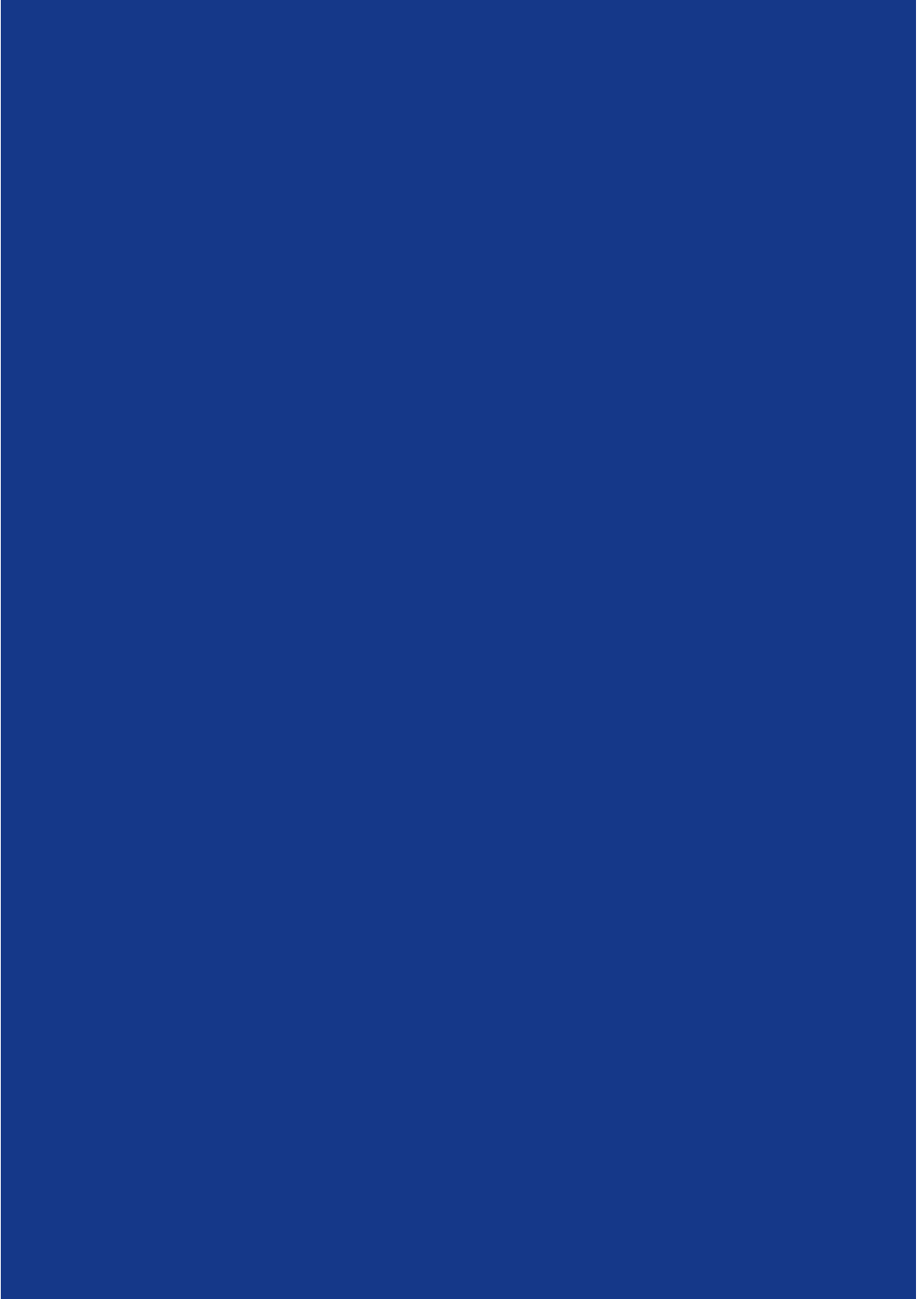


Part 2:

The Regulations



Background to the Regulations

At first sight the array of regulations governing motor sport can seem daunting. To help readers better understand the framework in which they operate, the following describes the basic administrative background against which the regulations are applied.

