies to top three points scorers.
- 1.7.3 Championship: Trophies to 1st, 2nd, 3rd Overall. The Championship Trophy will go to the driver scoring the most points overall.
- 1.7.4 Presentations - Trophies will be provided at an end of the meeting presentation ceremony.
- 1.7.5 If a competitor has monies outstanding with Bushy Park Circuit Inc. or any series supplier, then all championship points accrued from the date of supply shall be withdrawn and trophies shall not be presented at the end of season awards ceremony.



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2 CHAMPIONSHIP EVENT MEETINGS & RACE PROCEDURES

2.1 Entries

- 2.1.1 Competitors are responsible for sending in correct and complete entry forms by the closing date which shall usually be 20 days before each round.
- 2.1.2 Incorrect or incomplete 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 Co-ordinator receives the missing or corrected information.
- 2.1.3 Any withdrawal of driver/Car changes made after the acceptance of any entry must be notified to the Co-ordinator 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 by the Stewards of the Meeting BEFORE Signing-On.

2.2 Briefings

- 2.2.1 Organisers should notify Competitors of the times and locations for all briefings in the Final Instructions / Supplementary Regulations for the meetings.
- 2.2.2 Briefings are mandatory for all drivers. Any competitor/representative who fails to attend a briefing may then be fined.

2.3 Qualification & Practice

- 2.3.1 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.
- 2.3.2 Each driver shall complete a minimum of 3 laps in the car to be raced and in the correct session, in order to qualify. If it is not possible to qualify for any reason, a competitor may be allowed to start at the back of the grid at the discretion of the Clerk of the Course and/or Radical Caribbean Cup Organisers.
- 2.3.3 In the case that more than one Driver fails to qualify then the grid positions shall be awarded in championship order at the back of the grid. If at the start of the season, ie there are no current championship standings, the grid positions shall be in Championship number order at the back of the grid.
- 2.3.4 For ALL Rounds grid positions will be set as follows:
 - a) The **Grid for Race 1** will be set by the best time recorded in qualifying.
 - b) The **Grid for Race 2** will be set by the Reverse of Race 1 Grid based on qualifying results. For a grid of more than 10 competitors, only the first 50% of the grid will be reversed. When there are an odd number of competitors, the number of cars to be reversed will be rounded up.
 - c) The **Grid for Race 3** will be set by the combined results from Race 1 and 2.
 - d) Competitors who fail to qualify, or do not qualify within 107% of the fastest qualifying time, are not subject to grid reversal

2.4 Races

- 2.4.1 Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race.

2.5 Starts

- 2.5.1 All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet.
- 2.5.2 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.
- 2.5.3 In the event of a start lights failure the starter will revert to the use of the Start Flag as stipulated in the event ASR's.
- 2.5.4 Any change from the above procedure will be notified to competitors by Final Instructions or Bulletin.
- 2.5.5 Practice starts on the out-lap or warm up lap are strictly prohibited. This does NOT include moving off from the dummy grid. i.e. drivers must not slow down excessively or stop during the out-lap or warm up lap to perform a practice start.



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2.6 Session Red Flag

- 2.6.1 Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the Startline and RED FLAGS will be displayed at the Startline and at all Marshals Signalling Points around the Circuit.
- 2.6.2 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.
- 2.6.3 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.

2.7 Pits, Paddock & Pitlane Safety

- 2.7.1 Pits & Paddock: Competitors must ensure that the Circuit Management and Organising Club Safety Regulations are complied with at all times.
- 2.7.2 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.
- 2.7.3 Refuelling: May only be carried out in accordance with the Organising Club Regulations, Circuit Management Regulations and the ASRs or Final Instructions issued for that meeting only.
- 2.7.4 Speed Limit: Pit Lane Speed Limit will be 20 KPH or in accordance with the Organising Club Regulations / Circuit Management Regulations.

