



RADICAL CUP NORTH AMERICA

2026 SPORTING REGULATIONS

VERSION 3
April 10, 2026

TABLE OF CONTENTS

1.	REGULATIONS	3
2.	GENERAL UNDERTAKING	3
3.	GENERAL CONDITIONS	3
4.	LICENSES AND ELIGIBLE DRIVERS	4
5.	CHAMPIONSHIP EVENTS	4
6.	NATIONAL RADICAL CUP CHAMPIONSHIP	5
7.	DEAD HEAT	6
8.	PROMOTER	6
9.	ORGANIZATION OF EVENTS.....	6
10.	INSURANCE	6
11.	OFFICIALS	7
12.	COMPETITORS APPLICATIONS	8
13.	EVENT PASSES	9
14.	INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS	9
15.	INCIDENTS DURING THE EVENT	10
16.	DAMAGE TO VENUE	11
17.	SANCTIONS	11
18.	CHANGES OF DRIVER	12
19.	DRIVING	12
20.	LIVERY	13
21.	TRACK TESTING	13
22.	PIT ENTRY, PIT LANE AND PIT EXIT	13
23.	REGISTRATION, SCRUTINEERING AND SPORTING CHECKS	15
24.	TIRE AND TIRE LIMITATION DURING THE EVENT	15
25.	MINIMUM CAR WEIGHT AND WEIGHING	15
26.	GENERAL CAR REQUIREMENTS	15
27.	SPARE CARS	17
28.	ENGINES	17
29.	FUEL, FUEL SAMPLING AND REFUELING	18
30.	GENERAL SAFETY	18
31.	PRACTICE SESSIONS	20
32.	FREE PRACTICE SESSIONS	20
33.	QUALIFYING PRACTICE SESSIONS	20
34.	THE GRID	21
35.	MEETINGS	22
36.	STARTING PROCEDURE	22
37.	THE RACES	24
38.	SAFETY CAR	25
39.	SUSPENDING A RACE	26
40.	RESUMING A RACE	27
41.	FINISH	27
42.	PARC FERME	28
43.	CLASSIFICATION	28
44.	PODIUM CEREMONY	28
45.	PRESS CONFERENCE AND PROMOTION	28
46.	PROTESTS	29
47.	APPEALS	30
48.	VIDEO PROCEDURE	33
49.	HARDSHIP LAPS	33
50.	COMMUNICATION FLAGS	34
51.	PENALTY GUIDELINES	36

1. REGULATIONS

- 1.1 The final text of these Radical Cup North America Sporting Regulations (the “Sporting Regulations”) shall be in English, which will be used should any dispute arise as to their interpretation. Headings in this document are for ease of reference only and do not form part of these Sporting Regulations.
- 1.2 These Sporting Regulations come into force from the moment of their publication and replace all previous Sporting Regulations. Radical Motorsport Ltd and/or USAC reserves the right, in its reasonable discretion, to amend, or modify, these Sporting Regulations at any time, including via Supplemental Regulations, Technical Regulation Bulletins, Competitor Regulation Bulletins, Driver and Crew Chief meeting notes, Event mandatory meeting content and other materials as appropriate and designated by Radical Motorsport Ltd and/or USAC.

2. GENERAL UNDERTAKING

- 2.1 All drivers, entrants competitors and officials participating in the Radical Cup North America (the “Championship”) undertake, on behalf of themselves, their employees, agents and suppliers, to observe all the provisions as supplemented or amended of the current Radical Cup North America Technical Regulations (the “Technical Regulations”) and these Sporting Regulations, together referred to as the “Regulations”.

All drivers, competitors and anyone participating in the Championship agree that they:

- a) Are acquainted with the Regulations
- b) Agree without reservation to abide by these Regulations
- c) Renounce the right to have legal recourse, except with the written consent of USAC, to any arbitrator, or tribunal, not provided in these Regulations.

Determinations by Radical Motorsport Ltd and/or USAC officials are non-litigable;

Drivers and competitors will not initiate or maintain litigation of any kind against Radical Motorsport Ltd, USAC, or anyone acting on behalf of Radical and/or USAC, to reverse, or modify, such determinations, or to seek to recover damages, or other relief allegedly incurred, or required, as a result of such determination and; - If a participant, entrant, competitor, or official initiates, or maintains, litigation in violation of this provision, that individual or entity agrees to reimburse Radical and/or USAC, for all costs of such litigation, including travel expenses, and attorneys’ fees. Competitors, or officials, involved in such litigation as plaintiffs will have all USAC privileges suspended until litigation is complete.

- 2.2 The Championship and each of its Events are governed by USAC in accordance with the present Regulations. Event means any event counting towards the Championship, commencing at the scheduled time for registration, scrutineering and sporting checks, and including all practice, qualifying and race sessions, and ending at the deadline for the lodging of a protest following the final race session of the Event.
- 2.3 The Championship shall only be known as and referred to as the Radical Cup North America series.

3. GENERAL CONDITIONS

- 3.1 It is the Competitor’s obligation to ensure that all persons concerned by his entry observe all the requirements of the Regulations. As used in these Sporting Regulations, the term “Competitor” includes Entrants, team owners, team principals and team managers. Any references to the masculine gender in these Sporting Regulations shall be deemed to also include the feminine gender. If a Competitor is unable to be present in person at the Event, he must nominate his representative in writing. Throughout the entire duration of the Event, a person having charge of an entered car during any part of an Event is responsible jointly and severally with the Competitor for ensuring that the requirements are observed.
- 3.2 Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout the Event.
- 3.3 The presentation of a car for scrutineering will be deemed an implicit statement of conformity.
- 3.4 All persons concerned in any way with an entered car or present in any other capacity whatsoever in the paddock, pits, pit lane, or track must wear an appropriate pass at all times.

- 3.5 During any Event, Competitors (and/or anybody associated with the entry of a car), are not permitted to produce or order to produce for publication any moving pictures of competition cars on the track except as provided by the standard in car video system. Any exception to this must be approved in writing by Radical Motorsport Ltd. Failure to comply with the above will be reported to the Stewards of the Meeting and may result in a fine or the disqualification of the relevant Competitor from the Event.
- 3.6 The Competitor and all those affiliated with the team and drivers agree to permit Radical Motorsport Ltd and USAC and their assigns (including, but not limited to, subsidiaries, series sponsors, and promoters/organizers of the Event), free of any charges, duties or fees, to use, license, reproduce, have reproduced, show, have shown, without limitation in space or time, all drawings, soundtracks, photographs, trademarks, films/video pictures concerning Competitors, their drivers, teams or cars involved in the Event(s) on any medium whatsoever for any documents, reports, coverage, broadcast, program, publication, video game or model production, software, etc. whether past, present or future. The Competitor and those affiliated with the team further acknowledge and agree that Radical Motorsport Ltd and USAC may freely assign or license its rights to a third party.

4. LICENSES AND ELIGIBLE DRIVERS

- 4.1 All drivers must hold a valid USAC Pro Radical license and valid USAC membership.
- 4.2 All driver license holders must be at least 14 years old (the date of the birthday being binding) prior to the first day of the last championship Event, unless they qualify for the Pro 1500 Young Gun Development Program, in which case drivers must be at least 12 years old (the date of the birthday being binding).
- 4.3 All drivers of the Platinum and the Gold classes must be at least 30 years old (the birthday date being binding) prior to the first day of the last championship Event, and must not hold an FIA Driver Rating higher than Bronze. Exceptions may be granted at the discretion of Radical Motorsport Ltd. Coaches testing or practicing as authorized are exempt.
- 4.4 All drivers new to the series must present an acceptable resume citing prior experience in karting, a school series, at a country club, in amateur racing or significant testing with the endorsement of a recognized driver coach.
- 4.5 Drivers with an FIA License, of Grades B, C and D, from a country other than the United States must have a current authorization to compete from their ASN. This may be in the form of either a letter from the ASN or endorsement on the License of the driver concerned. Drivers are responsible for obtaining the original version of this authorization which must be available for inspection at each Event of the Championship. This does not negate the need for 4.1.
- 4.6 The series is considered a development series. FIA Gold and Platinum rated drivers are not eligible. Exceptions may be granted at the discretion of Radical Motorsport Ltd.
- 4.7 Each Car Entrant, if not the driver, must hold a USAC Entrant's License. For the avoidance of doubt if the 'team' name listed on the Entry List is that of a person or entity other than the driver, that person or entity is considered the Car Entrant and must have a USAC Entrant's License.

5. CHAMPIONSHIP EVENTS

- 5.1 Events are reserved for Radical Motorsport cars as defined in the current Regulations.
- 5.2 Each Event will have the status of a national competition and shall include all practice and qualifying sessions and races.
- 5.3 The Championship shall consist of a maximum of six (6) Events. There will be three (3) races of no more than 40 minutes duration at each Event. The maximum number of races in the Championship during a season is eighteen (18).
- 5.4 Where practical, the final list of Events will be published three months before the start of the season.
- 5.5 Each Event will be run on circuits holding a valid FIA license grade 4 minimum, delivered by the FIA.

6. NATIONAL RADICAL CUP CHAMPIONSHIP

- 6.1 A Radical Cup North America outright driver's title and trophy will be awarded to the driver who has scored the highest number of points, regardless of Class, taking into consideration all the results obtained during the Events which have actually taken place.
- 6.2 A Radical Cup North America Rookie of the Year title and trophy will be awarded to the driver who has scored the highest number of points during the season, regardless of class, and is considered to be a 'rookie' driver to the series and/or early in their racing career. To be eligible the driver typically must not have competed in four or more Radical Cup North America races, or be a recognized Pro 1500 Young Gun Development Program driver. Final eligibility is at the discretion of Radical Motorsport Ltd.
- 6.3 For each Class a Radical Cup North America driver's title and trophy will be awarded to the driver who has scored the highest number of points during the season. Runner up trophies will also be awarded to the second and third highest points scorer.
- 6.4 For each class, a Radical Cup North America team title and trophy will be awarded to the team which has scored the highest number of points during the season. These points, including all bonus/penalty points, shall be derived from the team's highest placed car in each Race. The team name must be entered on the event entry form for a car to be eligible.
- 6.5 Points for all titles will be awarded for each race a driver is declared taking the start in according to the following:

- a) Based on a driver's finishing position in their respective class:

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

- b) Additionally, each driver will receive 1 bonus point per classified starter in their respective class.
- c) Additionally, the driver who qualified on pole in their respective class will receive 1 bonus 'Pole' point.
- d) Additionally, the driver recording the fastest lap in their respective class will receive 1 bonus 'Fastest Lap' point.

In races where the lap times of the previous race set the grid for subsequent race, the driver will receive both the 'Fastest Lap' point for the initial race and the 'Pole' point for the following race. If the pole sitter does not take the start of the race, the 'Pole' point will not be awarded.

- e) Drivers who are disqualified from races will receive points for last in class and starters points, as well as the 'Pole' point if applicable. Any lap time set by a disqualified driver will be ignored, meaning the fastest lap point, and subsequent race's 'Pole' point would be passed on to the fastest non disqualified driver.
- 6.6 No Championship points will be awarded until all fees and penalties owed to USAC and/or Radical Motorsport are paid in full. Unpaid fees, penalties and any other debts to USAC and/or Radical Motorsport will result in the suspension of competition privileges. Trophies will also be awarded to the next highest points scorer.
- 6.7 Any points penalties applied, will be applied to both Driver and Team.
- 6.8 If a race is suspended under [Article 39](#), and cannot be resumed, half points will be awarded based on the Qualifying Final Classification if the race cannot be rescheduled or if the leader has completed two laps or less at the time of suspension. Half points will be awarded if the leader has completed more than two laps but less than 50% of the original race time.

Full points will be awarded if the leader has completed 50% or more of the original race time. No points will be awarded if qualifying was also unable to take place.

