RADICAL GULF RADICAL CUP

2026/27

GulfSport Racing LLC is the organiser and commercial rights holder and as such, develops the Supplementary Regulations that govern technical and procedural running of the championship. It is your responsibility to read 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 your investment in time and equipment to compete in the Gulf Radical Cup is best served by stability of the championship rules and strictly enforced technical standards to provide a level playing field for the drivers.

Please remember at all times that this is an amateur race series and the major reason for competing is for enjoyment – there is no prize money!



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YAS MARINA CIRCUIT

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1 SPORTING REGULATIONS – GENERAL

1.1 TITLE & JURISDICTION

The Gulf Radical Cup is organised and administered by GulfSport Racing LLC and runs under the General Regulations of the hosting circuit. It is sanctioned in accordance with the requirements of the Emirates Motorsports Organization (EMSO) National Sporting Code and incorporating the provisions of the International Sporting Code of the FIA.

Race Status: National.

1.2 OFFICIALS

1.2.1 CO-ORDINATOR & REGISTRATION / ADMINISTRATION SECRETARY:

Fred Jacobs
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PO Box 9588
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1.2.2 TECHNICAL DELEGATE:

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1.2.3 STEWARDS:

To be approved by Gulf Radical Cup. 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 Circuit Race License as a minimum and issued by an FIA affiliated ASN to score points. Drivers with licences from other ASN's around the world may compete but they must have PRIOR start permission from their home ASN to compete.

1.3.2 Drivers must be registered and have paid relevant fees for the 2026/27 Gulf Radical Cup, outstanding entry fees whether through the driver or the team will result in future entries being declined until all dues are settled.

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

1.3.4 The presentation of a car for Scrutineering at each event shall be deemed as an explicit acknowledgment and statement of compliance that the car meets the conditions of eligibility and safety as described in the Technical Regulations. In some instances, drivers may be asked to complete a self-declaration form for scrutineering. All relevant information will be communicated to the driver.

1.3.5 All cars must be presented with an up to date and valid EMSO Technical Passport.

1.3.6 Professional drivers are not eligible to take part in the championship. The decision as to whether a driver is deemed 'professional' shall be at the entire discretion of the Organisers.

1.3.7 An entrant/team license is required when a team wishes to officially enter an event, and have their name printed in the official entry list and results, as well as hold the right to talk to the event officials on the competitor's behalf.

1.4 REGISTRATION

1.4.1 All drivers must register as competitors for the Gulf Radical Cup by returning the Registration Form with the correct Fee to the Registration Secretary. The competitor signs the Registration Form thereby acknowledging and agreeing to abide by the Regulations herein.

1.4.2 Registration for the 2026/27 Gulf Radical Cup will be for:

Solo Drivers
A single driver, solely driving one car assigned to a single race number.

Driver Teams
Teams of two drivers sharing one car is defined as follows:

i) The Lead Driver must be nominated on the championship registration form.
ii) No more than two drivers per event are permitted.
iii) All drivers must be registered to that team prior to that event
iv) The nominated and registered Drivers must take part in all the events entered by the team in order for points to be scored, either as the registered pairing or solo.
v) On registration, the Team Driver pairing will be issued with a race number. That number stays with the Lead Driver. If the second driver changes Teams, then he\she will reset the points tally to zero of whatever team they join.
vi) A registered Team may use more than one car over the season and still gain points.

1.4.2 Registrations will be accepted from 1st July 2026.

1.4.3 Numbers are pre assigned by the organisers. The top three overall drivers from the 2025/26 championship will be entitled to reserved numbers.

1.4.4 The organisers and promoters of the Gulf Radical Cup reserve the right to refuse registrations at their discretion.

1.5. GULF RADICAL CUP

The Gulf Radical Cup will be contested over 7 events held at one or more of the FIA sanctioned race circuits in the GCC - dates to be provided by GulfSport Racing as directed by the organising circuit, 7 events will consist of three separate races of the Gulf Radical Cup at each Event making a total of 21 races. Where possible all events will take place over two days. Meaning day 1 is Sprint Qualifying and 2 x Sprint Races, and day 2 will be Enduro Qualifying and the Enduro Race, one Event out of the seven will host a Super Prix format race instead of the usual Enduro Race format on Sunday.

1.6 SCORING

1.6.1 Points for each race of the Gulf Radical Cup will only be scored by registered competitors as detailed in 1.4. Different points will be awarded for the Sprint races, Enduro Races and the Super Prix.

Sprint Races:

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

1 Point for each additional classified finisher in the class.

Enduro Races:

1st	80	9th	32	17th	10
2nd	70	10th	28	18th	8
3rd	60	11th	24	19th	6
4th	54	12th	20	20th	4
5th	48	13th	18		
6th	44	14th	16		
7th	40	15th	14		
8th	36	16th	12		

2 Points for each additional classified finisher in the class.

Super Prix Race:

1st	100	9th	35	17th	10
2nd	85	10th	30	18th	8
3rd	70	11th	25	19th	6
4th	60	12th	20	20th	4
5th	55	13th	18		
6th	50	14th	16		
7th	45	15th	14		
8th	40	16th	12		

5 points being awarded for fastest qualifying time in the Sprint Qualifying, 5 points being awarded for fastest qualifying time in the Enduro Qualifying and 10 points being awarded for fastest qualifying time in the Super Pole Qualifying

In the event of a two driver Team entry the additional points for pole and fastest lap will be awarded to both drivers irrespective of which driver posted the time.

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1.6.2 The points total from all Rounds of the Gulf Radical Cup held, less the competitors two lowest Sprint Race scores and one lowest Enduro Race or Super Prix score will determine the final Gulf Radical Cup points and positions.

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 Full SuperPrix points will only be awarded to drivers who race as per their season registration, meaning a single driver entry cannot add a second driver for the SuperPrix race and score points, in this case it will be classed as a new entry and the points total for this event will not apply to the previous entry.

1.6.5 The organisers will award double points for the last event the Gulf Radical Cup (race 19, 20 and 21).

1.7 AWARDS

1.7.1 All awards are to be provided by the organiser / Sponsor, Attendance during the podium ceremony is mandatory for all winning competitors wearing their racing suit, drivers failing to attend the podium will be subject to a penalty from the stewards in the form of Championship Points deduction or a Financial Fine.

