

GT&PROTOTYPE CHALLENGE

POWERED BY  **Hankook**
driving emotion

A. GENERAL/SPORTING AND TECHNICAL REGULATIONS 2019

1. INTRODUCTION

The aim of the “GT & Prototype Challenge powered by HANKOOK” (GTP) is to organise events on FIA approved racetracks within the Benelux Zone with as broad a range of car brands and models as possible, based on simple technical regulations.

It is hoped-for that a certain mutually competitive equality will be achieved by splitting cars into four divisions, see Article 8, based on the ratio between a car’s weight and engine power, combined with a result-dependent handicap rule.

Drivers can participate in a wide variety of race cars like GT’s and Prototypes based on road going cars or purpose build. Before a car is accepted the participant has to submit his car to VRM for approval. The GTP is not open for Formula Cars.

The “GT&Prototype Challenge powered by HANKOOK” is organised in conformity with the provisions of the International Sporting Code and its appendices (the Code), the FIA General Prescriptions on circuits and the National Sporting Regulations of the (ASN).

It will be run in conformity with the Series’ sporting and technical regulations, the latter being in conformity with the safety prescriptions of the current FIA’s Appendix J particular Article 277 and is approved by the KNAF (Dutch ASN) under permitnr. 0311.19.162.

Used terms:

FIA	Fédération Internationale de l'Automobile
KNAF	KNAC Nationale Autosport Federatie (ASN)
TC	Technical Commission
KRB	KNAF Reglementen Boek
AARN	Algemeen Autorensport Reglement Nationaal
ASN	FIA approved organising body in country
GTP	GT&Prototype Challenge powered by HANKOOK
VRM	V-Max Racing Management B.V. in Breda

The final text of these Sporting and technical Regulations shall be the English version, 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.

2. ORGANISATION AND OFFICIALS

The GT&Prototype Challenge powered by HANKOOK is a by the KNAF (ASN) approved series. The GT&Prototype Challenge is run under the Benelux Zone Regulations.

Promoter:

V-Max Racing Management B.V. (VRM)
Schapendreef 78
4824 AM Breda
The Netherlands
CEO : Dick van Elk
Tel : 0031765430200
Email : info@supercarchallenge.nl

The following permanent officials, who may have assistants, will be appointed by the KNAF

- Race Director : Bobbe Veldkamp , lic. 10710
- Judge of fact : Renate Vissers , lic. 28108
- Judge of fact : Renata Aartsen , lic. 39596
- Chief Scrutineer : Bert van Wees , lic. 30851
- Scrutineer : Piet du Burck , lic. 32530

3. REGISTRATION

Registration takes place using a registration form provided by VRM. The registration form, available per 01-01-2019, must be filled in completely and signed under penalty of non-acceptance. By registering, a participant accepts all the regulations as well as the instructions issued by the competition organiser. Season entry forms must reach VRM no later than 2 weeks before the start of the first Championship Event.

An official Organiser's entry form must be filled in and signed by each competitor for each event to be entered.

In each event, VRM can admit so-called "guest drivers" or "guest cars" after payment of the registration fee. A guest driver is a participant taking part in less than eight races (four events). Applications to take part in an Event must be submitted to VRM on an entry form available from VRM. Entry forms for an Event must reach VRM no later than 7 days prior to the start of the Event concerned. The provisional entry list will be published at least 24 hours prior to the beginning of the Event.

Registration fees remain the property of VRM even if a car or driver(s) does not compete. No reimbursement will be made, neither wholly nor in part, for registered cars or drivers excluded by the event organisers. The registration fee will only be returned in full when registration is refused. A guest car or guest driver is entitled to as many tickets as those issued to a registered car or driver, as stated in Article 3.

These guest cars or guest drivers must likewise comply with the General, Sporting and Technical Regulations. If necessary, VRM can allocate extra ballast weight or handicap seconds. Furthermore, these guest cars or guest drivers must fully complete the registration and information form and send it to VRM before the closing date for the meeting in question.

The level of the registration fees for participation in an individual event will be determined per event and will be indicated on the registration form.

Every registered car (number) is entitled to the following in each event:

- 2 guardrail tickets
- 4 pit lane passes
- 4 paddock passes
- 1 entry pass paddock TRUCK
- 1 entry pass paddock car, depending on circuit facilities.
- 2 VIP passes GT&Prototype Challenge Hospitality Unit

All additional information about the GT&Prototype Challenge will be sent to the correspondence or e-mail address given on the registration form.