- 6.9 Should amended results change the finishing order, the original recipients must relinquish their trophies and prizes, so that they may be presented to the correct recipients according to the amended results.
- 6.10 Drivers finishing first, second and third in the Championship will be required to be present at the annual banquet unless permission is otherwise granted in writing from USAC and/or Radical Motorsport.
- 6.11 Additionally, a minimum of the following awards will be presented at the annual banquet:
 - a) The Jeff Green Memorial Trophy, remembering Jeffrey 'Jeff' John Green (1957-2018), presented to the driver who displays the most outstanding acts of sportsmanship, ambassadorship, or significant contributions to the series.
 - b) Crew of the Year Trophy, who, nominated by his peers or driver, who exhibited the most outstanding performance, sportsmanship, sacrifice or significant contribution to the series.
 - c) Young Gun Development Driver Trophy, recognizing the Pro 1500 driver, aged 12-17 years of age, who receives the highest number of points during the season. Full program details are outlined on radicalcupnorthamerica.com

7. DEAD HEAT

- 7.1 Should two or more Competitors have identical lap times, priority will be given to the one who set it first. Should Competitors tie in a race, the Competitor who started higher on the grid will be given priority.
- 7.2 If two or more Competitors finish with the same points, the higher place in the Championship shall be awarded to:
 - a) The holder of the greater number of first place finishes.
 - b) If the number of first place finishes is the same, the holder of the greater number of second place finishes.
 - c) If the number of first and second place finishes is the same, the holder of the greater number of third place finishes. In the event of a continued tie the process will continue until a winner is determined.
 - d) Following from the above, the driver who achieved the best result earliest in the season will be deemed the winner.

8. PROMOTER

- 8.1 Should the Promoter not be Radical Motorsport Ltd, an application to promote an Event must be made to Radical Motorsport Ltd. It must be accompanied by written evidence that the promoter has made arrangements to secure the participation of all Competitors.

9. ORGANIZATION OF EVENTS

- 9.1 The organizer must be an entity acceptable to USAC. USAC and/or Radical Motorsport Ltd may be the Event organizer.
- 9.2 Each organizer shall provide the information set out in the Specific or Supplemental Regulations of the Event.

10. INSURANCE

- 10.1 All Competitors, their personnel and drivers are covered by USAC approved Participant Accident insurance, provided they have completed waivers and/or hold USAC credentials.
- 10.2 This insurance certificate, written in English, shall be made available to the Competitors upon request.
- 10.3 Third party insurance arranged by the organizer shall be in addition and without prejudice to any personal insurance policy held by a Competitor or by any other natural person or legal entity taking part in the Event.
- 10.4 Drivers taking part in the Event are not third parties with respect to one another.
- 10.5 Competitor and third-party insurance will only be provided by the promoter and/or USAC only during official Championship Events and USAC sanctioned test days.

11. OFFICIALS

- 11.1 The following officials must be nominated:
- A Race Director
 - A Chairman of the Stewards
 - A Technical Delegate/Chief Scrutineer (the “Technical Delegate”)
- 11.2 For each Event, the following officials must be nominated:
- Up to two Stewards of the meeting, who may also act as the Race Director and/or the Clerk of the Course and/or a Technical Delegate. The Stewards of the meeting will officiate as a body under the authority of their Chairman.
 - A Clerk of the Course, who may also act as the Chairman of the Stewards and/or the Race Director.
- 11.3 For each Event, the following may also be nominated:
- A Safety Delegate
 - An ASN Delegate
 - Media delegate
 - Scrutineers
 - Pit Lane officials
 - Others
- 11.4 The Clerk of the Course shall work in permanent consultation with the Race Director. The Race Director shall have overriding authority in the following matters and the Clerk of the Course may give orders in respect of them only with his express agreement:
- The control of practice and the race, adherence to the timetable and, if he deems it necessary, the formulation of any proposal to the Stewards to modify the timetable in accordance with these Sporting Regulations.
 - The stopping of any car in accordance with these Sporting Regulations.
 - The interruption of practice.
 - The starting procedure.
 - The use of the safety car.
 - The suspending and resuming of the race.
- 11.5 The Race Director, the Clerk of the Course, the Technical Delegate and the Stewards of the Meeting, or their designated representatives, must be present at the circuit at the start of scrutineering.
- 11.6 The Race Director must be in permanent radio contact with the Clerk of the Course, the Technical Delegate and the Chairman of the Stewards at all times when cars are permitted to run on the track. Additionally, the Clerk of the Course, or a track representative, must be at race control and in radio contact with all the marshals’ posts.
- 11.7 The Stewards shall have supreme authority for the enforcement of the Regulations, the Supplemental Regulations and the timetable within the framework of the Event for which they are appointed, subject to the application of the provisions of Articles 11.8(r) and [46](#).
- They may settle any matter which might arise during an Event, subject to the right of appeal provided for in these Sporting Regulations.
 - They may also rule on any alleged breach of the applicable Regulations which occurred outside the framework of any Event, provided that the Event for which they are appointed immediately follows the discovery of this alleged breach.
- 11.8 Within the framework of their duties, the Stewards notably:
- shall decide what penalty to enforce in the event of a breach of the Regulations;
 - may amend the Supplemental Regulations;
 - may accept or refuse any correction proposed by a judge of fact, it being understood that the Stewards may overrule judges of fact;
 - may impose penalties or fines;
 - may pronounce disqualifications;
 - may amend the classifications;
 - may prohibit from competing any driver or any car which they consider to be dangerous or which is reported to them by the Race Director as being dangerous;

- h. may disqualify from any one race or for the duration of the Event any Competitor or driver whom they consider as, or who is reported to them by the Clerk of the Course or by USAC as being ineligible to take part, or whom they consider as being guilty of improper conduct or unfair practice;
- i. may order the removal from the Event of any Competitor or driver who refuses to obey the order of a responsible official;
- j. may postpone an Event in the event of force majeure or for serious safety reasons;
- k. may modify the timetable if requested to do so by the Clerk of the Course or USAC in the interest of safety;
- l. may appoint one, or, if necessary, several substitutes in the event of the absence of one or several of the Stewards, especially when the presence of three Stewards is indispensable;
- m. may take the decision to stop temporarily or permanently, all or part of an Event;
- n. shall declare the classifications and results to be final;
- o. may order technical checks to be carried out;
- p. may, at the request of USAC or on their own initiative, request that alcohol testing be carried out, define the number of drivers to be tested and select the drivers to undergo such alcohol testing;
- q. may have matters submitted to them by the Race Director so that they may impose the sanctions listed above.
- r. In cases where a decision must be taken after an Event, for whatsoever reason, the Stewards may delegate their authority to the subsequent panel of Stewards of one of the subsequent Events or alternatively to a panel of Stewards assembled for this purpose and which shall be selected by USAC.
- s. The Stewards may use any video or electronic systems to assist them in reaching a decision.

11.9 The Clerk of the Course may also be the secretary of the Event and may have various assistants. He is responsible for conducting the Event in accordance with the Regulations. In particular he shall, where appropriate and in conjunction with the Race Director:

- a. generally keep order, in conjunction with such military and police authorities as have undertaken to police an Event and who are more immediately responsible for public safety;
- b. ensure that all officials are at their posts;
- c. ensure that all officials are provided with the necessary information to enable them to carry out their duties;
- d. control Competitors and their cars and prevent any disqualified, suspended or excluded Competitor or driver from taking part in an Event for which they are not eligible;
- e. ensure that each car, and if necessary, each Competitor, carries the proper identification numbers in accordance with those in the entry list;
- f. ensure that each car is driven by the proper driver, marshal the cars in such categories and classes as are required;
- g. bring the cars up to the starting line in the right order and, if necessary, give the start;
- h. convey to the Stewards any proposal to modify the timetable or regarding the improper conduct of or breach of rule by a Competitor;
- i. receive possible protests and transmit them immediately to the Stewards, who shall take the necessary action thereon;
- j. collect the reports of the timekeepers, scrutineers, track or road marshals, together with such other official information as may be necessary for the determination of the results;
- k. prepare, or ask the secretary of the Event to prepare the data for the Stewards' closing report regarding the Event(s) for which they were responsible.

12. COMPETITORS APPLICATIONS

12.1 Applications to compete in the Championship must be submitted to Radical Motorsport Ltd and USAC by using the Online Entry Systems, accessible via a link on the series page at radicalcupnorthamerica.com, and accompanied by the entry fee as listed on the online entry system. Championship applications must be submitted by any deadlines set. Applications at other times will only be considered if a place is available and on payment of a late entry fee as specified on the online entry system. Acceptance of an Application does not constitute the awarding of an entry.

12.2 Applications shall include:

- a) Confirmation that the applicant has read and understood the Regulations and agrees, on his own behalf and on behalf of everyone associated with his participation in the Championship, to observe them.
- b) The name of the team.
- c) The physical address of the Competitor corresponding to his license.
- d) The name, race license number and grade of the driver. A driver may be nominated subsequent to the applications.

- 12.3 There is no limit to the number of cars a team may enter for the Championship.
- 12.4 The entry fee per car per Event will be set by Radical Motorsport Ltd as defined on the Online Entry System. An Application shall not be considered without the payment of the corresponding fees. The fees paid by unsuccessful applicants will be returned. Entry Fees are non-refundable.
- 12.5 All applications will be reviewed by Radical Motorsport Ltd and/or USAC and accepted or rejected at its absolute discretion. Radical Motorsport Ltd will publish the list of cars and drivers accepted together with their race numbers prior to each Event.
- 12.6 At its absolute discretion Radical Motorsport Ltd and/or USAC may accept an additional entry from a team for a single Event, under such circumstances the entry fee will be set by Radical Motorsport Ltd.
- 12.7 Radical Motorsport Ltd may cancel the Championship if less than twelve cars are entered for it by the closing date for entries.
- 12.8 Any driver entered in the Championship and who is unable to take part in an Event must inform Radical Motorsport Ltd in writing before the end of initial scrutineering of the Event in question.

13. EVENT PASSES

- 13.1 No pass or credential may be issued or used other than with the agreement of Radical Motorsport Ltd and USAC. A pass may be used only by the person and for the purpose for which it was issued.
- 13.2 Radical Motorsport Ltd and/or USAC can, at its sole discretion, may revoke a pass or credential.

14. INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

- 14.1 The Stewards or Race Director or his approved delegate may give instructions to Competitors by means of special circulars in accordance with the Sporting Regulations. These circulars will be available to all Competitors via print or electronic means.
- 14.2 All classifications and results of practice and the race, as well as all decisions issued by the officials, will be available online via links on the series webpage at radicalcupnorthamerica.com.
- 14.3 Any decision or communication concerning a particular Competitor should be given to him within thirty minutes of such decision, if practicable, and receipt must be acknowledged.
- 14.4 Official instructions and communications to Competitors may also be given via a dedicated radio channel or through the timekeeping screens.
- 14.5 A Car Controller shall be nominated by the team as the official communication representative for each car, and identified by an Arm Band placed on the right arm. Multiple cars may have the same Car Controller. Each entry will receive 1 x arm band at their first event. It is the responsibility of the team to replace armbands that go missing.

15. INCIDENTS DURING THE EVENT

- 15.1 "Incident" means any occurrence or series of occurrences involving one or more drivers, or any action by any driver, Competitors or team members which can be reported to the Stewards by the Race Director (or directly noted by the Stewards) which:
- a) Necessitated the suspension of a practice, qualifying or race session.
 - b) Constituted a breach of these Sporting Regulations.
 - c) Caused a false start by one or more cars.
 - d) Caused a collision.
 - e) Forced a driver off the track.
 - f) Illegitimately prevented a legitimate overtaking maneuver by a driver.
 - g) Illegitimately impeded another driver during overtaking.

Unless it was completely clear that a driver was in breach of any of the above, any incidents involving more than one car will normally be investigated after the session.

Typically only incidents reported to the Race Director by marshals and officials, or by competitors to officials prior to the end of a session/checkered flag being displayed will be investigated. Competitors may be reprimanded for falsely reporting incidents.

- 15.2 It shall be at the discretion of the Stewards to decide, upon a report or a request by the Race Director, if a driver or drivers, Competitors or team members involved in an incident shall be penalized.

If an incident is under investigation by the Stewards, a message informing all teams which driver or drivers are involved will, where possible, be displayed on the timing monitors, announced on the dedicated radio channel, or via the Radical Cup North America text messaging system.

Provided that such a message is displayed or announced within thirty minutes of the end of the session, or a message is delivered to any team concerned within this time, the driver or drivers, Competitors or team members concerned may not leave the circuit without the consent of the Stewards.

- 15.3 The Stewards may impose any of the penalties below on Drivers, Competitors or team members involved in an Incident:
- a) A five second time penalty: five seconds will be added to the elapsed race time of the concerned driver provided he carries out no further pit stop before the end of the race, otherwise, in case of entering the pit lane, the driver must stop in his pit stop position for at least five seconds before re-joining the race.
 - b) A ten second time penalty: ten seconds will be added to the elapsed race time of the concerned driver provided he carries out no further pit stop before the end of the race, otherwise, in case of entering the pit lane, the driver must stop in his pit stop position for at least ten seconds before re-joining the race.

In both of the above cases no work may be carried out on the car during the penalty period of time.