1.7.2 PER ROUND:

Trophies will be awarded based on one trophy for every two competitors entered to a maximum of 3 trophies per class, including Overall and National Class

1.7.3 Gulf Radical Cup:

Championship awards (Gulf Radical Cup trophies) will be awarded to 1st, 2nd, 3rd places overall each class. All awards are to be provided by the organiser / Sponsor, this will include Top 3 overall and Top 3 National Class.

The Gulf Radical Cup will be presented to the new champion who is the highest point's scorer. The Cup will be held for 12 months from the date of presentation and returned to GulfSport in good condition on request.

'National' Class – Only drivers holding a national grade license, or drivers who have not competed in an International level race within the last 24 months will be eligible for this class, Organisers will determine who is eligible for this class. Previous 'National' Class Champions will not longer be eligible for this class. The decision as to whether a driver is deemed eligible for the 'National' Class shall be at the entire discretion of the Organisers.

1.7.4 BONUSES:

The organisers/sponsors/promoters reserve the right to provide additional awards for and during the Gulf 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. Series supplied caps will be mandatory to wear 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 and decline entry from any competitor/entrant who has monies outstanding with the organiser and/or any of their suppliers at each event and the end of season awards ceremony.

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

2.1 ENTRIES

2.1.1 Hosting circuits will provide Supplementary Regulations to all registered competitors in sufficient time for entries to be made prior to the published selection of entry dates for every event.

2.1.2 All correct and complete entries will be acknowledged to the competitors of their acceptance. Driver entries or driver pairings cannot be altered over the course of a race event/weekend, unless authorised by the organiser.

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 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.

2.1.5 Competitors must also confirm their race entry with the championship organiser at least 48 hours prior to each event at which point race entries will be closed.

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. Drivers will be fined AED 500 for late arrival and AED 1000 for not attending by EMSO. Drivers who are repeatedly late or absent for briefings could face grid place penalties for one or more races during the Event.

2.3 QUALIFICATION & OFFICIAL PRACTICE

2.3.1 There will be (where possible) a 30 minute official test session on the Friday of each event. This session is only for drivers that are signed on at that particular event and driving the car they are also signed on with. Failure to comply with this will result in a points penalty as per Appendix A. The tyre allocation for this practice is free.

2.3.2 The minimum Qualifying period to be provided will be:

i) Sprint Qualifying - 20 Minutes
ii) Enduro Qualifying - 15 Minutes
iii) Super Pole (Super Prix Event) – 2 Flying Laps

2.3.3 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 Gulf Radical Cup/series criteria and the decision of the Clerk of the Course shall be final.

2.3.4 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.

2.3.5 Every driver must complete a minimum of 1 timed lap of an acceptable pace 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. Organisers reserve the right to impose a maximum required qualified time set at 108% of the pole setting time in that session.

2.3.6 **Qualifying for Solo Driver:**
Grid position for Sprint Race 1 will be set by the fastest qualifying time in Sprint Race Qualifying. The grid for Sprint Race 2 is set by the second fastest qualifying time from that same qualifying session.

The grid position for the Enduro race will be set by the fastest qualifying time in the Enduro Qualifying session.

2.3.7 **Qualifying for Two Driver Teams:**
The grid position for Sprint Race 1 will be set by the fastest time of the Lead Driver, from the Sprint Qualifying session. That driver must start Sprint Race 1.

The grid position for Sprint Race 2 will be set by the fastest time from the second driver, from that same Sprint Race qualifying session. The Second Driver must start Sprint Race 2.

The grid position for the Enduro Race will be set by the fastest time of the Lead Driver only, set in the Enduro Race qualifying session.

Enduro Race driver starting order must be declared at driver sign on. It is the responsibility of the Drivers to make sure the Driver Declaration Form is completed.

2.3.8 In the case of Force Majeure, providing that the Driver has satisfactorily completed 3 (three) laps at a GRC Official session in that season and in a similar car at that circuit in the configuration to be used prior to the Event, it will not be necessary to complete 3 (three) laps of qualifying to qualify for the race. If this is the case, the Driver will be placed at the back of the grid for whichever race he has not completed the qualifying.

2.3.9 In the event of more than one driver posting an equal time, grid place will be determined in order of when that time was placed.

2.3.10 Any work that needs to be carried out on a car during a live qualifying session must be done in the pitlane in full view of the officials, no weight or fuel may be added at any time, if the car is pushed into the garage, it will be disqualified and will not be allowed to continue with the qualifying session.

2.3.11 A driver who has been assigned blame for causing a red flag during a qualifying session will not be permitted to rejoin the session once it has gone green again, and will automatically start from the back of the grid that said qualifying session is intended for, they will however be allowed to take part in the following qualifying session should there be one.

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2.3.12 **Qualifying for Super Prix (Super Pole)**
Please see supplementary Super Prix Regulations

2.4 RACE LENGTH

2.4.1 The organisers will set the race length for both Sprint Races at 25 minutes, the Enduro Race to be 45 minutes and the SuperPrix to be 85 minutes. The chequered flag will be shown to the race leader the first time they cross the finish line after the last minute have elapsed. 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 the formation as specified on the Track Licence for the Circuit.

2.5.2 All races will 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 60kph) on the approach to the start line. It is the responsibility of the driver on pole position to maintain a constant and appropriate speed (60kph) 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 is extinguished. It is an offence to move out of formation or overtake another car before the red light is extinguished.

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 lap 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 lap 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 Any major work to be carried out on the car while on the grid must have the authorisation of the chief grid Marshall, who will seek approval from the chief technical scrutineer. Basic work such as checking tyre pressures, checking bodywork clips or starting a camera are allowed.

2.5.7 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. Practice starts are prohibited in any form. Given that a rolling start is used, they are also unnecessary.

2.5.8 All weaving and any sudden changes in speed (including abrupt acceleration or deceleration) are strictly prohibited from the moment the leading cars begin to form up in the 2x2 grid formation on the formation lap. This requirement applies irrespective of whether the 2x2 boards have been displayed. Drivers must maintain a consistent speed and position thereafter until the signal for race start is given.

Super Prix

2.5.9 Please see supplementary Super Prix Regulations

2.6 PITS, PADDOCK AND PITLANE SAFETY

2.6.1 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 and the manor of which driven in the pit lane and the manor of which they enter and exit the pitlane. Driving the car under its own power into the pit garage is also not permitted.

