

4 TECHNICAL REGULATIONS

4.1 INTRODUCTION

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

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

The specified component from a manufactures parts list from which the car originated. No modifications permitted beyond the repair or adjustment processes specified by the manufacturer.

SCRUTINEERING

The organisers Eligibility Scrutineer and his appointed deputy will attend all rounds of the UAE Sportscar Championship and is available to provide advice as well as ensuring that the regulations are strictly enforced to ensure fair play.

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

4.2 GENERAL DESCRIPTION

The UAE Sportscar Championship is a multi-make Championship.

The only cars eligible for entry and points in the UAE Sportscar Championship are:

Class A

1. Radical SR3 Supersport/SR3RS – with PowerTec 1500 (<261 Bhp)
2. FIA Group CN car (As per FIA Art 259 and UAE SCC amendments), up to 2,000cc engine capacity.

Class B

Cars from the following list:

1. Seven type car, e.g. Caterham, Westfield etc. (No V8 engines)
2. KTM XBow (Not GT4)
3. Ariel Atom
4. Lotus Two Eleven (Not GT4)
5. Radical ClubSport/ProSport/PR6/SR4 (not 1500cc)

Cars not listed can have an application submitted for approval.

Radical SR8 - For this (2010/2011) season only Radical SR8's will be allowed to race but with no UAE Sportscar Championship class points or race day trophies.

4.2.1 EXAMINATION OF VEHICLES

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

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

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

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

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

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

4.3 SAFETY REQUIREMENTS

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

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

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

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

4.4 Class A Radical SR3 Technical Regulations

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

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

A standard factory fitted Radical crash box must be fitted for UAE Sportscar Championship events.

4.5 BODYWORK

4.5.1 MODIFICATIONS PERMITTED

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

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

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

Standard GulfSport/Radical cooling modifications to the body work are allowed, but must be supplied and fitted by an official Radical distributor.

The standard rear wing as supplied by an official Radical distributor must be retained. Its angle of attack may be adjusted using the integrated adjustable fixings. The PR6, SR3, SR5 and SR8 can be fitted with the optional bi-plane rear wing supplied by an official Radical distributor. A carbon fibre option is available for the SR3, SR5 and SR8.

4.5.1.4 SILHOUETTE: none.

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

4.5.2 MODIFICATIONS PROHIBITED

GENERAL:
No modifications to bodywork silhouette profile or shape. The material used for the

construction of the bodywork may not be changed. The standard fibreglass bodywork complete and unaltered from the specification of Radical Motorsport Ltd, the vehicle manufacturer, must be used unless supplied by an official radical distributor.

4.6 ENGINE

All engines/gearbox/clutch units are prepared by Radical/Powertec (UK).

The starter and generator system must be fitted as standard.

4.6.1 PERMITTED MODIFICATIONS

NONE. Engine must be supplied by an official Radical distributor.

4.6.2 PROHIBITED MODIFICATIONS

Modifications of any kind are not permitted.

4.6.3 LOCATION:

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

4.6.4 COOLING SYSTEM:

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

4.6.5 INDUCTION SYSTEM:

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

4.6.6 EXHAUST SYSTEM:

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

4.6.7 IGNITION SYSTEM:

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

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

4.6.8 FUEL DELIVERY SYSTEM:

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

4.7 SUSPENSION:

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

DAMPERS:

Dampers must be supplied by an official Radical distributor.

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

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

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

4.8 TRANSMISSION:

The standard integral 6-speed gearbox must be used.
Drive is via a Quaife-built gear drive system. Interchangeable gears are available from an official Radical distributor. Gear drive oil cooler is recommended. Optional pneumatic paddleshift system is allowed.

4.8.1 MODIFICATIONS PERMITTED:
None.

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

4.9 ELECTRICS

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

4.9.2 REAR FOG WARNING LIGHT:
Optional.

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

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

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

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

4.10 BRAKES

Standard four-pot callipers front & rear.
Optional lightweight 280mm x 25mm floating disc upgrade may be used.

4.10.1 MODIFICATIONS PERMITTED:

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

4.10.2 MODIFICATIONS PROHIBITED:

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

4.11 WHEELS AND STEERING

4.11.1 PERMITTED OPTIONS:

Three piece, split rim, centre lock wheels as supplied by an official Radical distributor.

4.11.2 PROHIBITED OPTIONS:

No modifications are permitted.

4.11.3 DIMENSIONS:

Radical SR3 - Front 15" × 8.0 or 8.5" Rear 16" × 10.5"

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

4.12 TYRES

4.12.1 SPECIFICATIONS:

SR3:

Front: 200/580R15 (392)

Rear: 265/605R16 (392)

Dunlop Slicks and Wets are mandatory control tyres for the UAE Sportscar Championship and must be supplied by Dunlop UAE.

4.12.2 NOMINATED MANUFACTURE:

Only Dunlop tyres are permitted.

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

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

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

4.13 MINIMUM WEIGHT LIMIT - Class A

Minimum weight of the car combined with the weight of driver, including racing clothing and helmets is at any point in the event:

Radical SR3 Supersport/RS – 600kg

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

Following competition, the driver must remain available with the car under Parc Ferme conditions until released by the Scrutineers, in order to ensure weighing is completed with the minimum of delay.