- c) A drive-through penalty. The driver must enter the pit lane and rejoin the race without stopping.
- d) A stop-and-go time penalty of appropriate length. The driver must enter the pit lane, stop in his pit stop position for at least the time prescribed and then re-join the race at the direction of the pit marshal.

Penalties involving traversing pit lane cannot be served under FCY, safety car or Red Flag conditions.

If either of the six penalties above are imposed during the last five minutes, or after the end of a race, Article 15.4b) below will not apply and five seconds will be added to the elapsed race time of the driver concerned in the case of a) above, ten seconds in the case of b), the time it takes to transit pit lane at 40mph in the case of c), and the time it takes to transit pit lane at 40mph plus the time prescribed, in the case of d).

- e) A time penalty.
- f) A reprimand.
- g) A drop of any number of grid positions at the driver's next race.
- h) Starting from the pit lane. (continues next page)

- i) Deleting one or more lap times during qualifying practice.

If any of the nine penalties above are imposed they shall not be subject to appeal.

Time penalties applied after a race which are longer than the time of a lap may be converted to a penalty of deleting a number of whole laps (Lap Penalty), as determined by the Stewards, plus the remaining time applied as a Time Penalty.

- j) Disqualification from the results.
- k) Suspension from the driver's next race or Event. However, if the suspension is a result of the accumulation of license points per Article 17.4, the suspension will not be subject to appeal.
- l) Monetary fine.
- m) A drop of places in the classification of the competition.
- n) Apply Driver License Points (see Article 17.4).

- 15.4 Should the Stewards decide to impose either of the penalties under Article [15.3](#) a), b), c) or d) the following procedure will be followed:

- a) The Stewards will give notification of the penalty which has been imposed to the Competitor concerned and, where possible, will ensure that this information is also displayed on the timing monitors.
- b) With the exception of Articles [15.3](#) a) and b) above, from the time the Stewards' decision is announced, the relevant driver may cross the start/finish line (the "Line") on the track no more than twice before entering the pit lane and, in the case of a penalty under Article [15.3d](#)), proceeding to their pit stop position where he shall remain for the period of the time penalty.

However, unless the driver was already in the pit entry for the purpose of serving his penalty, he may not carry out the penalty after the safety car has been deployed. The number of times the driver crosses the Line behind the safety car will be added to the maximum number of times he may cross the Line on the track.

While a car is stationary in the pit lane as a result of incurring a time penalty it may not be worked on during the penalty period of time. However, if the engine stops it may be started after the time penalty period has elapsed.

- c) When the time penalty period has elapsed, the driver may re-join the race.
- d) Any breach or failure to comply with Articles 15.4b) or c) may result in the car being disqualified.

16. DAMAGE TO VENUE

- 16.1 Drivers and Entrants may be financially responsible for any damage caused to the venue and the track, as well as clean-up products used. This includes, but is not limited to guardrail replacement and oil-dry as a result of an incident of which the Driver or Entrant is involved.
- 16.2 Drivers and Entrants must pay any invoices issued or passed on by Radical Motorsport immediately.

17. SANCTIONS

- 17.1 The Stewards may impose the penalties specifically set out in these Sporting Regulations and Technical Regulations. Reprimands and/ or License Points may be imposed for infractions as determined by the Race Director, Race Stewards or Chairman of the Stewards.
- 17.2 Any driver who receives three (3) reprimands in the same Championship season will, upon the imposition of the third, be given a ten-grid place penalty for the start of the driver's next race. Reprimands remain active until either 3 reprimands are received and the grid penalty is served, OR after three races without receiving an additional reprimand.
- 17.3 The Stewards may impose team reprimands. Any team that receives three (3) reprimands in the same Championship season will be issued a fine of \$500, payable to Radical Motorsport Ltd.
- 17.4 In addition to any penalty applied, the Stewards may impose penalty points on a driver's license. If a driver accrues twelve (12) or more penalty points his license will be suspended for the next 1 race, following which six (6) points will be removed from his license. Penalty points will remain on a driver's license for a period:

- a) Of 12 months from time of issue, after which they will be removed.
- b) As determined by the Race Director, at which time they will be reduced at the discretion of the Race Director.

18. CHANGES OF DRIVER

- 18.1 With the exception listed below, no mid-session driver changes are permitted in any official sessions, and any change of driver will be treated as a change to the entry.
- a) Other drivers or Driver Coaches, provided they meet all the eligibility requirements are permitted to participate in promoter test day sessions, which are considered 'unofficial'.
 - b) Prior to any mid-session driver change during these sessions series officials in pitlane must be first notified, so that the change can be logged by the Race Director and Timing & Scoring.
- 18.2 Any driver already nominated by one team, who then wishes to drive for another team entered in the Championship, must first satisfy Radical Motorsport Ltd that this is being done with the consent of the original team. If there is no such consent Radical Motorsport Ltd will decide, at its absolute discretion, whether such a change may be made.

19. DRIVING

- 19.1 The driver must drive the car alone and unaided.
- 19.2 Drivers must make every reasonable effort to use the track at all times and may not deliberately leave the track without a justifiable reason. For the avoidance of doubt, unless otherwise specified by the Race Director in the Drivers' Briefing, the first white lines defining the track edges are considered to be part of the track and perimeter curbs or paving beyond the track edge are not considered part of the track. Drivers consistently leaving the track may be penalized regardless of whether they gained an advantage.
- A driver will be judged to have left the track if no one tire remains in contact with the track as defined above.
- Should a car leave the track the driver may re-join, however, this may only be done when it is safe to do so and without gaining any advantage either in car positions or time.
- 19.3 A driver must ensure their car does not make physical contact with another car, and leave sufficient 'racing room', considered to be the distance of 'a car width and an inch', for other cars it is racing against.
- 19.4 Moving in reaction to the following car to defend a position is not permitted.
- 19.5 More than one change of direction to defend a position, or 'break the draft', is not permitted. 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.
- 19.6 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. For the avoidance of doubt, if any part of the front splitter of the car attempting to pass is alongside the rear wheel of the car in front, this will be deemed to be a "significant portion".
- 19.7 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.
- 19.8 It is the primary responsibility of the overtaking car to complete a successful pass. All drivers, whether overtaking or being overtaken must be aware of competitors around them, use their mirrors and be aware when cars enter their blind spots.
- 19.9 As soon as a car is caught by another car which is about to lap it during the race, the driver must allow the faster driver to pass at the first available opportunity. If the driver who has been caught does not allow the faster driver to pass, waved

blue flags will be shown to indicate that he must allow the following driver to overtake. If the lapped car does not obey the blue flag, he may be given a black flag or a time penalty.

- 19.10 No car may be driven unnecessarily slowly, erratically, or in a manner which could be deemed potentially dangerous to other drivers or any other person at any time, or in an attempt to impede another driver. This will apply whether any such car is being driven on the track, the pit entry, pit lane or pit exit.
- 19.11 Causing a collision, repetition of serious mistakes or the appearance of a lack of control over the car (such as leaving the track) will be reported to the Stewards and may entail the imposition of penalties up to and including the suspension of any driver concerned.

20. LIVERY

- 20.1 See Technical Regulations and Official Series Style Guide.

21. TRACK TESTING

- 21.1 Preceding each Event, a 'Promoter' test can be organized and must be open to all Competitors. Driver coaches and other drivers are permitted to drive championship cars during said 'Promotor' test sessions as per [Article 18](#).
- 21.2 With the exception of Article 21.3, no Championship driver or Team may test or race a Championship eligible car from Monday of the same calendar week of any Championship Event, on any configuration of any track that will host the Championship Event.
- 21.3 The driver is not permitted to participate in any non-series sessions during the Event in a Championship eligible car, except when specifically authorized by the Stewards, such as Hardship Laps as per [Article 49.1](#).

22. PIT ENTRY, PIT LANE AND PIT EXIT

- 22.1 The section of track between the first safety car line and the beginning of the pit lane will be designated the "pit entry".
- 22.2 The section of track between the end of the pit lane and the second safety car line will be designated the "pit exit".

Leaving the pit lane and re-joining the track must be done without endangering or hindering other participants. It is strictly forbidden to cross the white line at the pit entry or exit with any part of a car when entering or leaving the pits. Any driver crossing the white line at the pit exit during practice, qualifying or a race will be given a minimum of a 10 Second Time Penalty or a Drive Through Penalty under [Article 15.3](#).

- 22.3 The pit lane is defined as being in three sections, the fast lane, the slow lane and the pit boxes. The fast lane is the lane closest to the outer pit wall. The pit boxes are located closest to the inner pit wall. The slow lane is between the fast lane and the pit boxes. While in the pit lane cars shall not move from the fast lane to their pit box until within three pit boxes of their assigned pit box. No work may be carried out in the pit fast lane or slow lane. Work can only be performed on the cars when entirely in their assigned pit boxes.
- 22.4 Pit Exit may be closed at any time. Drivers should expect Pit Exit to be closed when the Safety Car and field passes by pit lane during a Full Course Yellow. Any car(s) required to stop at the pit exit must form up in a line in the fast lane and leave in the order they got there unless another car is unduly delayed.
- 22.5 Any driver that is required to start the race from the pit lane must stop in a line in the fast pit lane.

When cars are permitted to leave the pit lane they must do so in the order that was established under Article 36 unless another car is unduly delayed. At all times drivers must follow the directions of the marshals and officials.

- 22.6 Other than drying, sweeping or any tire rubber left when cars leave their pit stop position, Competitors may not attempt to enhance the grip of the surface in the pit lane unless a problem has been clearly identified and a solution agreed to by the Race Director.
- 22.7 Competitors must not paint lines on any part of the pit lane, or otherwise mark their positions with tape or similar means.

- 22.8 A car may enter or remain in the fast lane only with the driver sitting in the car behind the steering wheel in his normal position even when the car is being pushed.
- 22.9 All pressured air bottles and associated hoses in the pits must be stowed safely and may only be brought into the pit lane immediately before they are required for work on a car and must be removed as soon as the work is complete. All air bottles and gas cylinders must have a protective structure around their gauges and valves at all times when the manufacturer's metallic screw-on valve cover is not in place. The proper components and accessories must be used with air bottles and gas cylinders at all times. No home-built or modified items may be used.
- 22.10 Pit Release Protocol
- It is the responsibility of the team to release their car from a pit stop position only when it is safe to do so.
 - Each car must have a nominated 'Car Controller' to instruct the driver on when it is safe to be released.
 - Should a majority of cars be in their pit boxes at the start or restart of a session, and should the team wish to hold their car, the Car Controller must be positioned so that they are able to simultaneously and clearly signal their driver to hold and waive the next car on.
 - If a car is deemed to have been released in an unsafe manner or condition during any practice session, the Stewards may impose a Drive Through Penalty or drop the driver five (5) grid positions.
 - If a car is deemed to have been released in an unsafe manner or condition during a race, a Drive Through Penalty under [Article 15.3](#) will be imposed on the driver concerned.

In all of the above cases, a car will be deemed to have been released when it has been driven out of its designated pit box following a pit stop.

- 22.11 Starting an engine with an external device will be considered working on the car, consequently this will not be permitted in the fast lane of the pits, unless expressly at the direction of Officials under Red flag conditions.
- 22.12 Under exceptional circumstances the Race Director may ask for the pit entry to be closed during the session for safety reasons. At such times drivers may only enter the pit lane in order for essential and entirely evident repairs to be carried out to the car.
- 22.13 Unless otherwise specified, a speed limit of 40 mph will be enforced in the pit lane. During qualifying or the race, the Stewards or Race Director may impose a Drive Through Penalty under [Article 15.3](#) on any driver who exceeds the limit or if they suspect a driver was speeding or slowing in order to gain any sort of an advantage, or impede another driver.
- 22.14 No standing or sitting on the cold pit wall is allowed.
- 22.15 Shorts are allowed in the pit lane if specified in the Supplementary Regulations or by Official Bulletin.
- 22.16 Competitors are not permitted to install and/or to use any electric devices or time-recording instruments on the pit wall within 25 yards of the start/finish line. Any equipment installed by a Competitor on the pit wall must not protrude from the pit wall and over the track.
- 22.17 Pit Assignment will be published to competitors prior to Qualifying and be based on Team Championship Points (highest points regardless of class) from the previous year (Team, then car number) so that the team with the highest points will be positioned closest to Pit Exit. Teams not competing in the year prior will be added in alphabetical order. Adjustments to this order are permitted, for instance accommodating teams sharing equipment and breaks in Pit Lane.
- 22.18 Save for exceptional circumstances Cars must always stop in their designated box.
- 22.19 Maximum number of Crew permitted to approach (typically over the wall) and work on a car is as follows (does not include industry representatives, Radical Technical Staff):

Prior to car stopping, starting	One Car Controller
Once car stopped in pit box, all sessions and races	One Car Controller (may visually inspect car) + Two Crew members (who may touch car).