2.6.2 No refuelling can take place in the pit-lane at any time what so ever. Unless during the SuperPrix, clarification on this will be in the Supplementary SuperPrix Regulations.

2.6.3 Pitlane speed limit is set at 60KPH for all official sessions, this will be monitored by officials at all times. Please note that its standard procedure to have lower speed limits for practice sessions, so please take care to observe pitlane speed signs.

2.6.4 Note that the driver is responsible for the actions of its team. Teams are not allowed to drive cars in the pit lane or paddock. Please also ensure that your team adhere to the supplementary regulations of the hosting circuit in regard to this.

2.6.5 If for whatever reason you need to enter the pitlane for technical issues or repairs, that work must be carried out in the working lane of the pitlane, if a driver is to leave the car or undo their belts they will be forced to retire immediately and will not be allowed to rejoin the race. If the car is pushed into the garage in order to undertake repairs, they will be forced to retire immediately and will not be allowed to rejoin the race.

2.6.6 Following a pitstop for technical repairs, you may be held at the end of the pitlane under red light conditions to ensure you are released onto a clear track, should you cause any hindrance once rejoining or cannot keep an adequate pace you will be black flagged and could be subject to further penalties or points deductions.

2.6.7 Queuing at the pitlane exit before the start of an official Qualifying or Race session is not permitted, cars may be pushed out of their designated garage and placed at a 45 degree angle in the working lane and may not leave until the session has started (green pit exit light). This does not apply when a session is red flagged, in that case queuing at the pitlane exit is permitted.

2.7 PIT STOPS (Enduro Race Only)

2.7.1 After 17 minutes of racing a 'Pit Lane Open' warning sign will be displayed at the control line to the first car that passes the sign. It remains displayed for the entire Pit Lane Open period. After passing the displayed board, competitors may enter the pit to make their mandatory pit stop. This stop must be made (ie. Car has entered the pit lane) within a time period which will be 9 minutes from when the pitlane opened, after which time the Pit Lane Closed sign will be displayed at the control line

2.7.2 If a Safety car is in operation whilst the pit lane open sign is displayed drivers may enter the pits in order to affect their pit stop. However, they must still have passed the 'Pit Lane Open' sign in order to enter the pits. In the event of a Safety Car being deployed during the Pit Open window an additional 6 minutes will be added to the Pit Open time. Should the safety car enter the pits before the end of the pit open window the additional 6 minutes will remain.

2.7.3 Should a competitor begin i.e. enter the pit lane, for their mandatory pit stop prior to the "Pit Lane Open" sign being displayed or before passing that sign then a Drive through penalty will be issued. This penalty is to be taken as a separate action and not as part of the pit stop.

2.7.4 Should a competitor begin (i.e. enter the pit lane) for their mandatory pit stop after the "Pit Lane Closed" sign being displayed then a Drive through penalty will be issued. This penalty is to be taken as a separate action and not as part of the pit stop.

2.7.5 This mandatory pit stop will be monitored by the Official Timekeepers by means of circuit cameras and pit lane marshals using stopwatches. The pit stop duration will be the time that the car is stationary in the pits and not the pit-lane loop to loop time or a combination of the aforementioned

2.7.6 Failure to make a mandatory pit stop will lead to exclusion of the competitor(s) concerned from the results of the race.

2.7.7 For the avoidance of doubt, once the pit stop has commenced (entered the pit lane), under the "Pit Lane Open" sign conditions there will be no penalty for not completing the pit stop (exiting the pits) after the "Pit Lane Closed" sign being displayed

2.7.8 If for reasons a car needs to "pit" just before the opening of the designated pit open window and is then ready to leave within the window, it must rejoin the circuit and pass the 'Pit Lane Open' sign before returning to the pit lane to do the mandatory stop. It is not possible to claim that being stationary before the pit open window commenced will count towards the stopping requirement.

2.8 PIT STOP PROCEDURE (Enduro Race Only)

2.8.1 All seatbelts must remain fastened until the car has stopped and refastened before the car pulls away

2.8.2 Whilst the car is stationary the engine MUST be switched off if you are a two driver team and you are performing a driver change

2.8.3 During the designated pit stop window, cars must enter the pit lane and stop in the designated area (as outlined in the drivers briefing) adjacent to their team and switch off the engine, remaining stationary for a minimum of the driver performance equalised duration outlined in 2.8.4

2.8.4 The Pit Stationary time will be 45 seconds for all cars. A supplementary pit stop time (success penalty) will be added to the 45 seconds, based on the finishing position in the previous Endurance Race. Such additional time will be calculated as follows:

1st place add 20 seconds
2nd place add 15 seconds
3rd place add 10 seconds
4th place add 5 seconds
5th place add 5 seconds

Success penalties will not accumulate and will be based solely on the previous round finishing position.

2.8.5 The mandatory pitstop time (plus any accrued time) will be monitored by official time keepers by way of designated circuit CCTV, or GRC official pitlane camera.

2.8.6 For the first Endurance Race of the Series, all cars will have a 45 second pit stop and no success penalty will be applied.

2.8.7 In the case of a single driver, it is not mandatory to switch off the engines.

2.8.8 Work may be carried out on the car during the pit stop by 2 team members. A third Team Member may be responsible for the Timing and the Safe Release back into the Live Pit Lane but MUST NOT WORK on the car. For the avoidance of doubt "work" is defined in these regulations as "being in contact with any part of the car or driver". In the event of a two-driver entry the second driver may assist with re fastening of seat belts of his/her co driver, while two team members can also be in contact with the car. Once that is complete, they must safely move away from the car.

2.8.9 If the number of team personnel working on the car exceeds this limit, then the Team will receive a "Drive thru" penalty. This action is to be taken as a separate action and not part of the Pit Stop.

2.8.10 If a car fails to re-start after its mandatory pit stop time has elapsed, as many Technical Staff as required are allowed to attempt to push-start the car until the engine fires. However, the safe release is ultimately the responsibility of the Team Manager.

2.8.11 Any release judged by a) Pit Lane Marshals b) Scrutineers c) official observers to be deemed as "unsafe" will receive a drive through penalty.