Definitions and Abbreviations

FIA (Fédération Internationale de L'Automobile):

The International Federation of Recognised Automobile Clubs.

The Code (Code Sportif International):

International Sporting Code of the FIA.

CIK-FIA (Commission Internationale de Karting):

The FIA Commission responsible for Karting.

ASN: A National Automobile Club or other national body recognised by the FIA or the CIK-FIA as sole holder of sporting power in a country.

MSA (The Royal Automobile Club Motor Sports Association Ltd): The sole body (ASN) to which the FIA and the CIK-FIA has delegated the control of motor sport in the British Isles (excluding The Republic of Ireland).

MSC (The Motor Sports Council): The Sporting Commission of the MSA.

Club: Any body recognised by the MSA as a Club.

1. General	75
2. National Competition Rules	75
3. National Court	76
4. Club Recognition	77
5. Acquaintance with and Submission to Rules [B 9.4] (E 2.19)	77
6. Notices	78
7. Date of Operation	78

Note: Throughout these sections an asterisk (*) indicates a requirement for additional information to be printed in the Supplementary Regulations (SRs).

Text shown in italics indicates a Regulation which may be amended in the SRs.

1

General

1.1. International Control of Automobile Competitions. The FIA is the sole International authority entitled to make and enforce rules and regulations for the encouragement and control of automobile competitions (including records).

1.1.1. International Sporting Code. So that the above powers may be exercised in a fair and equitable manner the FIA has drawn up the present 'International Sporting Code'.

1.1.2. Each National Club or Federation belonging to the FIA, shall be presumed to acquiesce in and be bound by this Code.

1.2. National Control of Motor Sport. Subject to such acquiescence and restraint, one single Club or one single Federation per country, called the ASN, shall be recognised by the FIA as sole International Sporting Power for the enforcement of the present Code and control of motor sport in its own country. The ASN for this country is the MSA.

2

National Competition Rules

Each ASN may draw up its own National Competition Rules which are submitted annually to the FIA.

2.1. The MSA being recognised by the FIA as the ASN of the British Isles (excluding The Republic of Ireland) and having acquiesced in and declared itself to be bound by the Statutes of the FIA and the Code, now therefore declares its sole right to control vehicle competitions in accordance with the Code in such territory being hereafter collectively referred to as the 'territory of the MSA'.

2.1.1. The MSC, as defined in its Constitution and Terms of Reference, shall form the Sporting Commission of the MSA.

2.1.2. The MSC has the judicial powers and regulatory functions conferred on the MSA by the Code and exercisable under these Regulations subject to such reservation as the Rules and Constitution of the MSA may require.

2.1.3. The logo of the MSA shall not be used by any person or body for any purpose whatsoever without the written consent of the MSA.

2.2. The General Regulations. That the above powers may be exercised in a fair and equitable manner, the MSC has drawn up these Rules, to be known as 'the General Regulations' and hereinafter referred to as

Background to the Regulations (A)

'these Regulations', which are in conformity with the Code.

2.2.1. Application of these Regulations. These Regulations shall govern all events (as hereinafter defined) in which a vehicle (as hereinafter defined) having more than three wheels (and by agreement with the Auto-Cycle Union, pre-1941 three-wheel cars) may take part, organised in the territory of the MSA.

2.2.2. Interpretation of Rules [E 1.2.1]. The MSC shall be empowered to decide any question raised within its territory concerning the interpretation of the Code or of these Regulations. In interpreting any regulation the word 'his' is deemed to include 'her' and persons referred to in the singular includes where the context so admits, the plural.

2.2.3. The MSC shall be empowered to decide and adjudicate on any question relating to Motor Sport raised within its territory, which is not covered by the Code or these Regulations.

2.2.4. Insofar as they do not conflict with these Regulations, any Supplementary Regulations or Official Instructions applicable to a competition shall be deemed to form part of these Regulations.

2.3. International Events [B 3.1.8]. Events run under an International Permit issued by the MSA must comply with the International Sporting Code and will only refer to these Regulations in respect of any matter not covered by the Code.