Driver change	One additional Crew Member to assist driver change + Changing Driver.
---------------	---

23. REGISTRATION, SCRUTINEERING AND SPORTING CHECKS

- 23.1 All Driver and Entrant credentials and licenses and any related relevant documents must be presented to the Registrar at the start of each Event.
- 23.2 During initial scrutineering, and at any time during the Event, each Competitor may be asked to present all documents required by Article 23.1.
- 23.3 Scrutineering of the car will take place at the team's pit area or designated series Tech Area. The Crew Chief must be present during the inspection.
- 23.4 Race numbers, required decals and any official advertising must be on the car for inspection during scrutineering.
- 23.5 No car may take part in the Event until it has been approved by the scrutineers.
- 23.6 The scrutineers may:
 - a) Check the eligibility of a car or of a Competitor at any time during the Event.
 - b) Require a car to be dismantled by the Competitor to make sure that the conditions of eligibility or conformity are fully satisfied.
 - c) Require a Competitor to supply them with such parts or samples as they may deem necessary.
- 23.7 Any car which, after being passed by the scrutineers, is dismantled or modified in a way which might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, must be re-presented for scrutineering approval.
- 23.8 The Race Director or Clerk of the Course may require that any car involved in an accident be stopped and checked.
- 23.9 After each race and all qualifying sessions at least three classified cars will be selected and must undergo scrutineering.
- 23.10 Checks and scrutineering shall be carried out by duly appointed officials who shall be responsible for the operation of the parc fermé and who alone are authorized to give instructions to the Competitors.
- 23.11 The Stewards will publish the findings of the scrutineers each time a car is found to be in breach of the Technical Regulations during the Event.
- 23.12 To encourage competition, Competitors are encouraged to request and share data with fellow competitors and agree to supply Radical Motorsport LTD with any and all logged data and/or video requested for the purposes providing a benchmark to fellow competitors. All vision

24. TIRE AND TIRE LIMITATION DURING THE EVENT

- 24.1 See Technical Regulations.

25. MINIMUM CAR WEIGHT AND WEIGHING

- 25.1 See Technical Regulations.

26. GENERAL CAR REQUIREMENTS

- 26.1 See Technical Regulations for list of eligible cars. Radical Motorsport Ltd reserves the right to accept 'Invitational' cars, with temporary or partially complete Technical compliance. Invitational cars and their drivers will not be eligible to score any Championship points.

- 26.2 Once supplied, the entire car, as both an assembly and individual components must not be modified in any way whatsoever except where specifically permitted in writing by the following:
- a) Radical Motorsport Ltd Technical Bulletins from any date of issue
 - b) The documented, written permission of a Series Official for a time period during an individual event
 - b) Official Bulletin for an individual event
 - c) Radical Cup North America Supplemental Regulations authorizing changes for specific, individual event
 - d) The latest published version of the Radical Cup North America Sporting or Technical Regulations
 - e) The latest published version of the Radical Cup Scrutineering Guides
- 26.3 Technical Regulation updates
- a) In the event of overlap or conflict in rules in the documents listed in Article 26.2, the definitive interpretation will be the one contained first in the list of documents in Article 26.2. For example, Supplemental Regulations will override the Sporting or Technical Regulations, etc.
 - b) Competitor requests for revisions to car rules must be submitted to the Technical Delegate in writing or electronically via email to technical@radicalsportscars.com. Requests, if approved, will result in a Bulletin covering the revised rule and an update to the Technical Regulations. All Competitors will be notified of denied requests.
- 26.4 No signal of any kind may pass between a moving car and anyone connected with the car's entrant or driver save for lap timing purposes or race control messaging systems, authorized live stream video, legible messages on a pit board, body movement by the driver and verbal communication between a driver and his team by radio.
- 26.5 During all on-Track Events, radio communication is required at all times between the driver and the Competitor's pit. All entrants must monitor the race control frequency, so that race control is not overridden by other communications. Scrambling or encoding of radio transmissions is not permitted.
- 26.6 Car-to-Car radio communication is not permitted.
- 26.7 The use of specific timing transponders are required. See Technical Regulations.
- 26.8 All Competitors must use the factory supplied data recording/logging systems. See Technical Regulations for details. Upon request, competitors must submit all data and video cards to the Scrutineers and/or Stewards after each session. See [Article 48](#) for detailed procedure. Failure to comply, even as a result of malfunctioning equipment, will result in a report to the Stewards and may result in a penalty.
- 26.9 During the entire Event, no screen, cover or other obstruction which in any way obscures any part of a car will be allowed at any time in the paddock, garages, pit lane or grid, unless it is clear any such covers are needed solely for mechanical reasons, which could, for example include protecting against fire.
- In addition to the above, the following are specifically not permitted:
- a) Engine, gearbox, or radiator covers while engines are being changed or moved around the garage.
 - b) Covers over spare wings when they are on a stand in the pit lane.
 - c) Parts such as (but not limited to) spare floors, fuel rigs or tool trolleys may not be used as an obstruction.
- The following are permitted:
- a) Covers which are placed over damaged cars or components not to be used again during the weekend.
 - b) A transparent tool tray, no more than 50mm deep, placed on top of the rear wing.
 - c) A cover over the car in the team's garage or paddock area overnight.
 - d) A cover over the car in the pit lane or grid if it is raining.
- 26.10 Noise generated by the car must not exceed track regulations.
- 26.11 Cars must run with front running lights (LED Array) on at all times. During low visibility headlights and tail/rain lights must be turned on. Drivers are permitted to flash headlights to warn slower cars when preparing to pass.

27. SPARE CARS

- 27.1 In the event that a car or engine becomes unusable due to a crash or other significant issue once the Event has begun, a driver may request permission from the Race Director and the Technical Delegate to use another 'spare' car or engine for the remainder of the Event. Following approval, the 'spare' car or engine must then be re-presented for scrutineering. The decision of the Race Director and Technical Delegate in this matter may not be protested.

Only in exceptional circumstances– and in the spirit of competition– provided all other options have been exhausted, and provided the majority of the class competitors agree, an eligible car from a lesser class may be permitted by Officials for use as a 'spare' car for a higher class, and will be scored accordingly for results and points. In this instance the 'spare' car must confirm with all regulations applying to its regular class, with the exception of carrying the class markings of the class it will be scored as.

- 27.2 A competitor using a 'spare' car or engine may take their original starting position.
- 27.3 Any car which has passed initial scrutineering may not be removed from the confines of the circuit during the remainder of the Event unless approved by Radical Motorsport Ltd and/or USAC.

28. ENGINES

- 28.1 Only engines complying entirely with the Technical Regulations may be used during official sessions. With the exceptions outlined in [Article 26.2](#), once supplied, the engine may not be modified in any way whatsoever.
- 28.2 After consultation with the relevant engine supplier, Radical Motorsport Ltd and/or USAC may attach seals to each engine prior to it being used for the first time at an Event in order to ensure that no significant moving parts can be rebuilt or replaced.
- 28.3 The Technical Delegate may require the replacement of a complete engine, any part of the engine or ECU with parts coming from the supplier's stock or the check of the complete engine on the test bench.

29. FUEL, FUEL SAMPLING AND REFUELING

- 29.1 Only fuel provided at the Event by the appointed supplier as mandated by Radical Motorsport Ltd may be used during Official Sessions. See Technical Regulations. Any alteration to the fuel provided by the appointed supplier may result in disqualification from the Event.
- 29.2 It must be possible to take a 500ml sample of fuel from a car at any time during the Event according to the procedure below:
- a) Gas and fuel-tight containers will be used for the fuel samples.
 - b) At the beginning of every Event a reference sample will be taken from the stock of the fuel supply.
 - c) If the scrutineers deem necessary, fuel from the designated supplier may be resampled during the Event.
 - d) At any time during an Event, the Technical Delegate or his designee may request or take a fuel sample from any car.

Should the Technical Delegate or his designee find that fuel from a Competitor's sample deviates from the Event reference fuel standard, then a portion not less than 50 ml of that sample will be secured from the original sample and kept should further testing should it be required.

- 29.3 All cars must be fitted with a self-sealing FIA approved connector that can be used by the scrutineers to take a fuel sample from the tank. Competitors must also provide a fuel line approximately 1.5 m long, with a tap, which can be used to transfer the samples into the sampling vessels.
- 29.4 Refueling or removal of fuel may only be carried out in the paddock. The driver shall not remain inside the car during the refueling process and the engine must be stopped.
- 29.5 No refueling, or removal of fuel, is permitted:
- a) Under enclosures (garages, awnings etc.).
 - b) In pit lane.
 - c) During any qualifying practice session.
 - d) During the race or at any time prior to the completion of post qualifying or post-race scrutineering.

30. GENERAL SAFETY

- 30.1 Official instructions will be given to drivers by means of the signals laid out in the Sporting Regulations. Competitors must not use any flags or lights similar in any way whatsoever to those signals.
- 30.2 Drivers are strictly forbidden to drive their car in the opposite direction to the race unless this is absolutely necessary in order to move the car from a dangerous position. A car may only be pushed to remove it from a dangerous position as directed by the marshals.
- 30.3 Any driver intending to leave the track or to go to his pit or the paddock area must signal his intention to do so in good time making sure that he can do this without danger.
- 30.4 During practice, qualifying and the race, drivers may use only the track and must at all times observe the provisions of the Sporting Regulations relating to driving behavior on circuits.
- 30.5 Other than by driving on the track, Competitors are not permitted to attempt to alter the grip of any part of the track surface.
- 30.6 If a car stops on the track it shall be the duty of the marshals or emergency services to remove it as quickly as possible so that its presence does not constitute a danger or hinder other Competitors. If any mechanical assistance received during the race results in the car re-joining the Stewards may exclude him from the race (other than under Article 30.12 c) or [Article 39.4](#)). Drivers must follow the instructions of the marshals and officials.
- 30.7 A driver who abandons his car must leave it in neutral or with drive disengaged and with the steering wheel in place.

- 30.8 Major repairs to a car may only be carried out only in the Paddock. Only minor repairs may only be carried out Pit Lane.
- 30.9 The replenishment of any liquids, parts or equipment is forbidden following the start of the race until after post-race scrutineering.
- 30.10 Except as specifically authorized by these Sporting Regulations, only the driver may work on a stopped car unless it is in the Paddock, the assigned Pit Lane Location or on the Pre-Grid.
- 30.11 While in the Pit Lane a car may only reverse (by its own power or pushing) under the supervision of pit lane officials.
- 30.12 During a race, the engine may only be started with the on-board starter except:
- a) On the Pre-Grid
 - b) In the Pit Lane 'slow lane', the team's designated Pit Box or the team's designated paddock area where the use of an external starting device is allowed.
 - c) Under the express direction of officials.
- 30.13 Drivers must wear safety equipment as specified in the Technical Regulations during all sessions.
- 30.14 A driver with serious mechanical difficulties during any session must leave the track as soon as it is safe to do so.
- 30.15 The use of dry or wet weather tires is the choice of the Competitor. However, if circumstances warrant, the Race Director may mandate that all cars start a race on wet weather tires. In this case the start may be delayed and period of time will then be given in which teams may change to wet tires. No other changes to the car are permitted. Competitors not complying with this instruction may start the race from pit lane.
- 30.16 The car's Rain Light must be illuminated at all times whenever wet-weather tires are being used or when instructed by the Race Director. It shall be at the discretion of the Race Director to decide if a driver should be stopped because his Rain Light is not working. Should a car be stopped in this way it may re-join when the fault has been remedied.
- 30.17 Only one team member per participating car is allowed in the signaling area during practice and the race, but not during the start and the first lap of a race. The signaler should not be in the signaling area for more than one lap.
- 30.18 Animals, except those expressly authorized by event organizers are forbidden within the premises of the circuit.
- 30.19 The Race Director, the Clerk of the Course or the Chief Medical Officer can require a driver to have a medical examination at any time during an Event including, but not limited to. after their car makes contact with a track barrier.
- 30.20 After any on-track incident, drivers may be transported to the medical center to be checked for injuries by either the track safety team or a designated event medical team. Cars involved in such incidents may be impounded or parked at a centralized location for inspection by officials prior to their return to the paddock.
- 30.21 The use of any; narcotic, performance-enhancement drugs, and/or recreational drugs, as defined by federal, and/or state law, by any participant, or official, is expressly prohibited, even if prescribed by a licensed physician.
- 30.22 Consumption of alcoholic beverages shall not commence until all official functions of the Championship Event have been completed for the day, including all post-session technical inspections.
- 30.23 USAC reserves the right, at any time, to require any participant to successfully complete, at participant's expense, such tests as may be designated by USAC, including, but not limited to, breath, blood, or urine. Refusal to submit to, and/or failure by participant of such testing shall result in penalties.
- 30.24 Failure to comply with the general safety requirements of these Sporting Regulations may result in the disqualification of the car and driver concerned from the Event.