2.8 Race Finishes

- 2.8.1 After taking the Chequered Flag drivers are required to:
 - a) progressively and safely slow down
 - b) remain behind any competitors ahead of them
 - c) return to the Pit Lane Entrance/paddock Entrance as instructed
 - d) comply with any directions given by Marshals or Officials
 - e) keep their helmets on and harnesses done up while on the circuit or in the pitlane.

2.9 Results and Classification

- 2.9.1 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.
- 2.9.2 All cars will be classified considering the number of complete laps they have covered, and for those which have completed the same number of laps, the order in which they crossed the Line.

2.10 Timing Modules

- 2.10.1 All competitors will be required to fit Electronic Self Identification Modules to their cars for the purposes of accurate timing. Holders for these and detailed fitting instructions will be issued with the transponders and it will be the responsibility of the competitor to fit these in the car in the position and manner specified. The modules must be in place and functioning correctly for all Championship qualifying practice sessions and races.
- 2.10.2 Competitors may not place electronic timing equipment within 5 metres of the Official Start, Finish or any other official timing lines at any event or test session/day. Any such equipment placed within these zones will be removed.

2.11 Onboard Cameras

- 2.11.1 All competing cars must have an in-car camera fitted and operational with a memory capacity to hold enough footage for the next on-track activity.
- 2.11.2 The Clerk of Course reserves the right to request footage from other, non-official onboard cameras (e.g. Smarty Cams, Go Pros and similar owned/fitted by competitors) any in-car camera. In these instances the footage will be obtained by Championship Officials for review, if additional evidence is required.

3 SPECIFIC CHAMPIONSHIP REGULATIONS

3.1 Specific Championship Penalties

- 3.1.1 Breaches of driving standards will be firmly dealt with. If it appears from official video recordings, in-car video or any other track evidence that there may have been a breach of driving standards or behaviour, on or off the track, in a manner considered to have brought the championship into disrepute, the Championship Co-ordinator will be entitled to request that the Championship Stewards consider the inception of an inquiry 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 disqualification from the 2020 Radical Caribbean Cup Championship.
- 3.1.2 In order to maintain standards of conduct, the Championship Co-ordinator, in consultation with the Clerk of the Course, may monitor any/all official reports of adverse behaviour at race meetings. If any individual is included on two such reports during one racing season he will receive written warning from the championship Co-ordinator that his driving/behaviour is to be specifically observed at future race meetings. Any adverse reports during this period of observation could result in official action and will result in a Championship Stewards enquiry, with possible loss of Championship points and refusal of further entries.

3.2 Infringements of Technical Regulations

- 3.2.1 Arising from post practice or qualifying Scrutineering or Judicial action: Minimum Penalty: Any vehicle found ineligible after practice, but subsequently approved before a race, will have all its practice times disallowed. The Clerk of the Course may permit it to start from the back of the grid with a 10 second delayed start, providing that it does not take the place of any vehicle already qualified.
- 3.2.2 Arising from post-race Scrutineering or Judicial Action: Minimum Penalty: Any Competitor whose vehicle is disqualified from the results in accordance will be subject to the following Championship penalties.
- The event will be counted as one of the events contributing to their total Championship score, and
 - The Competitor will be disqualified from the event, forfeiting all Championship points, prize money and other awards.
- 3.2.3 For infringements deemed to be of a more serious nature the Competitor will 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 Specific Championship Penalties.

- 3.3.1 The following penalties will apply to all events within the Championship. The penalties in this section are indicative and not exhaustive. Penalties will take the form of:
- Disqualification
 - Time penalty, where time is added to a competitor's final race time (which can result in a change of finishing position and associated loss of points).
 - Grid Penalty - where a driver's position on a starting grid is modified.
 - Points penalty, whereby championship points are deducted from a competitor.
 - Race ban.
 - Round ban.
 - Exclusion from the Championship current and future.
 - Suspension
 - Penalty points

3.4 Driving Standards

- 3.4.1 Breaches of driving standards will be firmly dealt with. If it appears from official video recordings, in-car video or any other track evidence that there may have been a breach of driving standards or behaviour, on or off the track, in a manner considered to have brought the championship into disrepute, The Championship Organiser and/or the Clerk of the Course and/or the Event Stewards will be entitled to request that the Championship Stewards consider the inception of an inquiry 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.