Any invoices from the VRM must be settled before administrative checking.

4. ADMINISTRATIVE CHECK

Place and time of the administrative check will be indicated on the invitation for the event concerned. During the administrative check every driver must report in person.

The following will be checked:

- Driver's / Competitor / Team Licence
- Registration form
- Payment of the registration fee.
- Whether the registration form and the indemnity clause have been signed.
This must be done by all drivers of a team per registered car.

5. WAIVER OF LIABILITY

The competitors shall participate in the test sessions and meetings aware of the special risks involved in motor racing and at their own risk. They shall assume full civil and criminal responsibility for any damage they or the vehicles used by them cause, unless an exemption from liability was agreed.

When entering, competitors and drivers waive their right to claim any damages in connection with the event and/or the official test sessions/introductory course against:

- the FIA, the KNAF, other ASN's and/or its affiliated organizations, their presidents, executive bodies, managing directors, secretaries general, volunteers and employees;
- the promoter/series organizer V-Max Racing Management b.v. and the series sponsors;

- the event host, officials and assistants, race-track owners, government agencies, racing services, manufacturers and all other persons and entities involved in organizing a meeting;
- the organization responsible for the construction and maintenance of roads, where damage is caused by the condition of the roads (including road furnishings) used during the competition;
- any agents or other persons employed to perform an obligation on behalf of the above persons and entities.

Except for damage or harm to life, body or health resulting from the intentional or negligent breach of duty by the group of persons exempted from liability, their legal representatives or agents and except for any other damage resulting from the intentional or grossly negligent breach of duty by the group of persons exempted from liability, their legal representatives or agents. They also waive any claims for damages in connection with the racing competition (timed and untimed practices, warm-ups, races) and/or the official test sessions/introductory course, except for damage or harm to life, body or health resulting from the intentional or negligent breach of duty by the group of persons exempted from liability, their legal representatives or agents and except for any other damage resulting from the intentional or grossly negligent breach of duty by the group of persons exempted from liability, their legal representatives or agents against:

- the other competitors, drivers, co-drivers, their assistants, the owners or registered keepers of other vehicles;
- the competitor on whose behalf they entered, their own driver(s)/co-driver(s) (barring any other special agreements between vehicle owners or keepers, competitors and driver/s and/or co-driver/s) and their own assistants.

The exclusion from liability shall become effective for all parties concerned upon submission of the entry form.

The waiver of liability shall apply to claims for any legal reason whatsoever, including but not limited to claims for damages based on contractual and non-contractual liability and to claims from tortious liability. Implied exclusions from liability shall remain unaffected by the above non-liability clause. By submitting an entry, the competitor/driver acknowledges that damage or injuries sustained during a meeting are not covered under mandatory motor insurance (vehicle third party liability, collision & comprehensive or fire and theft). Should any injury occur or be discovered during a meeting or in the event of health impairments which may temporarily or permanently jeopardize the ability to drive a racing car, considering the safety risks this may pose to third parties, with their signature the competitors shall release all attending physicians from confidentiality with respect to the officials (the Medical Officer, the Race Director/Clerk of the Course, the Stewards).

The competitors understand that the ASN license provides accidental injury protection to the driver. They shall understand that in the event of claims for damages among the amount. The exact scope and maximum cover amounts of the organizers or participants third party liability insurance shall be available upon request from the organizer competitors, drivers, vehicle owners or keepers, the organizer' or participants third party liability insurance usually covers only bodily injury (not any material damage) resulting from gross negligence. They shall furthermore take note of the maximum cover.

5.1 Vehicle owner's waiver of liability

(1) Competitors/drivers who do not own the race vehicle they use shall obtain the vehicle owner's signature on the waiver printed on the entry form.

(2) Should the vehicle owner fail to meet his/her obligation to sign the waiver, the competitors or drivers shall hold all persons and institutions mentioned under Art. 5 free against any vehicle owners' claims, except for damage or harm to life, body and health resulting from the intentional or negligent breach of duty by the group of persons exempted from liability or their legal representatives and agents and any other damage resulting from the intentional or grossly negligent breach of duty by the group of persons exempted from liability, their legal representatives or agents. (3) In the event of claims against the other competitors (competitors, drivers, co-drivers), their assistants, the owners or registered keepers of other vehicles, the competitor on whose behalf they entered, their driver/s and/or co-driver/s (special agreements between the competitors and driver/s and/or co-driver/s shall prevail) and their own assistants, this waiver applies to damage or injuries in connection with racing (timed and un-timed practices, warm-ups, races). In the event of claims against other persons or institutions this waiver applies to damage or injuries in connection with the entire sporting event. Implied exclusions from liability shall remain unaffected by the above.