31. PRACTICE SESSIONS

- 31.1 Except where these Sporting Regulations require otherwise, pit lane and track discipline and safety measures will be the same for all practice sessions as for the race.
- 31.2 Unless otherwise directed, for all practice sessions and once given a command, cars will leave the pre-grid, enter pitlane and must stop in their designated pit-box prior to the session commencing. Once the start command is given, [Article 22.10](#) will apply, and all cars being not being held must be released in an orderly fashion commencing with the car in the pit box closest to pit out, followed by the next closest car and so on. Failure to comply will result in a DTP.
- 31.3 During all sessions there will be a green and a red light at the end of the pit lane. Cars may only leave the pit lane when the green light is on. Additionally, a blue flag and/or a flashing blue light may be shown in the pit exit to warn drivers leaving the pit lane if cars are approaching on the track. If lights are unavailable, like colored flags, or hand signals may be displayed which shall have the same meaning as the lights.
- 31.4 In the event of a driving infringement during any practice session the Stewards may impose a penalty or penalties under [Article 15.3](#). Unless it is completely clear that a driver committed a driving infringement any such incident will normally be investigated after the relevant session.
- 31.5 Any driver taking part in any practice session who, in the opinion of the Stewards, stops unnecessarily on the circuit or unnecessarily impedes another driver shall be subject to penalty.
- 31.6 Should it become necessary to stop any practice session because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Race Director will order red flags to be shown at all marshal posts. When the signal is given to stop, all cars shall immediately reduce speed and proceed slowly (and without overtaking) back to the pit lane, and all cars abandoned on the track will be removed to a safe place. At the end of each practice session no driver may cross the Line more than once.
- 31.7 If there is a Red Flag during a practice or qualifying practice sessions, and unless otherwise directed by the Race Director, cars must return to their designated pit box. Once the start command is given [22.10](#) shall apply, and all cars not being held must be released in an orderly fashion commencing with the car in the pit box closest to pit out, followed by the next closest car and so on. Failure to comply will result in a DTP.
- 31.8 The Race Director may interrupt practice, qualifying and race sessions as often and for as long as he thinks necessary to clear the track or to allow the recovery of a car. All Events are “time certain” and extension of sessions due to interruption is not likely. Sessions can be shortened, abandoned, or extended at the absolute discretion of the Race Director and the Stewards. Such decisions may not be protested.

32. FREE PRACTICE SESSIONS

- 32.1 At least sixty minutes of free practice, typically broken into multiple sessions, will be scheduled during the Event.
- 32.2 Should the number of cars entered exceed the number of cars permitted by the circuit license, competitors will be divided into sessions of equal free practice time. Cars will then be selected to participate in Qualifying based on the fastest times from the combined results of all Free Practice sessions, or as determined by the Race Director.

33. QUALIFYING PRACTICE SESSIONS

- 33.1 At least one qualifying practice session no more than thirty (30) minutes duration will be scheduled proceeding the first race, during the event.
- 33.2 No driver may start a race without taking part in at least one practice session, unless authorized by the Race Director.
- 33.3 Should it not be possible to follow the [Article 31.2](#) procedure, for the Qualifying session cars will be arranged in the pre-grid based on the Pit Box Allocation outlined in [Article 22.17](#), unless otherwise specified by Bulletin or the Race Director.

- 33.4 Cars not in position by the 5-minute announcement must start the session from the back of the pre-grid, or as directed by Officials.
- 33.5 Only the changing of tires (noting Article 33.6), checking of and adjusting tire pressures, checking of tire temperatures, cleaning windshields, visors and cleaning or adjusting mirrors is permitted during qualifying sessions.
- 33.6 If a team wishes to change any tires on a car during qualifying, save for changing to or from wet weather tires, the team must inform Series Officials prior to the change, and all lap times set prior to the change will be deleted.
- 33.7 Drivers and/or cars may not leave pitlane during qualifying unless permission is granted by Series Officials.

34. THE GRID

- 34.1 At the end of the qualifying practice the fastest time achieved by each driver will be officially published. Should it not be possible for qualifying to take place, the grid shall be set in order of class (highest horsepower to lowest), based on Championship points (highest to lowest), and for those competitors without points, in order of car number (lowest to highest).
- 34.2 At Events with multiple races, the grid for the first race will be drawn up in the order of the fastest qualifying time achieved by each driver in the qualifying practice session. The grid for the second race will be drawn up in the order of the fastest lap time achieved by each driver in the first race. The grid for each subsequent race will be drawn up in the order of the fastest lap time achieved by each driver in the previous race.

Should two or more drivers have identical times, priority will be given to the one who set it first.

- 34.3 The highest qualified car/driver combination will start the race from the pole position, as per the following location:

Circuit	Pole Position Location
Sebring Raceway	Left
Sonoma Raceway	Left
Road America	Right
Road Atlanta	Right
Lime Rock Park	Right
Circuit of the Americas	Left

- 34.4 Any driver(s) who cannot start the race because their practice lap times placed them outside the maximum number of cars permitted by the circuit license, will only be allowed to start the race if any driver who qualified higher than them is unable to start and withdraws at least 45 minutes before the start of the formation lap.
- 34.5 Any driver whose best qualifying lap exceeds 110% of the pole position time of their class, or did not participate in qualifying, will only be allowed to take part in the race upon permission from the Race Director.
- Drivers who did not participate in qualifying, will be placed at the back of the starting grid after any other penalties have been applied. Should there be more than one driver accepted in this manner they will be arranged on the grid in the order in their car number, lowest to highest.
- 34.6 Grids will generally be published at least one hour before the start of the relevant formation lap. Any driver who is unable to start for any reason whatsoever must inform the Stewards at the earliest opportunity.
- 34.7 If one or more cars are withdrawn, the pre-grid order may remain the same, but upon commencement of the pace lap the next car will take the place of the withdrawn car and all subsequent cars will move up a place.
- 34.8 Late cars not in position on the pre-grid at the 5-minute announcement will start from the rear of grid, and upon commencement of the pace lap the next car will take the place of the late car and all subsequent cars will move up a place.

- 34.9 All drivers must be in their respective cars, and all work on cars, aside from tending to a driver and connecting a 'jump' battery must cease at the 3 minute command.
- 34.10 At the 1 minute command engines must be started and the pre-grid cleared of all personnel.
- 34.11 Delayed cars, including any stalled cars which may be pushed after all running cars have left the pre-grid, may attempt to start from their original starting position in accordance with [Article 36.3](#).

35. MEETINGS

- 35.1 All drivers, or a designated representative, must attend Drivers Meeting which will take place prior to the first race and be chaired by the Race Director or a designated representative. An additional meeting for Crew Chiefs and Coaches may also be scheduled.
- 35.2 All meetings, including any autograph sessions, listed on the Event schedule are. Drivers and Competitors missing mandatory meetings will result in a \$250 fine, payable to Radical Motorsport Ltd.
- 35.3 An electronic briefing may be issued to competitors in lieu of any, or all meetings.

36. STARTING PROCEDURE

- 36.1 Unless otherwise directed by the Race Director, all cars will assemble in grid order prior to the start of the race on the pre-grid. Pre-grid will close five minutes prior to the start of the pace lap unless the official schedule or communication indicates otherwise. At the completion of the preceding session and at the direction of the grid marshals, all cars will be released on a single pace lap, typically led by a pace car. All cars must remain in grid order during the pace lap.
- 36.2 During the pace lap practice starts are forbidden and the formation must be kept as tight as possible. Tire scrubbing is permitted after Turn 1 up to a point designated by the Race Director, although drivers must use extreme caution.
- 36.3 Overtaking during the formation lap is only permitted if a car is delayed and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, the drivers delayed may also overtake to re-establish the original starting order. Any driver unable to re-establish the original starting order before he reaches a point on the track defined by the Race Director, must start from the rear of field.

A Drive Through penalty under [Article 15.3](#) will be imposed on any driver who fails to start rear of field if he has not re-established the original starting order before he reaches the point designated by the Race Director.

- 36.4 Should a car drop out during the formation lap:
 - a) If the field is still in single file, the next car will take the original place of the car which has dropped out, and all subsequent cars will move up a place.
 - b) If the field is double file following Article 36.6, the car directly behind will take the original place of the car which has dropped out and all subsequent cars in that row will move up.
- 36.5 The Pace Car will set the speed until it enters the pit lane.
- 36.6 At a point designated by the Race Director, all cars will assemble in double file formation, and remain in formation. Moving out of line, passing, brake checking or otherwise manipulating the field in any way is prohibited.
- 36.7 Additional specific instructions will be given by the Race Director at the Drivers' Briefing.
- 36.8 A waving Green Flag or extinguishing of a panel of red lights will signify the start of the race. The method, including when overtaking is permitted, will be confirmed during the Driver's Briefing.
- 36.9 The race time clock shall start at the end of the first pace lap, regardless of whether the race is started, and run continuously until the expiration of the race time, unless otherwise directed by the Race Director.

-
- 36.10 On an aborted start, the green flag will not be waved or the red lights extinguished. Drivers will take part in another pace lap without the Pace Car, and repeat the procedure.
- 36.11 If the Safety Car is deployed it will indicate an immediate conversion to a Full Course Yellow, and single file Safety Car restart. See [Article 38](#).
- 36.12 False Start infractions will be penalized per Article [Article 15.3](#).
- 36.13 A False Start occurs when a driver:
- a) Is in the wrong position for the start, or moves out of formation.
 - b) Moves forward from the prescribed position before the start signal is given
 - c) Accelerates early or unevenly during a rolling start or fails to maintain the prescribed formation order.
- 36.14 The Official Starter shall always be a Judge of Fact under these Sporting Regulations of starts and re-starts but may be overruled by the Stewards. Stewards may use any video or electronic means to assist in any false start penalties. A breach of the provisions of the Sporting Regulations may result in the disqualification of the car and driver concerned from the Event.
- 36.15 Unless specifically authorized by the Race Director, during the start of a race the pit wall must be kept free of all persons with the exception of officials and fire marshals.
- 36.16 All cars starting from the pit lane may join the race once the whole field has passed the end of the pit lane for the first time after the start.

37. THE RACES

- 37.1 During a race, drivers leaving the pit lane may only do so when the light, flag or signal at the end of the pit lane permits them to do so— for example not on a red light, or if a Marshall is displaying a ‘stop’ single with their hand— and on their own responsibility. A marshal with a blue flag and/or a flashing blue light, may also warn the driver if cars are approaching on the track.
- 37.2 There will be three races of no more than 40 minutes duration at each Event. The race duration will be specified in the Event schedule or Supplemental Regulations of each Event. Race time begins at Race Start as defined in Articles [36](#) and [38.14](#) and ends when the end of race signal, generally the checkered flag, is given to the leader of the race at the finish line as close to the allotted time as possible in accordance with [Article 5](#).

The Race Director has complete authority to call for the end of race signal at any point during a competition. This action may not be protested.

In the event that the leading car may cross the Line very close to the expiration of the allotted race time, the Race Director may declare the number of laps remaining before the display of the end-of-race signal. This action may not be protested.