3.5 Driving Standards Penalties.

- 3.5.1 Causing an avoidable accident, will be punished with a grid penalty up to disqualification. An accident is deemed as any contact between two vehicles.



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- 3.5.2 Jump start- 10secs first offense, 15secs second offense, 20secs third offense.
- 3.5.3 Maneuvers liable to hinder other drivers, such as deliberate crowding of a car beyond the edge of the track or any other abnormal change of direction, are not permitted and will be punished with a grid penalty or disqualification during the event.
- 3.5.4 Any driver receiving two reprimands for driving standards infringements during a season will automatically receive a ten-place grid penalty for the next race of the current or next event.
- 3.5.5 Competitors indulging in practice starts as outlined in section 2.5.5 will be subject to a 15sec time penalty added to the competitor's final race time.
- 3.5.6 Serious breaches of driving standards can be referred to the Championship Stewards and/or the organisers for further investigation and the application of further penalties.
- 3.5.7 Any driver receiving two reprimands for driving standards infringements during a season will automatically receive a ten-place grid penalty for the next race of the current or next event.
- 3.5.8 Grid place penalties will be between 1 place and a maximum that is calculated as the number of entrants minus 1. *E.g. Race starters = 15, maximum grid penalty is 15 - 1 = 14.*
- 3.5.9 Grid penalties received from Race 1 will be applied to Race 2 grid post reversal. Grid penalties received from Race 2 will be applied to Race 3 grid. Penalties received in Race 3 will be applied to the Race 3 result.
- 3.5.10 For all incidents investigated post-race or post round, championship points penalties or race/round disqualification may be awarded in lieu of the penalties. Points penalties can be from 1 point to a maximum of 25 points for any single incident. This may result in a competitor having negative championship points.
- 3.5.11 The Clerk of Course, Stewards and Championship Organisers, in the interests of not delaying the race day schedule, reserve the right to postpone investigation into an on or off-track incident and apply penalties later. In this instance, the competitor will be notified by means of the official notice board
- 3.5.12 A competitor is entitled to appeal a penalty awarded to them by the Event Stewards. In the interests of efficient race day time keeping and to prevent frivolous appeals that amount to time wasting, in the event that an appeal is lodged and not upheld by the Event Stewards, the Championship Stewards/Organisers reserve the right to double the original penalty awarded.
- 3.5.13 The Championship Organiser and/or the Clerk of the Course and/or the Event Stewards reserve the right to request the inception of an inquiry into any matter or behavior that could be considered to have brought the championship into disrepute or that is in breach of the spirit of the championship and these regulations, notwithstanding that the Clerk of the Course or the Stewards of the event may or may not have already investigated the incident.



4 TECHNICAL REGULATIONS

4.1 Introduction

- 4.1.1 The following Technical Regulations are set out in accordance with the FIA specified format and it must 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. Therefore, everything that is not specifically authorised, and anything not specified in these regulations or any official championship bulletin, is strictly forbidden.
- 4.1.2 The 2020 Radical Caribbean Cup is a 'single-brand' race series, for competitors participating in the following class:
- SR3 Class: 1500 SR3 RSX
 1500 SR3 RS
 1340 SR3 RSX
 1340 SR3 RS
- 4.1.3 Each Radical model is manufactured to an identical class specification. In the interests of fairness and safety, competitors may not depart from this specification under any circumstances, other than as specified below
- 4.1.4 All Radical parts must be supplied by Radical Sportscars/Radical Caribbean, fitted in their original position and as supplied, unless specifically stated in these regulations. Parts may only be fitted to the appropriate designated model.
- 4.1.5 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 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.
- 4.1.6 Tests to establish the power output of any car may be carried out by Radical Engine Department. Such power testing will be carried out using rolling dynamometer equipment, owned by Radical Engine Department and operated in accordance with the equipment manufacturers instructions.
- 4.1.7 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 forfeit (C3.4). **(C3.4 - Competitors whose vehicles are subject to a pending eligibility check must advise this fact in writing to the Clerk of the Course of any event in which they wish to take part. The results of any such event will remain provisional until the eligibility decision has been made. Failure to inform the Clerk of the Course will result in a fine.)**
- 4.1.8 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.
- 4.1.9 As a method of control, any component on a competitor's car may be removed by the Eligibility Scrutineer and exchanged for a similar component from the car of another competitor, or provided by the Championship Organisers. If necessary the ECU may be subject to detailed examination. Whilst efforts will be made to ensure that the condition of the exchanged parts is similar, responsibility for the care of exchanged components lies with the recipient. Exchanged components may be returned to their original owners on completion of the race.
- 4.1.10 Any infringement of these Technical Regulations will render the competitor liable to penalties.