2.8.12 If a car needs to "pit" at a time other than the designated window for technical reasons, such as repairs to damaged bodywork, tyre punctures or engine issues, there will be no limit on the number of personnel allowed to work on the car. If this occurs during the pit stop window, this will not count as their pitstop. They must exit the pits and enter again for the pit stop.

2.9 RACE STOPS

2.9.1 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 Fermé. 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.

2.9.2 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. 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.

2.9.3 If the leader at the time of the Red Flag/Lights being displayed has completed 2 laps but less than 75% 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.

2.9.4 If at the time of showing the red flag the leader has completed more than 75% 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.

2.9.5 Should any race length be reduced at the discretion of the Clerk of the Course, it shall still count as a point scoring round.

2.10 TIMING MODULES

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 the host circuit for repair or replacement of the modules due to accident damage, misuse or loss at any time during the season.

Any competitor with a permanently wired in transponder is permitted to use it, but you must declare the transponder number at sign on. Failure to do this might result in lap times in qualifying not being counted while time keepers assign the number to your entry.

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.

2.11 RESCRUTINY

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.

2.12 Parc Fermé

After both Sprint and Enduro Qualifying sessions all cars must proceed to Parc Fermé at the start of the pitlane, as directed by circuit officials.

After every race, all cars also need to proceed to Parc Fermé at the start of the pitlane, as directed by circuit officials.

Team members must not touch the car in anyway until directed to do so by officials while in Parc Ferme. They may only assist to push cars on and off the weigh bridge. Any work reported while in Parc Ferme by officials will result in a 10-place penalty for that race.

Any car and driver that has finished either Qualifying session early and returned to the pitlane must assume Parc Fermé conditions once the session has officially ended, they must then present both car and driver to Parc Fermé. Cars may have a Parc Fermé sign placed on them to indicate they are under Parc Fermé conditions. Drivers must remain with their car until the technical scrutineer has released them or instructed otherwise.

2.13 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. For the sake of clarity drivers must pass the chequered flag to be counted in the final results.

2.14 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.

2.15 Safety Car

2.15.1 The Clerk of the Course reserves the right to introduce a Safety Car at any time during a race.

2.15.2 The car will be marked "SAFETY CAR" and will have at least two flashing lights on the roof.

2.15.3 The Safety Car will be driven by a competent driver appointed by the hosting circuit and crewed by a Safety Car Observer who will be in permanent contact with the Clerk of the Course.

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2.15.4 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.

2.15.5 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.

2.15.6 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 signalled 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.

If the Clerk of the Course deems it necessary to allow a competitor to pass for whatever reason, the observer in the safety car will wave with their out stretched arm to indicate to pass. This message only applies to the competitor immediately behind the safety car. If another competitor is needed to pass the signal will be repeated. These competitors, once passed can proceed with caution to rejoin the back of the train of cars.

2.15.7 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 points 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.

2.15.8 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.

2.15.9 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.

2.15.10 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.

2.15.11 The Clerk of the Course may impose a penalty upon any competitor 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.

2.15.12 Performing a Drive Through penalty while the Safety Car is in operation is not permitted, such penalties must be served after the Safety Car period has ended and the race is under Green flag conditions.

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2.16 ABANDONING CAR ON TRACK

If any Driver experiences a serious mechanical problem at any stage, they must leave the track as soon as it is safe to do so and park in a position of relative safety. The car must be left in neutral and any removable steering wheel must be reattached before the Driver gets himself behind the protective safety barriers. The Driver should stay with the car to assist recovery crews with the task of bringing the car back to the pits at the end of the session.

If there is a chance of a fire on board the car, drivers, if possible, must make best endeavours to drive the car to the nearest fire point these are marked clearly around the track with a large red boards, marked FIRE. Drivers should take note of these positions on their out lap as all circuits are different.

Once the driver has released their seat belts, they can no longer rejoin the race.

2.17 STEERING WHEEL PROTOCOL

It is mandatory for drivers to always re-attach the steering wheel when they depart the cockpit. This applies at all times of the event excluding when in their own garage, or parked outside. The organiser can impose a fine of AED 500 if this is not done as reported by an official or organiser of the series.

2.18 SPARE CARS

A change of car is permitted with the agreement of the Race Director. A request must be put in writing and handed to the clerk of the course. The replacement car must be scrutineered before use. Any penalty will be at the sole discretion of the Race Director otherwise the driver will take up their allowed grid position.

2.19 TRACK USAGE LIMITS

1, Drivers must use the track at all times.

2, For the avoidance of doubt the white lines defining the track edges are considered to be part of the track but the kerbs are not.

3, A driver will be judged to have left the track if no part of the car remains in contact with the track.

4, Should a car leave the track the driver may rejoin, however, this may only be done when it is safe to do so and without gaining any advantage. If an advantage is gained during a race, and a place is taken, this place must be given back if the car overtaken has continued at racing speeds.

5, A driver may not deliberately leave the track without justifiable reason.

2.20 DEFENDING A RACE POSITION

1, More than one change of direction to defend a position is not permitted. Changes of direction to warm tyres under green light racing conditions is not permitted.

2, Any driver moving back towards the racing line, having earlier defended his position off-line, should leave at least one car width between his own car and the edge of the track on the approach to the corner.

3, Any driver defending his position on a straight, and before any braking area, may use the full width of the track during his first move, provided no significant portion of the car attempting to pass is alongside his / hers

4, Whilst defending in this way the driver may not leave the track without justifiable reason.

5, For the avoidance of doubt, if any part of the front tyre of the car attempting to pass is alongside the rear tyre of the car in front this will be deemed to be a 'significant portion'.

6, Manoeuvres liable to hinder other drivers, such as deliberate forcing of a car beyond the edge of the track or any other abnormal change of direction, are not permitted.

2.21 General Driving Standards and Conduct

Drivers must respect the right of other competitors to "racing room". Drivers are responsible to avoid physical contact between cars on the race track.

Each competitor has a right to "racing room", which is generally defined as "at least three quarters of one car width", or "sufficient space on the racing surface that under racing conditions, a driver can maintain control of his car in close quarters".

Abrupt changes in direction that impede or affect the path of another car attempting to overtake or pass may be interpreted as an effort to deprive a fellow competitor of the right to racing room.