5 Class A CN Spec cars – FIA Article 259 Additions and Amendments

- 5.1 Monocoque chassis in non metallic composite material is not permitted
- 5.2 Only one wheel speed sensor is allowed for both rear wheels
- 5.3 Engine capacity must not exceed 2,000cc.
- 5.4 All cars must be fitted with a Race Technologies DL1 Logger. The loggers must be configured to record engine RPM throughout all official sessions. The Maximum hard rev must be set to 8,200 RPM. This system must be operational during practice, qualifying and race. The logger unit will be sealed by organisers. Data must be made available to scrutineers after every session.
- 5.5 Vehicle weight at any point of the event must be no less than 575 kg.
- 5.6 Paddle shift gearbox systems are permitted as is full throttle flat shift systems
- 5.7 Tyre size is free but they must be fitted to a 13" diameter wheel.
- 5.8 For this season only CN Radical SR5's can use the standard fit 15" and 16" wheel

6 Class B Safety Regulations

- 6.1 Due to the varied entry nature final safety standards for each car in class B will at the discretion of the organiser. However the following must be in place as a minimum.

6.1.1 Safety Belts – As a minimum a 3inch, 5 point systems meeting FIA approved specification and fitted in accordance with the manufacturer instructions and FIA requirements must be fitted. They must not be modified in any way from the manufacturer specification and once involved in a serious accident or damaged in any way they must be replaced.

6.1.2 Fire Extinguishing Systems - A mounted plumbed-in system meeting current FIA approved specification must be fitted, discharging into both the cockpit and the engine compartment. It must have two points of triggering, one able to be reached by the driver when seated normally with his seat belts fastened and steering wheel in place and one mounted externally positioned close to or combined with the circuit

breaker and marked by a red letter "E" inside a white circle of at least 10 cm diameter with a red edge. All bottles must be operable in any position of the car and if mechanically operated rather than electrical it must be fitted with "total discharge" valves. Systems must be fitted in accordance with manufacturer instructions and nozzles must not be pointed in the direction of the drivers head. Systems must be "Armed" at all times that a car is practicing or competing until after post event scrutineering. The safety pin must be additionally attached by a Yellow cable tie to easily identify its position.

6.1.3 Roll Cage – A roll cage professionally designed and constructed for fitment to the particular model of car must be fitted. The design and materials of the roll cage must be approved and certified for racing competition purposes by either the FIA or an acceptable ASN (eg ATCUAE MSA UK, DMSB, JAF, CAMS) or comply fully with The roll cage must be either FIA homologated with original homologation documentation (copies not accepted) or, ASN Certified with original certification documentation (copies not accepted) or, meets the current requirements of Article 253 Article 8 of Appendix J of the International Sporting Code of the FIA. Specifically Aluminium roll cages are not allowed. FIA approved roll bar padding must be fitted and all "seven" type cars must have a full roll cage fitted.

6.1.4 The fitting of a Circuit Breaker which isolates all electrical circuits except those that operate any fire extinguishing system is mandatory. It must be operable externally and internally. The external triggering control must be situated at the lower part of the windscreen mountings on the drivers side of the car. There must also be an internal unit operable by the driver whilst seated normally. Both locations must be marked by a red spark in a white-edged blue triangle with a base of at least 12 cm and have the on/off positions clearly marked. Batteries must be secured within a non conductive leak-proof compartment. An FIA isolator switch must be fitted.

7 FUEL TANK AND FUEL FOR ALL CARS/CLASS'S

7.1 FUEL:

Only UAE (United Arab Emirates) commercial available petrol as defined by the FIA Appendix J Article 252, Article 9 may be used. We reserve the right to mandate the use of control fuel or pump fuel supplied by the Dubai Autodrome fuel station. The use of commercially available Racing Fuels, power boosting or octane boosting additives by competitors in any fuel is prohibited.

7.2 LOCATION OF THE FUEL TANK:

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

7.3 TYPE OF FUEL TANK:

Cars must be equipped with fuel tanks which comply with or exceed FT3 1999 safety specifications, and must comply with the prescriptions of FIA Article 253-14.

RANDOM FUEL TESTING

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

8 SILENCING FOR ALL CARS/CLASS'S

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

9 COMPETITION NUMBERS/DECALS

9.1 POSITIONS:

Racing numbers, Title Sponsor decals, and Event Sponsor decals must be affixed to the vehicle as directed by the organisers staff. Failure to comply will render the car ineligible for the UAE Sportscar Championship points.

10 Tyres

All tyres for all classes must be supplied Dunlop UAE.

These tyres are uniquely identified and may be checked at Scrutineering. Tyre size and compound must be as so if stated per class.

11 COMMERCIAL UNDERTAKINGS

11.1

Contacts

Championship	General Enquiries	info@gulf-sport.com
Championship Manger	Barry Hope	barry.hope@gulf-sport.com
Championship Eligibility	Martin Hope	martin.hope@gulf-sport.com

11.2 Refer to UAE Sportscar Sporting regulations.