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4.2 General Description

The 2020 Radical Caribbean Cup is a 'single-brand' race series for Radical race cars as specified herein.

4.3 General Technical Requirements and Exceptions

- 4.3.1 DEFINITIONS: All references to standard parts and or materials in these regulations shall be taken as being the Radical Sportscars original specifications and drawings. In all cases of dispute, query or clarification or ruling these drawings and specifications shall be regarded as fact.
- 4.3.2 All parts listed in the Radical 2020 International order form or online spare parts store for the SR3 are eligible unless otherwise indicated in these regulations.

4.4 Chassis

- 4.4.1 Powder coated tubular steel space frame chassis with aluminium panels and integral roll over bar completely standard and unaltered. This includes thickness of panels and rivet spacing. Optional forward facing roll bar stays may be fitted.
- 4.4.2 Towing Point - There must be substantial towing eyes securely fixed to the main structure of the vehicle, front and rear, within the confines of the body to enable the vehicle to be moved. Towing eyes must have a minimum internal diameter of 60mm. Towing eyes/towing points should be painted a contrasting bright colour (dayglo red, orange or yellow, marked with an arrow and the word "tow"
- 4.4.3 The collapsible crash box structure supplied by Radical Sportscars must be fitted to the chassis during championship events.
- 4.4.4 All Radical models are manufactured to a standard specification and may not be altered.

4.5 Bodywork / Aerodynamics

- 4.5.1 Any aerodynamic device manufactured by Radical Sportscars for the particular model may be fitted as supplied, i.e. front splitter, front diffuser, dive planes, single plane rear wing, double plane rear wing, rear diffuser or roll bar fairing.
- 4.5.2 GROUND CLEARANCE: The minimum ground clearance is 40mm. 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 with the driver aboard. A gauge of 40mm may be used by Scrutineers before or after races or qualifying practice to check the ground clearance. Location of ride height flat patch to be determined and communicated by the scrutineers at each event.

4.6 Engine

- 4.6.1 All engine/gearbox and or clutch units are prepared by and sealed by Radical Engine Department for Radical Caribbean. All repairs and rebuilds must be undertaken by Radical Engine Department.
- 4.6.2 All competitors who have previously raced in a Radical Official Championship must have all out of season engine work carried out by Radical Engine Department before the 2020 Radical Caribbean Cup commences.
- 4.6.3 Any Competitor who has not used their car in a Radical Championship before, must make sure that their engine carries a Radical Engine Department seal before attending their first event.
- 4.6.4 Competitors not having out of season work carried out will have their Radical Engine Department engine seals inspected by the Eligibility Scrutineer prior to qualification for the first event.
- 4.6.5 Once registration for the 2020 Radical Caribbean Cup has been accepted ALL engine work for the duration of the championship must be carried out by Radical Engine Department.
- 4.6.6 Radical Engine Department 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.