If a driver chooses to make an overtaking manoeuvre by out-braking the other competitor, they assume responsibility for the outcome of that manoeuvre if it is considered to be a 'lunge'. For the avoidance of doubt, the definition of 'Lunge' is taken as a manoeuvre where the overtake starts after the lead competitor has started to brake, and the other competitor 'lunges' from a decent distance behind. It is assumed that in this kind of manoeuvre the driver being overtaken would have no way of knowing the other drivers' intentions, as their focus will have shifted to the corner, rather than competent well behind them.

Any driver, deemed by the Clerk of the Course (COC) displaying reckless and dangerous driving may be penalised. The COC shall determine the course of action.

Drivers must obey all flags and direction from officials at all times. Drivers must also adhere to track limits at all times.

Drivers must also follow the EMSO code of conduct as outlined in Section 4 of the National Sporting Code, any breach will be dealt by the stewards and reported to EMSO National Disciplinary Court for further review.

2.22 Protests and Appeals

The full procedure for protest and appeals can be found in the EMSO National Sporting Code. However here are the key steps to making a protest:

1 - Protests must be submitted, in writing, by the competitor not later than 30 minutes after the provisional results are published.

2 - The protest must be submitted along with the UAE Protest Fee of AED 1500.

3 - If the protest is successful, then the AED 1500 is returned, if unsuccessful the fee is not returned.

4 - In the event of an unsuccessful protest the competitor will have the right to appeal. This process of appeal is explaining in the EMSO National Sporting Code – Section 10.

2.23 Team Conduct

Whilst the onus of responsibility for these regulations and activities conducted over a race weekend is on the driver, there are some rare circumstances where matters are not controlled, affected, or overseen by the driver, and do not directly relate to the performance of the car.

In these cases, the responsibility becomes that of the team (Entrant), and where it would be unfair to penalise the driver. In this situation, the team will be issued a financial penalty, as the conduct/actions of the members of that team remain under their responsibility. Examples of such situations (but not limited to) include team paddock conduct, unsafe operations, and leaving equipment on cars when going on to the track.

Penalties issued are at the sole discretion of the stewards, but may start at AED500 and increase depending on the severity of the infringement or the frequency of such infringements.

In the event the Driver is not entered as a Team (entrant) with a valid Entrants License, this penalty will be applied to the Driver.

3 GULF RADICAL CUP - RACE PENALTIES

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

3.1.1 As per any Judicial Procedure Regulations published by the EMSO.

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

The Gulf Radical Cup organisers 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 Gulf Radical Cup into disrepute. This may include individual race bans, loss of points, awards, and/or season awards or exclusion from the Gulf Radical Cup. In cases of repeated offences, the Gulf Radical Cup Stewards reserve the right to exclude any other competitor from a fixed number of races or from the Gulf Radical Cup. In such cases no other competitor's score shall be adjusted.

The championship organisers reserve the right to view data from any source on the car if data logging equipment is fitted, this includes the ECU and any camera equipment.

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 behaviour, on or off the track, in a manner considered to have brought the Gulf Radical Cup into disrepute, the Gulf Radical Cup co-ordinator will be entitled to request that the Gulf Radical Cup 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 Gulf Radical Cup. If no penalty is given a written warning may be given (sporting or technical), further written warning may result in a penalty.

Cars which have sustained severe body damage or whose appearance is judged by the Clerk of the Course or Gulf Radical Cup Stewards to be below an acceptable standard may be excluded from the grid

Competitors are expected to affect repairs from previous accident damage prior to presenting their car for Scrutineering. If necessary, an instruction to carry out repairs prior to the next event will be issued by the Gulf Radical Cup Organisers.

3.2 INFRINGEMENTS OF TECHNICAL REGULATIONS

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

Minimum Penalty: Should a vehicle be found ineligible after qualifying, but subsequently be approved before the race, the vehicle will have all its qualifying times disallowed. The Clerk of the Course may permit the competitor to start from the pit lane exit.

3.2.2 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 Gulf Radical Cup score
(b) Be excluded from the event forfeiting all Gulf Radical Cup points, prize money and other awards.

For any infringement deemed to be of a more serious nature, the Clerk of the Course and/or 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).

EMSO

3.2.3 Specific Penalties

See Appendix A

4 TECHNICAL REGULATIONS

4.1 INTRODUCTION

The following Technical regulations are set out by the organisers of the Gulf 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**.

The word 'standard' used within these technical regulations as a description of components is to be interpreted as: -

The specified component from Radical parts list, fitted in their original position and as supplied, unless specifically stated in these regulations. **Appendix B is a Scrutineering Guide, and governs what parts are allowed for which model of car.**

No modifications permitted beyond the repair or adjustment processes specified by the manufacturer.

SCRUTINEERING

The organisers Eligibility Scrutineer will attend all rounds of the Gulf Radical Cup and is available to provide advice as well as ensuring that the regulations are strictly enforced to ensure fair play.

All Gulf 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 drivers 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 Appendix A of these regulations.

Scrutineering may take place at any point during the Event, generally all cars and drivers taking part in Official Sessions will require scrutineering at the end of said session. Failure to present for Scrutineering will lead to penalties.

EMSO

4.2 GENERAL DESCRIPTION

4.2.1 The Gulf Radical Cup is a controlled one make race series.

The only cars eligible for entry Gulf Radical Cup are:

Class A
Radical SR3 (Supersport, RS, RSX, XX & XXR) – with sealed RPE supplied 1500cc engine. *

Invitation Class
All Radicals that do not conform with the standard technical regulations set out in the Gulf Radical Cup regulations. This will be a non-points scoring class, and entry will be at the discretion of the organiser

Only genuine Radical cars, spare parts, tyres, wheels, upgrades and accessories from the official Radical Parts List may be used/fitted.

The Gulf Radical Cup runs on serialised 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.

**** Any car entered into Class A without an RPE engine seal will not be eligible for series points, but may feature in results and collect a trophy.***

FMSO

4.2.2 EXAMINATION OF VEHICLES

The organisers reserve the right, before or after any Official Session in the Gulf Radical Cup, 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 discretion. 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 Gulf Radical Cup unless the car is found to be in breach of these regulations.

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. 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 designated facility.

4.3 DRIVER SAFETY REQUIREMENTS

4.3.1 The Frontal Head Restraint (FHR) system is mandatory for all drivers in the Gulf Radical Cup. This will be with accordance with FIA Technical list 29.