5.2 Responsibility, amendments to the Rules and Regulations, cancellation of a meeting

Competitors, drivers, co-drivers, vehicle owners and keepers shall participate in the competition aware of the special risks involved in motor racing and at their own risk. They shall assume full civil and criminal responsibility for any damage they or the vehicles used by them cause, unless an exclusion of liability was agreed. VRM reserves the right to make any necessary amendments to the present Rules and Regulations in coordination with KNAF after their approval.

The organizer reserves the right to modify the Supplementary Regulations, after approval by the panel of Stewards, as required by force majeure, security concerns or the authorities and to cancel the series or individual races if required in extraordinary circumstances. The organizer shall not assume any liability except for intentional or gross negligent acts. Other than the above, the organizer shall be liable unless the Rules and Regulations and entry form provide an exclusion of liability.

GT&Prototype Challenge races will be held under the responsibility of the local event organiser, during events endorsed by the local ASN.

5.3 Jurisdiction

Unless legal recourse is excluded and where claims are made against V-Max racing Management and/or its partners, the respective registered office of V-Max Racing management b.v. and/or its partners shall be the place of jurisdiction.

6. INSURANCE

The organiser of an Event must ensure that all competitors, their personnel and drivers are covered by third party insurance. Ninety days before the Event, the organiser must send VRM, at least in English, details of the risks covered by the insurance, which must comply with the national laws in force. This insurance certificate, written in the language of the country as well as in English, shall be made available to the competitors. Third party insurance arranged by the organiser 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.

Drivers taking part in the Event are not third parties with respect to one another.

7. PREVAILING REGULATIONS

The GT&Prototype Challenge is a Dutch ASN (KNAF) approved series within the framework of the FIA International Sporting Code and is organised under the Benelux Zone Regulations and approved by the KNAF (Dutch ASN) under permit 0311.19.162. The following applies:

- The FIA International Sporting Code 2019 and it's Appendices.
- The local ASN regulations applicable for the event concerned.
- These GT&Prototype Challenge 2019 regulations.
- The Supplementary Regulations.
- The specific regulations of the circuit where the event is held.

8. CLASSIFICATION

8.1 The four divisions in the GT&Prototype Challenge

There are four DIVISIONS:

1. GT3 and equal
2. LMP3 type of cars and equal
3. CN type of cars and equal
4. Radical SR3 and equal

Because of the wide variety of cars, an objective classification has been chosen based on a "weight/power" ratio. In this way, our aim is to equalise cars participating in a class as fairly as possible.

The aim is that the driver or guest driver, and not the type of car, has the most influence on the results. For this reason, VRM has the right to deviate from this classification based on the ratio between power and weight, and to allocate extra or less ballast weight.

If someone registered, i.e. a driver and/or guest driver, has an unreasonable advantage or disadvantage compared to other participants in the class as a result of the type of engine or special road-holding qualities, VRM can decide to impose a higher or lower minimum weight, or place him or her in a higher class. Only to be applied before the start of the concerned event. In compliance with the Stewards of the meeting.

8.2 Class divisions

1. **GT** : minimum 2.8 Kg per HP
 2. **LMP3** : according to the original 2017 specification.
 3. **CN** : modern CN type cars manufactured after 2014 and cars with equal specifications or comparable lap times.
 4. **SR3** : Radical SR and cars with equal specifications or comparable lap times.
1. Calculation power to weight ratio: weight (car + driver) divided by HP measured at the wheels.
 2. For cars in all Divisions additional “performance balance” measures may be enforced by VRM if lap times are not within limits. Limits will be published per track.
 3. VRM has the right to grant waivers for the above stated rules if a car cannot comply with this rules because of weight or engine capacity as long as this gives no unrealistic advantage against the other competitors.

The weight is based on a ready to drive race car with driver (with full driver's equipment), inclusive 1 litre of fuel. This can be checked during the technical scrutineering after the qualifying session and after the race.

All cars, competing in GT&Prototype Challenge should at least comply to Appendix J, article 277 **See art. 2** (2019)

Cars with a National Homologation will be accepted.