2.3.1. Other Events [B 3.1 – B 3.1.7]. At all events other than those for which the MSA has issued an International Permit, the Judicial Procedures and Penalties detailed in Section O of these regulations will apply.

2.4. Exemption from Regulations. The MSA has the right to grant an Exemption from these Regulations to suit special conditions or to enable unusual features to be included in the competition.

2.4.1. An Exemption from these Regulations may also be granted to events as detailed in B 5.

2.5. Alteration of Regulations. The MSC reserves to itself the right at any time to alter these Regulations and to alter or add to any Appendices thereto from time to time. Notice of such amendments or additions will be published in Motor Sport Club Bulletin or other official announcement.

2.5.1. Such announcement will only be valid for the current year [E 1.2.1.].

2.5.2. Stability of Regulations. All Specialist Committees must note that any new Sporting Rule must be approved by the MSC at least six months before it comes into force, likewise, that any new Technical rule must be approved by the MSC at least twelve months before it comes into force. New or amended regulations can only come into force on the 1st January in any year except in respect of urgent Safety, correction of error or as exceptionally agreed by the MSC. Even in Safety matters a practicable period of delay is desirable. With regard to matters concerning eligibility (for example of tyres or kart engines) applying from the 1st of January in any year, the period of notice may be varied by agreement of the MSC.

2.6. Compliance with Regulations. At all times the onus is on the organisers of the event to ensure

compliance with MSA requirements. It is a condition of approval

that all laws of the land shall be complied with and breach of this condition may invalidate any approval which may have already been given.

2.7. The MSA may at any time and for any purpose, order that any vehicle or component be impounded or sealed for as long as may be necessary for examination, subject to reasonable right of access by the entrant. The MSA may require the entrant to carry out any necessary dismantling and in default the MSA may arrange dismantling itself and debit the entrant with the cost thereof.

3

National Court

The National Court, appointed by the MSC, shall exercise the following functions.

- (i) Disciplinary – where such matters will be dealt with by a Disciplinary Tribunal.
 - (ii) Investigatory – where such matters will be dealt with by an Investigatory Tribunal (A 3.3)
 - (iii) Appellate – (a) Appeals pertaining to eligibility will be dealt with by an Eligibility Appeal Panel. (b) All other Appeals will be dealt with by an Appeal Tribunal. These are the designated National Court of Appeal for the purposes of the FIA International Sporting Code.
 - (iv) Arbitration – see A 3.2.
 - (v) Anti-Doping Tribunal – see 3.4.
 - (vi) Anti-Doping Appeal Tribunal – see 3.5.
- Each Tribunal or Panel shall consist of not more than five and not less than three persons who shall be:
- (a) Stewards of the Royal Automobile Club.
 - (b) Serving or past members of the Motor Sports Council.
 - (c) Serving or past members of any of the Committees or Advisory Panels of the MSC.
 - (d) Other suitably qualified persons.
 - (e) The Tribunal Chairman shall normally be legally qualified.

In exceptional circumstances, and with the agreement of all parties, the Tribunal may consist of two persons.

3.1. The exercise of these judicial powers and functions shall be final and not subject to review. No person shall be a member of an MSC tribunal if he has taken part as a competitor, driver or official in the competition concerning which a decision is to be given or if he has already participated in a decision on the matter in question, or if he is directly or indirectly concerned in such matter.

3.1.1. The periods specified in these Regulations may be extended in exceptional circumstances. Application to extend time should be made promptly to the Clerk to the National Court who will, if necessary, refer the matter to the Chairman of the National Court for decision.

3.2. Arbitration. An MSC Tribunal shall be empowered at its sole discretion to arbitrate between a competitor

(A) Background to the Regulations

and a club, or another competitor, on any matter directly connected with Motor Sport. This arbitration can be requested by either party, or initiated by the MSA. Liability for the costs of the arbitration may be ordered by the MSC tribunal, who are also empowered to make such order in respect of the terms of the arbitration as they think fit.

Any party requesting arbitration must deposit a fee as detailed in Section Z.