All race wear (race suit, boots, gloves, balaclava, undershirt, long johns and socks) must show at least FIA standard 8856-2000 and must be in a satisfactory condition. Suits can be no older than 10 years of age.

Full face helmets are mandatory. And must have certification in accordance with FiA Technical list 25.

4.3.2 The car must be fitted with 6 point FIA harness, of standard 8853-2016. Belts have a 5 year validity from the date of manufacture.

4.3.3 The car may be fitted with the original twin GPR seat, or optional single GRP or carbon fibre seat. The seat must be attached to the car is 6 places.

4.3.4 The car must be fitted with a minimum of a fire suppression system from FIA Technical list 16, approved use on open cockpit single seater/Sports prototype cars. The system must be pressurised and have a valid service label. A sticker should be located on the outside of the cockpit to mark the location of the activation button/pull cable for the fire suppression system.

4.3.5 Rear view mirrors must be in accordance with FIA Appendix J - Article 253 Section 9 (Art.9)

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 standard factory fitted Radical crash box must be fitted for Gulf Radical Cup events.

Chassis repairs and certain strengthening work may be completed locally by teams, however they must receive approval from either GulfSport Racing or the Championship Technical Scrutineer for said work to be carried out, and will only be permitted to compete if both parties are satisfied with the work. Teams who have already carried out chassis works previously must inform either GulfSport or the Championship Technical Scrutineer ahead of racing in or to seek clearance and to avoid disqualification.

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 for Gulf Radical Cup events.

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

4.5.1.3 EXTERIOR:
The standard-spec front splitter (either high or low) or diffuser must be fitted.

The standard rear wing as supplied by an official Radical distributor must be retained. Its angle of attack may be adjusted using the integrated adjustable fixings.
SILHOUETTE: none.

STATIC GROUND CLEARANCE:

4.5.1.4 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. The only exception to this is breather pipes, and wooden skid blocks.

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 bodywork complete and unaltered from the specification of Radical Motorsport Ltd, the vehicle manufacturer, must be used unless supplied by an official Radical distributor.

4.6 ENGINE

All engines/gearbox/clutch units are prepared by Radical Performance Engines (RPE).

The starter and generator system must be fitted as standard.

4.6.1 PERMITTED MODIFICATIONS

NONE. Engine must be supplied by as the standard build list of RPE

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 as standard by 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 carburettors, throttle bodies, ram-air box & filter must be standard for the engine. Any SR3 built before April 31st 2014 cannot be fitted with the 45mm RSX/XX throttle bodies.

4.6.6 EXHAUST SYSTEM:

The exhaust system including silencer must be standard for the engine as supplied per the official Radical Parts list. Any SR3 built before April 31st 2014 cannot be fitted with the RSX/XX exhaust system.

4.6.7 IGNITION SYSTEM:

The standard official Radical supplied ignition must be retained. It is not permitted to reprogram the ECU. No additional engine management systems can be used of any kind.

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 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 an official Radical distributor, any damper that comes with an Intrax Seal from the factory, should retain this seal in order to avoid penalties.

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 an official Radical distributor, may be used.

4.7.2 MODIFICATIONS PROHIBITED:

All dampers must be either Avo or Intrax, no internal modifications are permitted

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 6-speed gearbox must be used.

Drive is via a Quaife-built gear drive system. Interchangeable gears are available from an official Radical distributor. Gear drive oil cooler is recommended. Optional pneumatic paddle shift system is allowed. Not modifications are permitted.

4.8.1 MODIFICATIONS PERMITTED:
None.

4.8.2 MODIFICATIONS PROHIBITED:

Alternative gearbox ratios are prohibited other than those supplied by an official Radical distributor.

4.9 ELECTRICS

4.9.1 EXTERIOR LIGHTING:

A full race lighting system may be fitted in original light pod location. At the agreement of the organiser non-standard parts may be used here, lighting will be mandatory on all cars for night sessions for safety purposes.

4.9.2 REAR FOG WARNING LIGHT:

Optional.

4.9.3 BATTERY:

A standard electrically powered starter motor and battery are mandatory and must be operable by the driver when normally seated and capable of repetitive starts. The brand and type of battery is free and does not have to be of standard specification. The battery must be installed in its original intended position.

A clear, visible sticker indicating the location of the battery isolation switch must be fixed outside the cockpit.

4.9.4 ALTERNATOR:

Must be standard as supplied by an official Radical distributor, and be in working order.

4.9.5 DASHBOARD INSTRUMENTS:

The original solid state dashboard, Steering wheel Instrument System, AIM Logger system as supplied by an official Radical distributor are all permitted. Other data loggers may be used at the discretion of the organiser. Official times will be provided by the official timekeeper. The fitting of the official timing transponder is mandatory.

4.9.6 PIT TO CAR RADIOS

Pit to car radio systems are permitted. However drivers are responsible to obtain the correct TRA licence to use their radios.

4.9.7 ONBOARD CAMERAS

All competing cars must have an in-car camera fitted

a) The camera must be mounted at the approved location, with an unobstructed view of both the driver's hands on the steering wheel and the forward field of view from the cockpit.
b) The camera must be operational with available memory to hold enough footage for the entirety of the next on-track session.
c) The memory card must be marked with the racing number of the car.

d) Following any session the Clerk of Course or Stewards may request to review footage from any cameras, including non-official on-board cameras.
e) Competitors may not delete or modify any video footage collected.
f) Only Championship Officials may touch the recording device or remove the memory cards from the cameras once a track session has commenced or whilst the cars are in Parc Fermé.
g) Failure to abide by any of the above may result in penalty.

h) The Championship Scrutineers may inspect cameras before the track session and will inform both the team/driver and Clerk of the Course of inoperable cameras.
i) If a memory card is removed from the camera by a Team member or Driver during an Official Track Activity i.e. during a pit stop within qualifying or racing, or while the car is parked in Parc Fermé, without the permission of the Clerk of Course this will be notified to the Clerk of Course and a penalty may be applied.
j) In the event that no data is available on request (other than due to a proven defect with the equipment) penalties may be applied. The burden of proof to establish the cause of such failure to record will lie with the Competitor.
k) The Clerk of Course reserves the right to request footage from any in-car cameras. In these instances, the footage will be obtained by Radical Championship Officials for review.