8.3 Compulsory determination of engine power GT division.

The engine power will be “live” measured on the event venue with a Powerlog[®] to be supplied by VRM against a deposit of € 475,00. This unit measures during the qualification and races the applied power at the wheels.

If there is reason to doubt the correctness of placement in a particular class based on the results achieved and the lap times in particular, VRM can check the stated power and minimum weight of any car after the end of a qualifying session or race by downloading the data from the Powerlog[®]. The driver/guest driver/owner of the car must cooperate with the powercheck without any reservation.

If the power and weight combination does not tally with the set power/weight ratio for this division the car is in breach of the regulations, this will be dully reported to the Race Director. If the competitor concerned is in non-conformity more than once this may lead to non-participation for the rest of the season by non-invitation of the concerned driver for future events.

The data received via the Powerlog[®] is the only data used to check compliance with the regulations. Data supplied by the drivers from rolling roads or dyno's is not accepted.

8.4 Exemption

An exemption for one-off guest drivers from this means of power measurement will be determined by VRM before the start of the said event.

8.5 Handicap seconds

After the end of a race, drivers placed in the first three positions according to the provisional result, are allotted handicap seconds according to the table shown below. These seconds are in addition to those allotted after the previous race with a maximum of 30 handicap seconds. These seconds will be added to the 60 seconds for the compulsory pit stop and with any previously allotted extra handicap seconds and apply to the next race.

1 st place in a race	=	plus 15 seconds
2 nd place in a race	=	plus 10 seconds
3 rd place in a race	=	plus 5 seconds

Any changes in the result through protests or penalties, will have no effect on this allocation.

The handicap seconds are linked to the driver or guest driver. These seconds are maintained even if the driver changes car (type) within the same class during the season. If a driver misses an event VRM has the right to add seconds to the already achieved result seconds depending on the current situation.

Guest drivers: VRM determines the allocation of any handicap seconds for guest drivers. The minimum amount of handicap seconds will be 15 at the start of the event and the maximum 30 seconds.

Two or three drivers sharing one car: If the drivers have different handicap seconds the highest handicap applies.

8.6 Reduction

The result achieved during the next race/event applies as calculation.

If the result achieved is 4th place or lower, the number of handicap seconds can be reduced according to the table below.

4 th place in a race	=	minus 5 seconds
5 th place in a race	=	minus 10 seconds
6 th place or lower in a race	=	minus 15 seconds

Participation takes place when the driver or guest driver in a race passes the starting line after the starting signal or leaves the pit exit. In case a car is damaged during qualifying or the first race and not able to start for the first or second race during the same event this also will be handled as started and a maximum of 15 seconds per race will be reduced from the handicap seconds.

8.7 Scales

To establish the minimum car weight, an indicated tolerance of 2 kg applies to the scales used by the organisation of the SC and are the only official scales for the SC.

8.8 Timing transponders

Competitors shall fit their vehicles with an AMB/Mylaps timing transponder at their own cost to enable exact timing. Such devices shall be installed in the approved location(s) and manner as communicated in the manufacturers datasheet.

8.9 Tyre regulations

VRM has signed a sponsorship contract with tyre manufacturer HANKOOK. All participants are therefore compelled to use HANKOOK brand tyres to be supplied by their representative Racetyres B.V. Zandvoort. Participants are entirely free though to choose the type of tyre, compound and size. Intermediate tyres are not permitted, only full original slick tyres and full wets.

The number of slicks for the qualifying session and both races shall be limited. No restrictions shall apply to rain tyres, but their use shall be subject to the Race Director/Clerk of the Course declaring a “wet practice” or “wet race”. Each competition vehicle can be supplied with a maximum of ten (10) slicks to be marked by HANKOOK for use by this specific vehicle before the start of the event.

Free practices and private tests may be run using marked slicks from the previous meetings. Exceptions may be granted by the series Permanent Scrutineers. If a tyre is punctured or severely damaged on a racing weekend, a “joker tyre” may be requested from HANKOOK. Such tyre must be authorized by the Permanent Scrutineers and marked as “joker tyre” if applicable. No more than 3 joker tyres shall be allowed for the first four races of the season, and three additional joker tyres for the last four races.

During all races Racetyres B.V. will be present to supply tyres directly.
It is recommended that you make a reservation for the tyres you require beforehand.