- 37.3 Race 3 of each Event will feature a Mandatory Pit Stop.
- a) Once race time has reached 15 minutes, the “Pit Window Open’ board will be displayed at the Starter’s Gantry and Race Control will make a radio announcement. This will be irrespective of the position of the leaders on the track.
 - b) Should a Safety Car need to be deployed leading up to the Pit Window the Race Director may elect to delay the Pit Window opening until the race has been neutralized.
 - c) Competitors may only enter the pit once the board has been displayed.
 - d) Once race time has reached 25 minutes, Race Control will confirm ‘Pit Window Closed’ using a display board and on the radio to confirm the end of the pit window.
 - e) Drivers must have passed through the Pit Entry timing loop before the official race time has reached 25 minutes.
 - f) The minimum delta time from the Pit In to Pit Out timing loops will be 60 seconds.
 - g) Cars must come to a complete stop in their designated Pit Box. Engines may remain on.
 - h) All seatbelts must remain fastened until the car has stopped and refastened before the car pulls away.
 - i) Work may be carried out on the car during this pitstop. This includes the use of cordless, self-powered blowers being held to the cooling ducts of the car.
 - j) If a car fails to re-start its engine, it may be push started.
 - k) Any form of data transmission by Teams is not allowed during race conditions. Data downloads are allowed under Parc Fermé conditions only.
 - l) Should a Safety Car be deployed during the Pit Window, the Pit lane will remain open for cars to pit. However, the exit of Pit Lane may close and cars in pitlane may be held at the end of Pit lane by the Pit Exit Controller.
 - m) The minimum penalty for not pitting during the Pit Window will be a drop to last place in the classification under [Article 15.3](#).
 - n) The minimum penalty for short stopping the pitstop will be a Stop-Go Penalty, where the stationary time will correspond to the time the original pitstop was short by. A drop of places in the classification of the competition (results) is also permissible.

38. SAFETY CAR

- 38.1 The safety car will be driven by an USAC approved driver, and may carry an approved observer, capable of recognizing all the competing cars who is in permanent radio contact with Race Control.
- 38.2 Prior to the start of the pace lap the safety car will take up position at the front of the pre-grid. When instructed to do so by Race Control it will move onto the circuit and carry out the duties of 'Pace Car'.
- 38.3 The safety car may be brought into operation to neutralize a race upon the order of the Race Director.
- It will be used only if competitors or officials are in immediate physical danger, but the circumstances are not such as to necessitate suspending the race.
- 38.4 When the order is given all marshals' posts will first display two motionless yellow flags. The message "SAFETY CAR DEPLOYED" will, where possible, be displayed on the timing monitors and team radio notified.
- 38.5 The safety car will then join the track with its lights illuminated and pick up the race leader or as directed by the Race Director.
- 38.6 All competing cars must reduce speed and form up in line, single file, behind the safety car.
- 38.7 With the exception of the cases listed under a) to i) below, no driver may overtake another car on the track, including the safety car, until he passes the first safety car line for the first time when the safety car is returning to the pits. However, if the safety car is still deployed at the beginning of the last lap, or is deployed during the last lap, Article 38.13 will apply.
- The exceptions are:
- a) If a driver is signaled to do so from the safety car.
 - b) Under Articles 38.11 or 38.14 below.
 - c) When entering the pits, a driver may pass another car remaining on the track, including the safety car, after he has reached the first safety car line.
 - d) When leaving the pits, a driver may overtake, or be overtaken by, another car on the track before he reaches the second safety car line.
 - e) When the safety car is returning to the pits it may be overtaken by cars on the track once it has reached the first safety car line.
 - f) While in pit lane, a driver may overtake another car only after the car being overtaken has moved from the fast lane to the slow lane or his pit box. Also, a car in the fast lane can continue past a car leaving its pit box or traversing through the slow lane as long as he does not effect the ability of said car to move into the fast lane. Other than these two circumstances, there is no passing allowed in the pit lane. Passing is also prohibited in pit entry and pit exit.
 - g) Any car stopping in its designated pit box while the safety car is using the pit lane (see Article 38.10) may be overtaken.
 - h) If any car slows with an obvious problem.
 - i) If the Race Director, in communication with both teams, requests a position be redressed.
- 38.8 If ordered to do so by the Race Director, the observer or driver in the car will signal to any cars between it and the race leader that they should pass. These cars will continue at reduced speed and without overtaking until they reach the line of cars behind the safety car.
- 38.9 The safety car shall be used at least until the leader is behind it and all remaining cars are lined up behind him. Once behind the safety car, the race leader must keep within ten car lengths of it (except under Article 38.11 below).
- 38.10 Under certain circumstances the Race Director may ask the safety car to use the pit lane. In these cases, and provided its lights remain illuminated, all cars must follow it into the pit lane without overtaking. Any car entering the pit lane under these circumstances may stop at its designated pit area.
- 38.11 When the Race Director decides it is safe to call in the safety car the message "SAFETY CAR IN THIS LAP" will, where possible, be displayed on the timing monitors and the car's lights will be extinguished, and all of the two stationary yellow flags withdrawn. This will be the signal to the teams and drivers that it will be entering the pit lane at the end of that lap.

Once the lights on the safety car are extinguished, it may accelerate away from the leader. At this point the leader may not fall below "lights on safety car speed" and once the safety car has distanced itself from the field, the leader may accelerate in a location designed by the Race Director, while keeping a safe distance away from the safety car, as long as the safety car is not passed before the first safety car line.

In order to avoid the likelihood of accidents before the safety car returns to the pits, from the point at which the lights on the car are turned out drivers must proceed at a pace which involves no erratic acceleration, braking, weaving or tire warming nor any other maneuver which is likely to endanger other drivers or impede the restart. Passing may commence at the display of the green flag.

As the safety car is approaching the pit entry, and other than on the last lap of the race, a waved green flag and/or green lights will be displayed at the Starters Gantry. The green will be relayed at all other flag points and displayed until the last car crosses the Line.

When overtaking is permitted, will be confirmed during the Driver's Briefing .

- 38.12 Each lap completed while the safety car is deployed will be counted as a race lap.
- 38.13 If the Safety Car is still deployed at the beginning of the last lap, or is deployed during the last lap, it may enter the pit lane at the end of the lap and if it does so all cars will maintain their positions until taking the checkered flag on the start/finish straight as they remain under full course caution conditions.
- 38.14 Under certain circumstances the race may be started behind the safety car or resumed in accordance with [Article 40.5](#). In either case, at the three-minute signal (or as directed) its lights will be illuminated, this being the signal to the drivers that the race will be started (or resumed) behind the safety car.

The safety car will leave the pre-grid or pitlane and all drivers must follow in grid order, approximately three car lengths apart, and must respect the pit lane speed limit until they pass the second safety car line. Standard Safety Car single file procedure will apply.

39. SUSPENDING A RACE

- 39.1 Should it become necessary to suspend the race, and even during a safety car intervention, the Race Director will order red flags to be shown at all marshal posts. All cars will then maintain position, slow down and proceed to pit lane and stop in the fast lane.
- 39.2 Should the Race Director deem weather conditions warrant wet tires, competitors will be informed via the dedicated radio channel, a FCY will be displayed and Safety Car dispatched. This will then followed by the Red Flag. Once the cars have stopped in the fast lane, a period of time will be granted during which teams may change to wet tires. No other changes to the car are permitted.
- 39.3 Only Team Members and Officials may approach the cars. With the exception of jump batteries being connected and driver comfort being accommodated cars may not be worked on during a race suspension, save for the following:
- 39.4 Damaged cars entering pit lane under their own power may be worked on in their pit box however these cars, if able to restart, will join at the rear of field in the order of their pit location and only at the direction of the Race Director.
- 39.5 In the case that a race is suspended prior to the mandatory pit-stop window in Race 3, the suspension period will be considered the mandatory stop.
- 39.6 While the race is suspended the race clock will typically not stop, however where the Event timetable can accommodate it, the Race Director may request additional time up to the length of the race suspension to be added. The Race Director will inform teams of any additional time via the dedicated radio channel.

40. RESUMING A RACE

- 40.1 The delay will be kept as short as possible and as soon as a resumption time is known teams will be informed via the timing monitors where possible, or on the dedicated radio channel.
- 40.2 Cars will be gridded for the re-start according to their position on the last fully scored lap, or as instructed by the Race Director, such as implementing [Article 39.4](#). At all times drivers must follow the direction of the officials.
- 40.3 At the three-minute signal (or as directed) its lights will be illuminated, this being the signal to the drivers that the race will be resumed behind the safety car.
- 40.4 When the one-minute signal is shown, engines should be started and all team personnel must leave the pit lane taking all equipment with them. If any driver needs assistance after the one-minute signal he must raise his arm and, when the remainder of the cars able to do so have left the pit lane, marshals will be instructed to push the car out of the fast lane of the pits and into the closest pit box available.
- 40.5 The race will be resumed behind the safety car, single file, with standard safety car rules in effect. The safety car will enter the pits after one lap unless the Race Director deems more necessary. During this lap [Articles 38.11, 38.12, 38.13 and 38.14](#) will apply.
- 40.6 Overtaking behind the safety car is only permitted if a car is delayed and cars behind cannot avoid passing it without unduly delaying the remainder of the field.
- Any driver delayed, unable to resume in the starting order, or falls out of position must re-start the race at the end of the line.
- 40.7 Either of the penalties under [Article 15.3](#) a) or b) will be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the lap.
- 40.8 If the race cannot be resumed the results will be taken at the end of the last fully scored lap before the lap during which the signal to suspend the race was given.

41. FINISH

- 41.1 A white flag and/or a 'Last Lap' board may or may not be shown to competitors at the starters stand. This signal should only be considered advisory.
- 41.2 The end of race signal, generally the checkered flag, will be given to the leader of the race at the finish line as close to the allotted time as possible in accordance with [Article 5](#).
- The Race Director has complete authority to call for the end of race signal at any point during a competition. This action may not be protested.
- In the event that the leading car may cross the Line very close to the expiration of the allotted race time, the Race Director may declare the number of laps remaining before the display of the end-of-race signal. This action may not be protested.
- 41.3 Should the end-of-race signal be delayed for any reason, the race will be deemed to have finished when it should have finished.
- 41.4 After receiving the end-of-race signal, all cars must stop racing and proceed on the circuit directly to the parc fermé without any unnecessary delay, without overtaking (unless clearly necessary), without receiving any object whatsoever and without any assistance (except that of the marshals, if necessary).
- Any classified car which cannot reach the parc fermé under its own power will be placed under the exclusive control of the marshals who will take the car to the parc fermé.

42. PARC FERME

- 42.1 All cars are subject to Parc Fermé conditions until released by the Technical Scrutineers or the Stewards. During this time, no work of any kind may be performed on the cars. Once in the designated area, no car may be removed without the permission of the Technical Scrutineer or Race Director.
- 42.2 No individual may enter Parc Fermé or the Tech Area without the permission of the Technical Scrutineers.
- 42.3 No video recording is permitted in Parc Fermé or the Tech Area.

43. CLASSIFICATION

- 43.1 The car placed first will be the one having passed the Line in the lead at the end of the allotted race time (or more if the race is suspended, see [Article 39.6](#)). All cars will be classified taking into account 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.
- 43.2 Cars must have taken the start of the race by receiving the green flag or who have presented at pit exit to be classified as a finisher of the race, and eligible for championship points.
- 43.3 The official classification will be published after the race. It will be the only valid result subject to any amendments which may be made under these Sporting Regulations.

44. PODIUM CEREMONY

- 44.1 All drivers, particularly, the drivers finishing the races in first, second and third positions, in their respective classes, and a representative of the winning team must, attend the prize-giving ceremony on the podium and immediately thereafter make themselves available for the purpose of interviews and any press conference in the media center. All drivers must attend the last race ceremonies for each Event unless specifically permitted by Radical Motorsport Ltd.
- 44.2 Any driver participating in podium ceremonies must follow all directions of an announcer or series official. Drivers must wear their closed overalls displaying all mandatory logos. Any sponsor prop must be held, any cap awarded worn, and champagne or similar sprayed. The spraying of promotional personnel, dignitaries, officials or photographers is prohibited.
- 44.3 Trophies and champagne (or substitute) supplied by Radical Motorsport will be awarded to the following in each race:

PLATINUM	1 st place x 1	2 nd place x 1	3 rd place x 1
GOLD	1 st place x 1	2 nd place x 1	3 rd place x 1
PRO 1500	1 st place x 1	2 nd place x 1	3 rd place x 1
PRO 1340	1 st place x 1	2 nd place x 1	3 rd place x 1

45. PRESS CONFERENCE AND PROMOTION

- 45.1 Drivers must take part in any promotional activity, without compensation, requested by Radical Motorsport Ltd and/or USAC such as autograph sessions, prize giving, press conferences, pit road walkabouts and pre-race parades.

Drivers must wear their closed overalls, team uniforms or series merchandise as requested.

The drivers, Competitors and manufacturers give the right to Radical Motorsport Ltd and/or USAC to use their name for any promotional, advertising, publicity and public relations purpose, for the promotion of the Championship.

Use of the Championship logo by the Competitors, manufacturers and drivers or their agents or representatives is prohibited other than by prior permission in writing from Radical Motorsport Ltd.

- 45.2 Radical Motorsport Ltd and/or USAC Pro may conduct on-track media or VIP rides. Laps completed by Championship cars requested to participate will not be considered a breach of testing regulations listed in [Article 21](#).