TELEMETRY

4.9.8 The use of live telemetry is forbidden, using or receiving live information from a vehicle other than video and the information which is standard on onboard videos (ie. Throttle/Brake position and gears) is not permitted and drivers will be subject to penalties.

4.10 BRAKES

Standard four-pot callipers and brake rotors

Only pads supplied by Radical or GulfSport Racing are allowed. See official scrutineering guide for specifics.

4.10.1 MODIFICATIONS PERMITTED:

To assist with cooling in the hot climate of the UAE and to ensure brake safety. Larger brake ducts, cooling hose and upright duct may be used. This must be Radical supplied parts:
Front Duct Intake - BE0093/G3 & BE0092/G3, Brake Duct - BE0032/C1 & BE0033/C1
62mm Hose - BE0050

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:

Only standard cast centre lock wheels as supplied by an official Radical distributor are allowed. See official scrutineering guide for specifics.

4.11.2 PROHIBITED OPTIONS:

No modifications are permitted.

4.11.3 DIMENSIONS:

Radical SR3 - Front 15" × 8.0" & Rear 16" × 10.5"

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

4.12 TYRES

4.12.1 SPECIFICATIONS:

Slick Tyres:
Front: 200/580/R15 C52
Rear: 260/610/R16 C52

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

In the case that the track is declared Wet, tyres will be available from the promotor. However, this will be limited stock and on a first come first served basis. Competitors are encouraged to pre order a set of wet weather tyres at the start of the season.

EMSO

4.12.2 NOMINATED MANUFACTURE:

Only Hankook tyres are permitted.

4.12.3 The use of a Control Tyre Registration Form will be used. This will be presented to the driver at sign on. All serial numbers of tyres supplied by GulfSport Racing are known.

4.12.4 There is a limit on the number of tyres that can be used in a race weekend. This will be 8 slick tyres per entry, either new or used. If extra tyres are required (due to puncture or flatspot for eg) during the event then these must be declared to the GRC secretary of the meeting. Replacement tyres must be of equal or lesser condition than the damaged tyre before damage was incurred. A new tyre may be used, this will come with a 2 place grid penalty for each new tyre, If the sum of the grid penalty applied (in the case of multiple tyres damaged) is greater than the number of places to the back of the grid, you will take a back of the grid start. The penalty cannot be carried over to any other race, tyres can only be replaced at the agreement of the Chief Technical Scrutineer.

Tyres to be used must be declared on the tyre declaration form and be handed to the competition secretary before the first qualifying session takes place. Use of tyres not declared on the designated form or late submission of this form will lead to possible disqualification. There is no limit to the amount of wet weather tyres that can be used.

4.13 MINIMUM WEIGHT LIMIT

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

Class A
Radical SR3 (all types) – 710kg

Invitation Class
No Limit

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 Fermé 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 (98 Octane) available to the general public is permitted. We reserve the right to mandate the use of control fuel or pump fuel. 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:

The standard aluminium fuel tank or valid FIA fuel cell as supplied by Radical Sportscars for that respective model must be retained.

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 and specified as standard by an official Radical distributor may be used.

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 staff. Failure to comply will render the car ineligible for the Gulf Radical Cup.

5 COMMERCIAL UNDERTAKINGS

5.1 Contacts

GulfSport	General Enquiries	info@gulf-sport.com
	Martin Hope	martin.hope@gulf-sport.com
	Fred Jacobs	fred.jacobs@gulf-sport.com

EMSO

VEHICLE PRESENTATION

5.1.1

The presentation of the car is fundamental to the profile of the Gulf 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 Gulf 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.

Gulf Radical Cup – Conditions

Car Preparation

The Gulf Radical Cup is a series of high-speed testing, qualifying and races, which put a considerable strain on the car (and driver). It is therefore essential that your Radical is race prepared to the highest standard.

It is a condition of the Gulf Radical Cup that all teams prepare their cars to a high standard and heed the advice given by GulfSport, thus ensuring maximum reliability and safety.

Team Wear

It is GulfSport's objective that the Gulf 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 teamwear while working on the cars in the paddocks, and throughout the race weekend.

Driving Standards/personal conduct

The whole purpose of the Gulf 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 Gulf 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 Gulf 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.

Car Livery and Appearance

It is a condition of the Gulf Radical Cup that cars are presented at the circuit looking first class! All accident repairs must be professionally carried out. No car should be presented for scrutineering with duct tape or badly repaired bodywork. It is recommended that all teams keep a fully liveried nose section as spare in case one of the drivers has a small lapse in concentration and damages the front.

Any Gulf Radical Cup sponsors decals required on the car will be the subject of a separate bulletin.

Spares Support

Full payment for all spares, on receipt of goods, is a condition of entry to the Gulf 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

Communications

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

APPENDIX A

Applicable Regulation	Infringement	Minimum Penalty*	
2.2	Arriving late for the Drivers Briefing	A Fine Of 500 AED	
2.2	Failing to attend the Drivers Briefing	A Fine Of 1,000 AED	
3.1.1	3 formal penalties given by stewards.	Deduction of 25 Championship Points	
Applicable Regulation	**Infringement**	**Practice or Qualifying**	**Race**
Section 4	Breach of Technical Regulations	Minimum; Deletion of All Practice Times and Start from Pit Lane for Next Race	Exclusion
2.3.4 / 2.9.1	Overtaking or failing to slow down sufficiently under Yellow or Red flags / light signals.	Delete Fastest Lap Time	Drive Through Penalty
2.21	Continuing to drive on the circuit for more than 2 laps after being shown the Technical Flag (Black with Orange Disc)	Black Flag / Disqualification	Black Flag / Disqualification
2.21	Continuing to drive on the circuit for more than 3 laps after being shown the Black Flag	Placed to the Back of the Grid	Exclusion
2.21	Continuing to drive on the circuit for more than 3 laps after being shown the Drive Thru Penalty Board	N/A	20 Second Time Penalty + Circuit Specific Pitlane Loop to Loop Time
2.21	Causing an avoidable collision	Start from Pit Lane for the Next Race	20 Second Time Penalty
2.19	Gaining an advantage by exceeding track limits or short-cutting or otherwise repeatedly exceeding track limits	5 Place Grid Penalty for the Next Race	10 Second Time Penalty
2.19	Re-joining the track in an unsafe manner and/or not complying with re-joining instructions issued at the Drivers Briefing	Start from Pit Lane for the Next Race	10 Second Time Penalty
2.20	Blocking, squeezing, or weaving to gain an unfair advantage or otherwise preventing a legitimate overtaking manoeuvre. Forcing another driver off track	3 Place Grid Penalty	10 Second Time Penalty