Racetyres B.V. Leeuwerikenstraat 16 F2

2042 CS Zandvoort Netherlands

Contact : Jan Paul van Dongen

Mobile : 0031 6 555 03 961

Email : info@racetyres.nl

8.10 Exemption

Exemption can only be granted if HANKOOK is unable to supply suitable tyres (to be judged by VRM). If exemption is granted the cost per event amounts to € 250,00 excluding VAT.

9. PODIUM, PRIZE GIVING AND CHAMPIONSHIP

After each race/event there will be a podium ceremony for the first three cars/drivers per division.

9.1 Scoring and overall standings per class

In each race, regardless of its length, points will be awarded to participants using the distribution below.

Position:	1 st	2 nd	3 rd	4 th	5 th	6 th	7 th	8 th	9 th	10 th	11 th
Number of points:	23	20	17	15	13	11	9	7	5	3	1

For each race, an overall race result and a ranking per class will be drawn up. If two drivers are participating in the same car, both receive points corresponding to the result achieved. There is one point for pole position (1 point) for the first race and no points for the fastest lap in the races. If there is a double race during a weekend, the fastest time in qualification is for the pole position of race 1, the second fastest time in qualification is for the pole position for the second race.

Starters shall be eligible to earn points after covering at least 75% of the winner's (per division) distance. Points shall be awarded only if at least 2 competitors per division start into a race.

If desired, a team can be registered which is eligible for points. A team may consist of three participants at most. It is a condition that each of these participants drive at least eight races for the team.

The driver with the highest number of points in the relevant class is GT&Prototype Challenge Winner GT, LMP3, CN or SR3. The driver with the highest number of points in the Challenge is overall Winner GT&Prototype Challenge 2019. All results shall count towards the year-end standings.

If there are in a division during an event less than 6 participants the overall points standing will be reduced with 75%.

10. PARTICIPANTS / PARTICIPATION

10.1 Participation

The GT&Prototype Challenge is open for participants with a National ASN Driver's licence and authorisations issued by their ASN. The Challenge is intended for drivers with a "Bronze" rating (SC own rating system). A pairing between a "Bronze" and a "Silver" rating is possible after confirmation by VRM. VRM has the right to add Result seconds to the mandatory pitstop to "balance" such a pairing or to take other measures to have a level playing field.

In general an event or meeting will be made up of two races with a minimum of 45 minutes, and a maximum of 60 minutes + 1 lap. The exact duration of both races will be published in the Supplementary Regulations of the events. The number of drivers including guest driver per car per race: maximum 2.

If the number of entries exceed the number of cars allowed to start in a race on the circuit the entries can be divided in two or three groups, for

example:

- Group 1 : GT + LMP3
- Group 2 : CN + SR3

The exact composition of the groups will be announced in the Supplementary Regulations of the event.

Before each race the Race Director will hold a compulsory Drivers Briefing. There is a fine for absence during this briefing as indicated per event in the Supplementary Regulations. During this briefing the event organiser should be notified which driver takes the start. Drivers not attending the Drivers Briefing are not allowed to go on track before attending an additional briefing by the Race Director. Besides this official driver's briefing VRM (through the Race Director) might hold extra briefings if it deems to be necessary.

10.2 Driver's mandatory pit stop in a race

During the race there is at least one mandatory pit stop for possible driver's change. During this pit stop working on the car is permitted, there is no limitation on the number of people working on the car.

The time for entering and exiting the pit lane will be added to the time for this pit stop. The total time will be checked electronically using the loops at the pit lane entrance and pitlane exit. The total time will be announced for each event through a bulletin. A car therefore does not have to be stationary for exactly 60 seconds but needs to be between the loops for the minimum time.

Result seconds will be added to the pit stop time as the occasion arises.

When entering and exiting the pit lane the maximum permissible speed, as stated in the Supplementary Regulations and/or driver's briefing notes will be usually 60 km/h, should be respected at all times. If other participants are held up by someone driving

away too slowly, the Race Director may impose a penalty for obstructing other participants.

Under all circumstances, the driver must be securely fastened in the safety belts.

During a safety car situation or FCY, entering the pit lane for the mandatory 60-second pit stop is permitted.

To prevent incidents in a crowded pit lane, there will be a separate pit stop window of 10 minutes for the GT- LMP division and the CN – SR3 divisions.

Race 60 minutes + 1 lap:

GT and LMP3 : between the 20th and 30th minute of the race.
CN and SR3 : between the 30th and 40th minute of the race.