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4.6.7 SR3 Class S

RPE Suzuki 1500cc Generation 1 motor
RPE Suzuki 1500cc Generation 2 motor
RPE Suzuki 1500cc Generation 3 Short Stroke motor
RPE Suzuki 1500cc Generation 4 Long Stroke motor
The starter, generator and ignition system must be fitted as standard

4.7 Cooling System

The oil and water radiators as supplied as standard by Radical Caribbean must be retained. It is permitted to tape off the radiator to control the temperature.

4.8 Induction System

4.8.1 The entire induction system must be standard for the engine as sealed by Radical Sportscars. The standard air box and filter as supplied by Radical Sportscars must be retained and used.

4.8.2 Throttle body diameters must be as specified for the following engine variants:

- a) RPE Suzuki 1500cc Generation 1 motor - 42mm
- b) RPE Suzuki 1500cc Generation 2 motor - 42mm
- c) RPE Suzuki 1500cc Generation 3 Short Stroke motor - 45mm
- d) RPE Suzuki 1500cc Generation 4 Long Stroke motor - 45mm

4.8.3 Heat resistant tape may be applied to the air box.

4.9 Exhaust System

The exhaust system including silencer must be standard as supplied by Radical Sportscars for that model and generation. Insulation wrapping of the exhaust is not permitted. Ceramic coating is not permissible.

4.10 Ignition System

The standard Radical Sportscars ECU must be retained. It is not permitted to reprogram the ECU. The Eligibility Scrutineer will on a regular basis supply a replacement ECU, which the competitor must change on request. The ECU must be in the position as supplied from the factory. Heat shielding of the ECU is free, but it must not restrict removal when required.

4.11 Fuel Delivery System

4.11.1 The standard fuel pump as supplied by Radical Sportscars must be retained.

4.11.2 Heat shrink or heat insulation of fuel lines and wiring looms or wires may be fitted. This must be easily removable for inspection, if required.

4.12 Weights

4.12.1 Cars may be weighed after qualification and again after the races as required by the Eligibility Scrutineer, or as per event's ASRs.

4.12.2 Cars will be required to meet the following minimum weights with finishing driver and driver equipment
SR3 Class S: 700kg

4.13 Suspension

4.13.1 All cars must be fitted with AVO or INTRAX shock absorbers supplied by Radical Sportscars. No internal modifications are permitted.

4.13.2 Spring rate front and rear are free. Alternative front and rear anti-roll links supplied by Radical Sportscars may be used.

4.13.3 The front and rear suspension is double wishbone. The front and rear suspension is fitted with the unique Nik-link anti-roll system.



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4.14 Transmission

- 4.14.1 The standard integral 6-speed gearbox must be used.
- 4.14.2 The Radical Pneumatic paddle operated shift system may be fitted.
- 4.14.3 The reverse drive system as supplied by Radical Sportscars must be retained and operational by the driver when seated in the driving position at all times.
- 4.14.4 The final drive system must be standard as supplied by Radical Sportscars. Drive ratios may only be adjusted by changing sprockets/gears supplied by Radical Caribbean.

4.15 Electrics

- 4.15.1 Exterior Lighting - Cars may run with or without the full lighting kit supplied by Radical Sportscars. Headlight covers must be fitted in either case. Brake lights must be fitted and in working order and must not be wired in a way that allows them to be switched off.
- 4.15.2 Rear Fog Warning Light - Radical Sportscars high intensity LED rear lamps must be fitted and be in working order. Two lights to be installed equi-spaced about the vehicle centreline, **or a single FIA centrally mounted light shall be installed.** Rear lights to be a minimum intensity of 21w with a surface area between 20 & 50cm². When Wet tyres are fitted then the car MUST run with its high intensity LED rear lights switched on.
- 4.15.3 Battery - An electrically powered starter motor, as supplied by Radical Sportscars, and battery are mandatory and must be operable by the driver when normally seated, and capable of repetitive starts.
- 4.15.4 Alternator - Must be standard as supplied by Radical Sportscars and be in working order.
- 4.15.5 Dashboard Instruments
 - a) Only Data Loggers supplied by Radical Sportscars are permitted, however these will be used for drivers' guidance only. Official times will be provided by the official timekeeper.
 - b) The fitting of a transponder is mandatory. Official times will be provided by the Official timekeeper.
 - c) The scrutineer shall have access to data and data equipment.