3.3. Inquiry. If it appears to the MSA from a Stewards' Report or otherwise that there may have been a breach of the regulations, the results of a competition may have been improperly or incorrectly declared, or that any breach of condition or permit, defect, default, omission or other irregularity may have occurred, the MSA shall be entitled at its discretion and no later than 60 days after the publication of the final results, to refer the matter to an MSC Tribunal who, after giving the interested parties an opportunity to be heard, make such order as it deems proper, and if it concludes that a breach of the regulations may have occurred, either order that the matter be referred to a subsequent Tribunal, or, it may deal with the matter itself and impose such penalty as it thinks fit.

3.3.1. Pending any National Court hearing or inquiry any vehicle or equipment involved may be impounded by the MSA for technical examination subject to reasonable right of access by the entrant. The MSA may require the entrant to carry out any necessary dismantling and in default the MSA may arrange dismantling itself and debit the entrant with the cost thereof.

3.4. Anti-Doping. An Anti-Doping Tribunal shall be convened at the instigation of the MSA to determine whether a doping offence has been committed and, if so (or where the offence is admitted but the exercise of a discretion is required), what the consequences (if any) shall be. Alternatively where the offence is admitted but the exercise of any discretion is either not applicable or is not sought the matter shall be referred to the chairman of the Anti-Doping Tribunal alone.

3.5. Anti-Doping Appeal. An Anti-Doping Appeal Tribunal may be convened to hear appeals from decisions regarding doping offences and consequences.

4

Club Recognition

MSA approval for the organisation of an event [except as specified in B 5] is reserved for those motor clubs recognised by the MSA as 'Registered to organise Competitions' [Recognised Clubs], which have complied with the requirements regarding Status and Fixture List and must be in membership of an MSA recognised Regional Association.

4.1. In order to be recognised a club must have at least 25 members and its rules must have been approved by the MSA. The Club must undertake to comply with all Regulations and requirements of the MSA and to pay an annual registration fee and all insurance and other charges and fees due under the Regulations (and the Appendices thereto).

4.1.1. Applicants for first time recognition who must be in membership of an MSA recognised Regional Association will be notified by means of the Motor Sport Club Bulletin or by an official announcement and such applications are subject to objection within one month from other registered clubs.

4.1.2. Regional Centres of Motor clubs which organise events are required to be recognised separately.

4.1.3. Each centre paying a full registration fee and all other charges and fees due under the Regulations (and the Appendices thereto) for the same facilities as a separate club.

4.1.4. Recognition will only be granted to those clubs where all the members are individuals. Groups, or Associations of Clubs [Recognised Groups] may be recognised in a separate category entitled to accept invitations to National B status events and to organise their own Championships. They are not permitted to accept invitations to Clubmans status events, or to organise their own events.

4.1.5. Recognised Regional Associations of Clubs are entitled to accept invitations to National B status events and to organise their own Regional Championships. They are not permitted to accept invitations to Clubmans status events, or to organise their own events.

4.2. Other Bodies. In addition to these Recognised Clubs, the MSA registers certain other clubs and associations of clubs or bodies as responsible organisations in the sphere of motor sport.

4.3. The continued recognition of any recognised club or regional centre of motor club or any other body recognised under 4.2 shall be subject to compliance with these Regulations and payment of the Insurance Premiums due under B 17 and any other fees and charges due under the Regulations (or the Appendices thereto).

5

Acquaintance with and Submission to Rules

[B 9.4] [E 2.19]

Every person, body, group of persons, etc., organising a competition or taking part therein shall by so doing or by and upon applying for an organising permit, or by and upon applying for a licence from the MSA, or by and upon entering for a competition, be deemed to have and recognised that they have:

5.1.1. Made themselves acquainted with these Regulations and agree to pay the charges and fees pursuant to the Regulations (and the Appendices thereto).

5.1.2. Submitted themselves without reserve to the consequences resulting from these Regulations and any subsequent alteration thereof and agreed to pay as liquidated damages any fines imposed upon them within the maximum set out in Section Z.

5.1.3. Renounced, under pain of disqualification the right to have recourse except with the written consent of the MSA to any arbitrator or tribunal not provided for in these Regulations.