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2.15	Overtaking under Safety Car conditions or otherwise failing to follow Safety Car procedures.	N/A	Drive Through Penalty
2.21	Persistent or repetitive breaches of driving standards over the course of a session or sessions and/or races at the same event	3 Place Grid Penalty	10 Second Time Penalty
2.7.1	Entering pit lane for the mandatory pit stop – before passing the PIT WINDOW OPEN board.	N/A	Drive Through Penalty
2.3.7	Failure to comply with the correct driver order for any race.	N/A	10 Second Time Penalty
2.8.3 / 2.8.4	Not complying with the allocated minimum mandatory pit stop time	N/A	The Time Difference Between the Actual Pit Stop Time and The Allocated Pit Stop Time + 15 Second Time Penalty
2.7.6	Failing to stop for the mandatory pit stop	N/A	Exclusion from race
2.7	Performing the mandatory pit stop outside the designated pit open window.	N/A	Drive Through Penalty
2.8.1	Unfastening seat belts before coming to a complete halt or not fully fastening seat belts before the car moves off during a pit stop	N/A	10 Second Time Penalty
2.8.2	Failing to switch off the engine during the mandatory pit stop	N/A	10 Second Time Penalty
2.8.8	Exceeding the number of team personnel permitted to work on the car during the mandatory pit stop	N/A	Drive Through Penalty
2.8.11	Unsafe release from pit box	N/A	Drive Through Penalty
2.9.1	Entering pit lane while the race is suspended	N/A	Restart from Pit Lane
2.6.1	Driving a car under its own power into the pit garage. Otherwise allowing a car to obstruct another pit box or the pit lane itself.	5 Place Grid Penalty	10 Second Penalty or At Stewards Discretion
2.6.2	Unsafe refuelling (at any time)	3 Place Grid Penalty	3 Place Grid Penalty for the Next Race

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2.5.2 / 2.5.7 / 2.5.8	Formation Lap infringements	N/A	10 Second Time Penalty
2.5.2 / 2.5.8	Being out of position at the display of the 2 X 2 Board on the Formation Lap and / or at the race start	N/A	10 Second Time Penalty
2.5.2 / 2.5.8	Jump start, including prematurely breaking the 2 X 2 formation or causing a False Start	N/A	Drive Through Penalty
2.12	Un authorised work carried out on a car during Parc Fermé conditions.	10 place grid penalty for Q2	10 place grid penalty for next race

2.21	Failing to adhere to the Driving Standards expected of a reasonably competent driver.	Start from Pit Lane for the Next Race	20 Second Time Penalty
2.21	Disobeying the Blue flag or otherwise impeding another car while being lapped	3 Place Grid Penalty	10 Second Time Penalty
2.6.1	Entering pit lane unsafely Exiting pit lane unsafely including crossing the pit exit Blend Line while exiting pit lane	3 Place Grid Penalty for the Next Race	3 Place Finish Place Penalty
2.6.1	Driving the wrong direction in pit lane or circuit / reversing in pit lane	Exclusion from Next Race	Exclusion from Race
2.16 / 2.17	Failing to re-attach the steering wheel and / or leaving a stranded car in neutral gear or otherwise delaying the recovery of a stranded car	3 Place Grid Penalty for the Next Race	3 Place Grid Penalty for the Next Race
2.21	Driving in a manner incompatible with general safety	Start from Pit Lane for the Next Race	20 Second Time Penalty
2.5.7	Performing an unsafe or illegal practice start	3 Place Grid Penalty	Drive Through Penalty
2.6.3	Exceeding the pit lane speed limit	3 Place Grid Penalty	10 Second Time Penalty
2.6.1	Ignoring a Red pit lane exit signal	3 Place Grid Penalty	Drive Through Penalty
2.5.6	Conducting unauthorised work on a car on the starting grid or otherwise causing an unnecessary delay to the start procedure	N/A	10 Second Time Penalty

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Applicable Regulation	Infringement	Penalty
1.7.1	Failing to attend Podium	10 Point Deduction or AED1,000 fine

* **NOTES RELATING TO APPENDIX A**

The above penalty catalogue provides a 'RECOMMENDED GUIDE' as to how penalties will generally be applied to competitors for specific offences. However, each incident must, by necessity, be judged on its own merits and additional penalties may be applied by the Senior Officials as they deem fit, with harsher penalties likely for repeat offenders.

Where appropriate penalties cannot be applied to the session/race in which the offence occurs the Clerk of the Course & Stewards reserve the right, at their sole discretion, to carry forward a representative penalty to the driver's next session, race or event. This may involve invoking grid place penalties or alternative sanctions as circumstances dictate, including the deduction of Championship points.

Where it is established that Competitor A has been disadvantaged as a direct result of the actions of Competitor B, the Senior Officials will often look to redress the disadvantage by penalising Competitor B such that [as a minimum] he/she finishes behind Competitor A in the final race classification, even if such a penalty is outside the guidelines given above.

In all cases, the Clerk of Course / Stewards will formally notify the driver of the offence, the resulting penalty decision, and the intention to carry forward the penalty to his/her next session, race, or event.

Driving Standards and conduct will be monitored throughout the Championship and offences recorded. Persistent misconduct is likely to result in the additional deduction of Championship points.

Causing an Avoidable Collision;

This is where one car, regardless of its position on or off the track, and regardless of the proximity (or not) of other cars, and regardless of whether any contact occurred, is deemed to have been responsible for causing a collision. Only the consequences of the incident are relevant in judging whether an advantage has been gained or not.

An advantage is gained if (either/or):

- The driver gains time or (a) position(s) and the previous order is not restored during the same lap.
- Another driver(s) suffers a loss of time or position or fails to finish as a direct result of the incident.

Terminology

Other terminology that may be used by senior officials when referring to driving standards are:

Careless Driving	Driving that departs from the standard of a competent driver.
Reckless Driving	Driving involving an unintentional action by a driver which creates serious risk to others
Dangerous Driving	Driving involving any intentional action by a driver which creates serious risk to others