4.16 Brakes

- 4.16.1 The Radical 4-pot calliper front and rear, ventilated front and rear brake disc of 260mm (SR3 & SR3 RSX) diameter or an upgrade floating disc, 280mm supplied by Radical Caribbean may be fitted.
- 4.16.2 Only brake pads supplied by Radical Caribbean may be fitted.
- 4.16.3 The fitting of a cockpit adjustable bias adjuster as supplied by Radical Sportscars is permitted.
- 4.16.4 The fitting of brake duct grilles is optional.

4.17 Wheels and Steering

- 4.17.1 3-piece or 1-piece wheels supplied by Radical Sportscars.
- 4.17.2 Maximum wheel size:
Front: 15" x 8"
Rear 16" x 10 ½"
- 4.17.3 Steering wheel diameters may be changed to suit driver preference and must be supplied by Radical Sportscars.

4.18 Tyres

- 4.18.1 Only such tyres as supplied by Bushy Park Barbados and specified as the control tyre for the Radical Caribbean Cup by the Organisers may be used at all times for qualifying and races.
- 4.18.2 Control Slick Tyre: Radical Hankook F200 Race Tyre C52 Compound.
Sizes: 200/580R15 Front & 260/610R16 Rear.
- 4.18.3 Each car will be allowed to use a maximum of 6 tyres per event. For the first event of the Championship that a Competitor attends, the car MUST be fitted with four brand new slicks and have 2 spare tyres (1 front, 1 rear) that can be either new or used.



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- 4.18.4 Control Wet Tyres: Hankook Ventus Z207 Rain Tyre.
Sizes: 200/580R15 Front & 260/610R16 Rear.
- 4.18.5 Wet weather tyre quantities are unrestricted.
- 4.18.6 Serial numbers from all slick tyres used must be declared on the Radical Caribbean Cup Tyre form. All tyres must be checked by the Eligibility Scrutineer, prior to the start of qualification, or the first time of use. Should a competitor require an additional tyre(s) during the race weekend the competitor is permitted to purchase a replacement tyre(s). If the replacement tyre puts the competitor over his/her permitted tyre allocation then 7 championship points per tyre over the championship tyre allocation, will be deducted. Replacement tyres shall be declared on the tyre form.

4.19 Fuel Tank and Fuel

- 4.19.1 Type of Fuel Tank - The standard aluminium fuel tank or FIA fuel cell as supplied by Radical Sportscars for that respective model must be retained.
- 4.19.2 Pump fuel supplied by Radical Caribbean is mandatory for all official championship testing, practice, qualifying and race sessions. Compliance with this regulation will be verified by fuel testing carried out throughout the season. 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.
- 4.19.3 Fuel used must be at Ambient Temperature
- 4.19.4 Each car must have a Radical Fuel Testing 'T' piece plus a Radical dry break valve fitted to the fuel line to facilitate safe fuel testing.

4.20 Competition Numbers/Decals

- 4.20.1 Positions - Racing numbers must be affixed in accordance with Championship regulations. Championship and Sponsors decals as issued for the current year must be affixed to the vehicle as laid out in the diagram issued with those decals. Failure to comply will render the car ineligible.
- 4.20.2 Sponsor decals are to be positioned as per drawing available from Championship Co-ordinator. Failure to comply will render the car ineligible.

4.21 Suppliers

Decal packs including one complete set of numbers and any Sponsor decals will be given to each competitor FOC on receipt of completed registration form. Any subsequent backgrounds and numbers will be charged to the competitor.

4.22 Vehicle Presentation

The presentation of the car is fundamental to the profile of the championship/series, its sponsors and its audience. Therefore, in considering whether to permit any car to the 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 they may disqualify any car which they consider may prejudice the reputation of the championship/series or is otherwise acceptable. 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. A double header is regarded as one event for the purpose of this regulation.