Background to the Regulations (A)

6

Notices

6.1.1. Any communications required under these Regulations to be made to the MSA or to the MSC shall be addressed to The Motor Sports Association, Motor Sports House, Riverside Park, Colnbrook, SL3 0HG, or to such other address as may be duly notified from time to time.

6.1.2. Any communications required under these Regulations to be sent to a competitor shall be sent to the address on his entry form or, if he is the holder of a licence from the

MSA or other ASN, to the address on the licence.

6.1.3. Any communications to be sent to an Organiser or Organising Committee shall be sent to the address on the relevant application for an Organising Permit, or, in the case of an event not organised under permit, to

the Secretary of the organising Club at the address given in the notification of the event to the MSA or his last known address.

6.1.4. Any communications to be sent to an appellant under the Regulations shall be sent to the address upon the notice of appeal.

6.1.5. Any communications so sent by post shall be deemed to have reached the addressee by normal delivery of post.

7

Date of Operation

These Regulations shall come into force and be operative from the first day of January of the current year and thereby supersede all previous editions of these Regulations.

The MSA Policy Statement on Child Protection is as follows:

- The child's welfare is paramount.
- All children whatever their age, culture, disability, gender, language, racial origin, religious belief and/or sexual identity, have the right to protection from abuse.
- All suspicions and allegations of inappropriate behaviour will be taken seriously and responded to swiftly and appropriately.

As defined in the Children's Act 1989 anyone under the age of 18 years should be considered as a child for the purposes of this document.

2007 10 Years of Radical Racing

RADICAL WORLD CUP

All rounds of the Radical World Cup will support the Le Mans Series in 2007. The series will comprise 2 × 100km races at Spa Francorchamps, Nürburgring, Jarama (provisional) and Donington (provisional).

The Radical World Cup has attracted full grids for it's first two rounds of 2006. In 2007 the series will feature classes for SR8, SR3, SR4, PR06 and Invitation.



2007 DUNLOP RADICAL BIDURO CHAMPIONSHIP

New to the Radical Biduro Championship in 2007 will be a fixed-price Suzuki-powered SR4. The chassis and bodywork of this new car is unchanged, but the specification includes a fuel injected 1300cc Powertec Suzuki engine with power output limited to match current Kawasaki machines. The base specification also includes a carbon-composite head restraint, 2006-spec aerodynamics and double-adjustable shock absorbers.

This 2 × 40km championship will continue to run in the televised Dunlop "Great & British" Motorsport Festivals package, visiting all the top UK circuits, plus Spa Francorchamps.

As with the Enduro championship, full spares/engine support and hospitality facilities are provided by the Radical factory at each event.

2007 spec SR4 1300 Clubsport
£29,780 + VAT ready-to-race



2007 DUNLOP RADICAL ENDURO CHAMPIONSHIP

This hugely successful championship will continue to run classes for both the SR3 and SR8 sports prototypes in 2007. This unique 2 × 100km, two-driver championship will run in the Dunlop "Great & British" Motorsport Festivals package with television coverage on Sky Sports and Motors TV. Billed as the fastest one-make sportscar championship in the world, events in 2007 will be run at all top UK circuits plus Spa Francorchamps. Each event comprises testing, qualifying and 2 races over the weekend, with the Friday run as a trackday for sponsors and friends.

2007 spec SR3 Supersport
£ 45,081 + VAT ready-to-race

2007 spec SR8 - V8
£ 61,010 + VAT ready-to-race



2007 RADICAL POWERTEC CUP

The all-new Prosport PR06 will run alongside the original Clubsport and Prosport cars in the second year of Radical Powertec Cup. Run over eight events the double-header format will be extended to all rounds. The calendar will include many of the top UK venues plus Spa Francorchamps. The Prosport PR06 incorporates a central drive position, an all-new lightweight chassis and new underbody aerodynamics. The iconic body shape has been subtly updated and the overall performance improved.

A full spares support service will be provided by Mansol Motorsport and a comprehensive engine service will be provided by Powertec Engineering.

2007 spec PR06 Prosport
£29,116 + VAT ready-to-race

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