46. PROTESTS

46.1 Right to Protest and Time Limits

- a. A protest as to the validity of an entry, rejection of an entry or length of course lies only with the entrant and must be lodged at least twenty-four (24) hours before the start of the competition.
- b. Technical protests against another competitor or the Technical Delegate regarding particular specifications that are routinely inspected by the Technical Delegate are not permitted.
- c. A protest against the scorers, timekeepers or award of positions lies only with the entrant and must be lodged within thirty (30) minutes, or as prescribed in the entry form, after the official posting of results.
- d. A protest against any actions of another competitor are not permitted
- e. A protest against any actions taken by race officials are not permitted
- f. The following matters, and any others which may be designated as non-protestable in these rules, which involve the exercise of judgement by the Stewards, are not protestable and the decision of the Stewards is final and binding:
 - i. The decision to call for or not call or to end a yellow caution period;
 - ii. The decision of the Steward to signal a driver to pass the pace car under yellow or the Steward's judgement as to whether a proper passing signal was given;
 - iii. The matter of whether a penalty could or should be applied or imposed during or after the race;
 - iv. The decision as to whether to red flag the race
 - v. The decision to reposition a car for a starting or restarting violation;
 - vi. The decision to impose a detention or disqualification penalty during a competition.
- g. Protests of actions taken by the USAC Director of Competition, including suspensions, must be lodged within twenty-four (24) hours after formal notification of the action.

46.2 Submission of Protests

- a. When the Race Director pronounces the penalty at a race meeting, related protests must be submitted to the Race Director.
- b. All other protests must be submitted to the USAC Director of Competition via the Series Manager.

46.3 Lodging of a Protest

- a. Protests shall be in writing accompanied by the prescribed protest fee and shall clearly state the errors that are claimed.
- b. Each claimed error must be stated in specific rather than general terms and must be accompanied by a written statement of the facts and grounds upon which it is based.

46.4 Protest Fees

- a. Radical Cup North America USD \$500.00 (payable to Radical Motorsport Ltd)
- b. The protest fee will be returned if the protest is deemed well founded, with the exception of where testing or shipping of components is required.
- c. Protest fees will not be returned if protest is unsuccessful.

46.5 Adjudication of Protests

- a. When the Race Director pronounces the penalty at a race meeting, related protests shall be decided by the Stewards.
- b. The USAC Director of Competition shall decide all other protests.
- c. The protestant and any entrant or other participant in interest shall be entitled to be heard and given an opportunity to call witnesses and shall be given adequate notice of the hearing. The hearing shall be informal and shall be confined to the errors claimed in the protest and evidence relevant to those error.

46.6 Withholding of Award

An award gained by a competitor who is subject to a valid protest shall be withheld until the protest has been finally adjudicated in accordance with these rules.

46.7 Judgement

All parties concerned shall be bound by the decision given, subject only to appeal as hereinafter provided.

- 46.8 Re-Run
Neither the Stewards nor the USAC Director of Competition shall have power to order a completed competition to be run again.
- 46.9 Default of Right to Protest
Any contestant who voluntarily competes in any competition, which is not in accordance with the entry blank conditions, as published thereby waives his right to protest against the non-enforcement of such conditions.
- 46.10 Compliance with Procedures
Any protest, which fails to comply with the foregoing requirements, may be denied and disregarded. Any error not specifically raised in the protest shall be deemed to have been waived.

47. APPEALS

- 47.1 Appeals may not be made against decisions concerning the following:
- Penalties imposed under [Articles 15.3 a\), b\), c\), d\), e\), f\), g\), h\) or i\)](#) including those imposed during the last five minutes or after the end of a race.
 - Any drop of grid positions or starting from the pit lane.
 - Any penalty imposed under [Article 31](#).
 - Any decision taken by the Stewards in relation to [Article 34](#).
 - Any penalty imposed under [Article 36](#) or [Article 40](#).
 - Any decision made by the Scrutineers regarding the eligibility of a car.
- 47.2 Initiation of an Appeal
Any member or License holder who is entitled to appeal may submit a written Notice of Appeal, but any such action shall not be stayed because appeal is taken.
- 47.3 Content of the Appeal
- The Notice of Appeal must contain reference to the specific action by USAC from which an appeal is taken, the date of the occurrence, the reasons why the member or License holder is appealing, and specific reference to any Rules and/or Bylaws allegedly violated and the relief requested.
 - The Notice of Appeal must be accompanied by copies of all written documents pertaining to the appeal, such as protests, responses, rulings, announcements, etc.
 - The Notice of Appeal must clearly and explicitly state the appeals classification under which it is submitted and must be accompanied by the appeal fee required for that classification.
 - The appeal fee shall be in addition to any monetary penalty previously assessed.
 - The original Notice of Appeal must be received at the USAC offices, 4910 West 16th Street, Speedway Indiana 46224 by the designated recipient and within the time limit for the class of appeal.

47.4 Classification of the Appeal

USAC recognizes the following classes of appeals:

- a. Conduct or Result of a Competition - Appeal from a decision of a Steward's Protest Hearing per the Official Competition Rules
 - i. Appeal Fee - \$1,000 or 5% of any award claimed, whichever is larger (payable to USAC)
 - ii. Recipient - Director of Competition (include a copy of the original protest)
 - iii. Time Limit - by 5 p.m. EST of the third business day following the release of the cited decision
- b. Discipline of a Participant - Appeal from a decision of the USAC Director of Competition under Section 12.02 of the USAC By-Laws.
 - i. Appeal Fee - \$1,000 or 10% of any associated monetary penalty, whichever is larger (payable to USAC)
 - ii. Recipient - President
 - iii. Time Limit - by 5 p.m. EST of the fifth business day following the release of the cited decision.
- c. Discipline of a Member - Appeal from a decision of the President under Section 12.03 of the USAC By-Laws.
 - i. Appeal Fee - \$1,000 or 10% of any associated monetary penalty, whichever is larger (payable to USAC)
 - ii. Recipient - President
 - iii. Time Limit - by 5 p.m. EST of the fifth business day following the release of the cited decision
- d. Action or Inaction of the Corporation - Appeal from circumstances not otherwise classified, and falling within the scope of Article 13 of the USAC By-Laws.
 - i. Appeal Fee - \$1,000 or 25% of any monetary damages claimed, whichever is larger (payable to USAC)
 - ii. Recipient - President
 - iii. Time Limit - by 5 p.m. EST of the tenth business day following the date of the action or alleged inaction

47.5 Adjudication of the Appeal

The recipient of the Notice of Appeal may dismiss appeals or portions thereof on the basis of procedural noncompliance. Any appeal or portion thereof not so dismissed shall be submitted by the recipient to a Court of Appeals for adjudication. The submission to the Court of Appeals may specify the issues to be heard by the Court, including the issue of procedural compliance. The jurisdiction of the Court is limited to those matters and issues submitted to it by the recipient.

47.6 The Court of Appeals

The Court of Appeals shall be selected by the Chairman of the Board. The Chairman of the Board or his designate shall serve as Chief Judge. Two other judges may also be selected to serve in addition to the Chief Judge. The other judges may or may not be Board members but shall not have actively participated in the circumstances cited in the Notice of Appeal, or have a personal interest in the outcome.

47.7 Hearing of the Appeal

The Court of Appeals shall be selected by the Chairman of the Board. The Chairman of the Board or his designate shall serve as Chief Judge. Two other judges may also be selected to serve in addition to the Chief Judge. The other judges may or may not be Board members but shall not have actively participated in the circumstances cited in the Notice of Appeal, or have a personal interest in the outcome.

47.8 Conduct of the Appeal Hearing

The hearing will be conducted according to the following procedures:

- a. A Court of Appeals hearing is not open to the public and admittance to the hearing is at the sole discretion of the Chief Judge.
- b. The Chief Judge shall enumerate the parties and other necessary participants in the proceedings. The executive race officials shall be regarded as a party to an appeal from a Steward's Protest Hearing.
- c. The Chief Judge shall exclude from the hearing room or from further participation in the proceedings any person who engages in improper conduct in relation to the hearing.
- d. The Court of Appeals shall conduct the hearing in an informal manner.
- e. The Court of Appeals shall not be limited to the technical common law rules of evidence required in judicial proceedings but shall be satisfied the evidence submitted is of a type on which it can rely.
- f. All parties to the proceedings shall be allowed to present and cross-examine witnesses and to submit evidence, both oral and documentary.
- g. Judges of the Court of Appeals and the Counsel for the Court of Appeals may examine witnesses.
- h. The Chief Judge shall exclude irrelevant, immaterial or unduly repetitious evidence.
- i. The Court of Appeals shall consider only evidence introduced during the hearing and there shall be no transcript of the hearing unless the Court determines otherwise.

- j. The Court of Appeals, in an appeal from a Steward's Protest Hearing, shall not consider matters appealed but not assigned as protestable error in the original protest, nor shall it consider matters not assigned as protestable error in the original protest.
- k. The Court of Appeals shall not consider matters outside the scope of the submission by the recipient of the Notice of Appeal, except for procedural rulings by the recipient.

47.9 Structure of the Appeal Hearing

The Chief Judge shall ensure that the following structure is observed:

- a. Opening Statements - The parties to the proceedings will be permitted to make opening statements, with the member making the appeal being the first to make an opening statement. In particular each party should be asked to state the issue(s) before the Court of Appeals and a brief summary of the position of the party with respect to such issue(s).
- b. Order of Proof - The evidence shall be received by the Court of Appeals in the following order:
- c. The member making the appeal shall first submit and present evidence in support of the appeal, both oral and documentary.
- d. Upon the completion of direct examination, each witness shall be subject to cross-examination by the other parties, or by any judge of the Court of Appeals or Counsel for the Court of Appeals.
- e. Parties representing USAC and other parties, if any, against whom the appeal is taken shall then be allowed to present evidence, both oral and documentary.
- f. Any witnesses thus presented shall likewise be subject to cross-examination by the appellant, by other parties, and by any member of the Court of Appeals or Counsel for the Court of Appeals.
- g. Closing Arguments - Upon completion of the evidentiary portion of the hearing, all parties, beginning with the appellant, will be provided with the opportunity to make closing arguments.

47.10 Powers of the Court of Appeals

The Court of Appeals shall have the following powers:

- a. To call, examine and cross-examine witnesses;
- b. To receive and rule upon relevant evidence;
- c. To regulate the course of the hearing and, if appropriate or necessary, to exclude persons or counsel for contemptuous conduct and to strike and disregard all testimony of witnesses refusing to answer proper questions;
- d. To dispose of procedural requests, motions or similar matters;
- e. To dismiss appeals or portions thereof;
- f. To require a party at any time to state its position concerning any issue in the appeal or its theory in support thereof;
- g. To pronounce a just remedy within the USAC By-Laws and Official Competition Rules for the penalty, result or circumstance at issue, but it shall not be empowered to order any completed competition to be rerun;
- h. To order the appellant against whom a final decision is rendered to pay all costs and expenses, including a reasonable attorney's fee, incurred by USAC;
- i. To make such order as to the return or forfeiture of the appeal fee as it may think fit;
- j. To take any other action deemed appropriate for a just and expeditious conclusion of the hearing.

47.11 Limitations

The Court of Appeals may interpret the rules and regulations and apply them to the particular facts presented to it, but it shall have no authority or power to create, add to, subtract from or in any way modify any of the rules and regulations or any of the supplements thereto, nor shall it have the authority to change a mandatory penalty, to modify the terms of the penalties authorized in these regulations, or to create penalties not listed in these regulations.

47.12 Publication of Judgment

The United States Auto Club shall have the right to publish or cause to be published a judgement on appeal, and to state the names of all parties interested. The persons referred to in such publication shall have no right of action against the United States Auto Club or against any person publishing such notice.

47.13 USAC Appeal Procedure Final

Decisions of USAC executive race officials on interpretation of rules, scoring of positions and penalties shall be final unless such decisions and penalties are protestable under these rules and are protested and appealed within the time limitations and other procedures prescribed by these rules.

Any unappealed protest decision by a USAC executive race official or any appeal decision by a USAC Court of Appeals on these or any other matters to come before it shall be final and binding. No court action of any kind may be taken.

Any participant in a USAC sanctioned race meeting waives any rights such participant may have to be a party or to take any action in court seeking legal or equitable relief against any decision or action of any kind by USAC or any of its race officials. A participant's exclusive right to contest a decision or the rules or regulations of USAC is within the protest and appeal procedure of USAC, and any decision reached within this procedure is final.

47.14 Compliance with Procedures

Any appeal, which fails to comply with the foregoing requirements, may be dismissed and disregarded. Any error not specifically raised in the appeal shall be deemed to have been waived. Errors not specifically set forth in a Steward's Protest Hearing may not be considered on appeal.

47.15 Jurisdiction of the FIA

- a. The Federation Internationale de l'Automobile, hereinafter referred to as the "FIA" is the international authority entitled to make and enforce rules and regulations for the encouragement and control of automobile competitions (including records). Except as provided in this Section, FIA is the final international court of appeal for appealable disputes arising out of the FIA recognized World Championship Events.
- b. The Automobile Competition Committee for the United States-FIA is recognized by the FIA as the National Sporting Authority (ASN) of the U.S.A., and is referred to as ACCUS-FIA. USAC is a member of ACCUS-FIA.
- c. USAC is the sole and final authority for the development, maintenance, and distribution of USAC prize funds, championship point funds, the awarding of USAC championship points, and the naming of manufacturer or series sponsored USAC champions in the manner set forth in USAC Competition Rules. Notwithstanding that a particular series competition may be listed on the FIA calendar, USAC reserves sole authority to settle finally any dispute (insofar as the dispute would effect any of the above listed determinations), which may arise during a USAC competition, through the procedures set forth in these rules.

48. VIDEO PROCEDURE

48.1 All video footage collected during the event is the property of Radical Motorsport Ltd. All video footage shall be made accessible to the Race Director and/or Stewards to help investigate incidents. It should be noted however that officials are not obliged to view or act upon video evidence submitted.

48.2 Video systems must be in working order. Video cards must be of sufficient capacity, formatted correctly and must be empty at beginning of each official on track session.

48.3 Competitors may not delete or modify any video footage collected, and are not permitted to remove a video card from the camera while the car is under Parc Fermé conditions.

48.4 Video cards may be seized by the Stewards, held indefinitely, and not returned.

48.5 Video cards and/or adapters must be labeled with car number as shown.

48.6 The file name of the Video Card must be named with Championship and car number.



49. HARDSHIP LAPS

49.1 A hardship lap may be granted by the Race Director. If granted, the distance on the circuit shall be from pit out to pit in only – the vehicle shall not cross the start/finish line or start finish timing loop on the course. Only previously used dry weather tires will be used. Hardship laps granted will not be considered a breach of [Article 21](#).

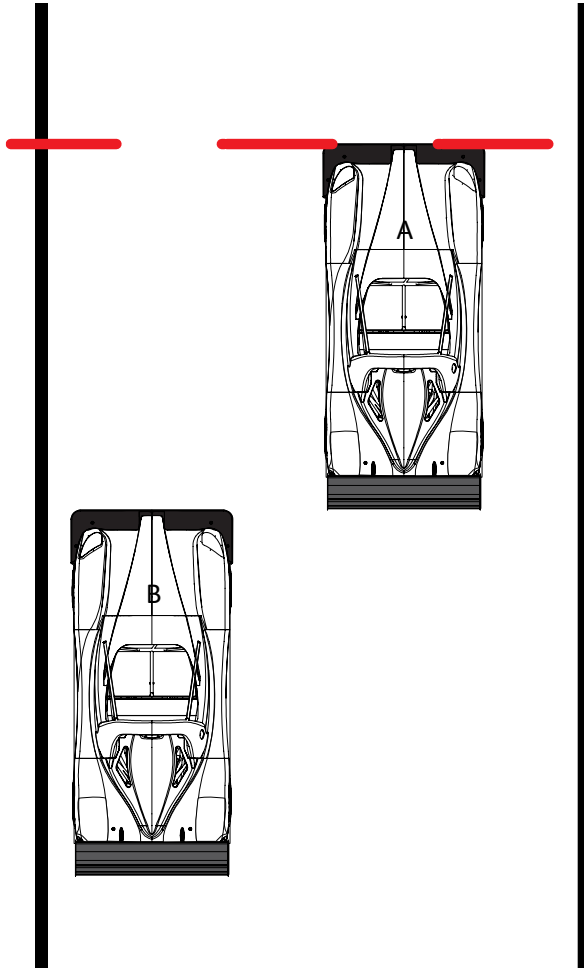
50. COMMUNICATION FLAGS

50.1 Flags are an official method for communicating with competitors. Flags may be replaced or supplemented by lights and/or reflective panels, which shall have the same meaning as the flags. The following flagging rules apply:

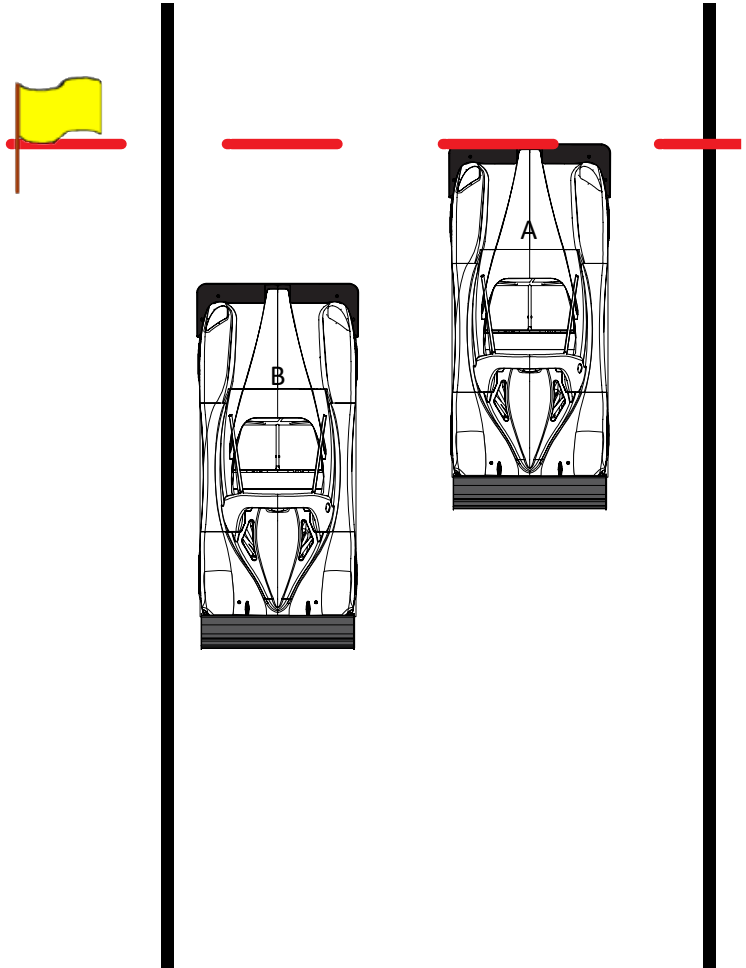
FLAG	COMMUNICATION
	GREEN: Displayed by the starter, signals the start or resumption of a session. Displayed following a yellow caution area to indicate racetrack is clear and passing may resume beyond the green flag.
	SINGLE MOTIONLESS YELLOW: Reduce speed, do not overtake, and be prepared to change direction. There is a hazard beside or partly on the track. May be displayed preceding a waved yellow for additional warning. SINGLE WAVED YELLOW: Extreme danger. Reduce your speed, do not overtake, and be prepared to change direction or stop. A hazard is wholly or partly blocking the track and/or marshals working on or beside the track. Note: Passing is not permitted from the point on the racetrack perpendicular to the first station displaying yellow until the point on the racetrack perpendicular to the first station displaying a green flag. However, any time a yellow flag is displayed at any point on the racetrack it is the responsibility of the Driver to use additional caution. Failure to use such caution may be penalized regardless of position relative to the flag. Penalty of drive through and/or loss of position may be avoided if addressed immediately once back under green flag conditions.
	FULL COURSE YELLOW - DOUBLE MOTIONLESS: Shown at all marshal posts. Maybe used with or without a Safety Car. Reduce your speed safely, do not overtake, and be prepared to change direction or stop in a corner or corners displaying waving yellow flags. Be aware that safety vehicles may immediately be dispatched onto race track. Once you know where accident is, safely and promptly catch up to the car in front.
	RED: Session suspended/stopped. Use caution, reduce speed, and proceed immediately to pit lane, unless otherwise directed by Race Control. Track may be blocked and emergency vehicles may have been deployed. Overtaking is not permitted.
	BLACK/WHITE DIAGONAL (or furled black flag): Typically shown with number board. Warning driver of unsportsmanlike behavior and likely future penalty.
	BLACK: Summons driver to pit lane for consultation and/or penalty. Shown with number board from start/finish and designated station(s) on the circuit. Driver may cross the S/F line no more than twice before entering pit lane and stop at their Pit Box.
	BLACK/ORANGE CIRCLE: Informs driver of a mechanical problem. Shown with number board. Competitor must enter pitlane on the next lap and stop at their Pit Box.
	BLUE: Advisory flag, warning that a faster car is approaching and trying to pass (typically a car from another class, or the leaders).
	YELLOW/RED STRIPES: Caution, the racing surface may be affected by fluids or debris. Normally displayed for only a limited number of laps even if the surface condition remains.
	WHITE MOTIONLESS: Caution, slow moving vehicle ahead. May be an emergency or service vehicle such as ambulance, fire or wrecker. WAVED WHITE AT START/FINISH: Advisory only, Indicating last lap (may be replaced by Last Lap board).
	BLACK/WHITE CHECKERED: Shown at the completion of practice, qualifying, or race. All cars shall exit the course once they have received the checkered flag and passed start/finish.

50.2 The following diagram is provided to aid in the clarification of what will typically be considered passing at the point of entering a yellow flag sector, and not using the additional caution required:

Permitted. Car A has completed the pass on Car B. No overlap exists between the two cars as the car making the pass, Car A, enters the yellow sector.



Not Permitted. Car A has not completed the pass on Car B. Overlap still exists between the two cars as the car making the pass, Car A, enters the yellow sector.



51. PENALTY GUIDELINES

- 51.1 The penalties listed in the following tables are neither minimums nor maximums, but guidelines which can be referenced by the Race Director and Stewards. Offences which assign License Points automatically incur a reprimand, three reprimands resulting in a ten-grid place penalty for the start of the driver's next race as per [Article 17.2](#).

Pit Lane & Pre-Grid Offences	Practice Penalty	Qualifying Penalty	Race Penalty	Points
Speed limit violation (incl. impeding)	Warning	DTP	DTP	
Blend line violation	Warning	DTP	10 Sec added or DTP	
Unsafe release from box	DTP	5 Grid Places	DTP	
Early release from box after Red Flag	DTP	DTP	n/a	
Too many crew	Warning	5 Points	5 Champ Points	
Checking Pressures / Temps in pit lane once session has ended	5 Points	5 Points	5 Champ Points	
Not stopping work at 3 min warning	Warning	5 Points	5 Champ Points	
Parc Ferme Violations	n/a	5 Champ Points up to DQ	5 Champ Points up to DQ	

Track & Race Offences	Practice Penalty	Qualifying Penalty	Race Penalty	Points
Track limits	Warning	Loss of lap	2 x Warning then DTP	
Passing under yellow	DTP	5 Grid Places	DTP*	1
Passing in overly aggressive manner	Warning	5 Grid Places	5 Sec or DTP*	1
Blocking / moving in reaction	Warning	5 Grid Places	2 x Warning then 5 Sec added	
Incident responsibility	Stop + 10 Minutes Hold	5 Grid Places	5-10 Sec added or DTP* +/or 5 Champ Points	2
Incident responsibility – Position loss	n/a	5 Grid Places	10 Sec added or DTP* +/or 5-10 Champ Points	3-5
Incident Responsibility – Causing significant damage / unable to finish	10 Grid Places up to Exclusion	10 Grid Places up to Exclusion	DTP up to Exclusion +/or 10 Champ Points	6-12
Intentional contact	Up to Exclusion	Up to Exclusion	Up to Exclusion	6-12
Intentionally causing Red flag	5 Grid Places	5 Grid Places	n/a	2
Failing to start rear of grid	n/a	n/a	DTP*	
False Start	n/a	n/a	10 Sec added or DTP*	
Failing to Stop within R3 Pit Window	n/a	n/a	Drop to last place in classification	
Shorting R3 Pit Stop	n/a	n/a	Stop Go holding for time short by	
Ignoring Red or Checkered flag	3 min hold at start of next session	5 Grid Places	5 Grid Places +/or 5 Points	2
Otherwise ignoring flags	Warning	5 Grid Places	5 Points up to Exclusion	2

*if position is not given up at first safe opportunity under green flag racing or when requested/authorized by Race Director.