The moment the car passes the timing loop at the entry of the pit lane has to be in the appropriate pit window to comply with the rules.

10.3 Changing tyres during the pit stop

Changing slick tyres for other (new or used) slick tyres during the mandatory pit stop is **not** permitted. It is allowed to change the position of the tyres from front to rear or from left to right and vice versa.

10.4 Engines during the pit stop

During the pit stop, engines may continue to run to prevent cooling problems as long as no tyres are changed and there is no refuelling (see article C.2) or any other mechanical interventions. **A mechanic with a handheld fire extinguisher of minimal 5 kg, must be on hand for incidents.**

10.5 Penalties for not following pit stop procedure

- If the car is not between the measuring loops for the required number of seconds: drive through, time penalty or one penalty lap.
- If the pit stop is made too early or too late: drive through, time penalty or one penalty lap.
- If the pit stop is not made at all: five penalty laps.

The Clerk of the Course in cooperation with the Race Director and the Stewards is empowered to decide which penalty will be imposed.

10.6 Practice and qualification

To take part in the race, at least one of the drivers must have completed at least two laps during the official time practice and have set a time. The driver who didn't take

part in the official practice cannot be the driver to take the start. If a driver cannot or does not fulfill this practice, he must start at the back of the grid under the agreement of the Stewards.

10.7 Driver or car change.

If a competitor allowed taking part in the event wishes to change car a formal request has to be posted to the Race Director who has the final decision under the agreement of the Stewards.

10.8 Wet practice/wet race

If the Race Director/Clerk of the Course signals “wet practice” or “wet race”, the following rules apply:

- a) “wet practice” before or during free or timed practice:
Rain tyres may be used only for the specific free or timed practice.
- b) “wet race” before or during an race:
Rain tyres may be used only for the specific race. The Race Director/Clerk of the Course reserves the right to require all drivers to use rain tyres. No restrictions shall apply to the number of rain tyres. No markings shall be required for rain tyres.
- c. In a “wet practice” or “wet race”, drivers shall be required to have the headlamps and the FIA approved rear rain light as described in Art. 257A-8.3.4 switched on at all times.

11. PROVISIONAL CALENDAR GT&PROTOTYPE CHALLENGE 2019

See the official entry form.

12. TECHNICAL SCRUTINEERING

Registered competitors are responsible for ensuring their car is fully race ready when presenting it for technical scrutineering. By presenting a car for technical scrutineering the competitor registered implicitly declares that the car complies with the regulations in all respects. Technical scrutineering takes place at the location indicated in the Supplementary Regulations.

The following items must also be presented at the Technical Scrutineering:

- The rollage certificate (if applicable)
- The FT3 1999, FT 3.5, or FT 5 tank certificate (if applicable)
- The Technical Passport or “Wagenpass”(if applicable)
- Complete set of current FIA approved driver’s equipment including helmet and FHR according to FIA Appendix L. Without these driver’s equipment a car will not pass scrutineering.

13. (DRIVING) CONDUCT, RACE INCIDENTS AND PROTESTS APPEAL

“Chapter IV - Code of Driving Conduct on circuits” from the FIA Appendix L of the International Sporting Code will apply for all the events. VRM has the right, giving reasons, not to invite a driver for further participation in the GT&Prototype Challenge if his or her conduct conflicts with the spirit of the GTP. Unsporting behaviour or endangering other participants cannot and will not be tolerated.

In terms of race incidents, other misbehaviour by participants and protests, the organiser exercises the minimum penalties set out in the KRB.

Protest shall be made in accordance with the Code and accompanied by a deposit of 500 euros. The deposit for a National Appeal is 1.750 euro.

14. ADVERTISING / STICKERS AND PUBLICITY

Compulsory advertising for all participants provided by the promoter:

- * Two competition number backgrounds: one on the left front door and one on the right front door printed with GT&Prototype Challenge / Ooperon logo
- * Front number plate, imprint to be decided.
- * Rear number plate, imprint to be decided.
- * Front windscreen banner, imprint to be decided.
- * Name of the driver; on the lower edge of rear side windows.
- * HANKOOK stickers on the car's four bumper corners.
- * Technical Scrutineering background year sticker on left rear window of car.
- * White numbers on the front (upper corner passenger side below the streamer) and rear windscreen (upper corner passenger side).

The participant agrees that VRM may install an on-board camera. If VRM installs on-board cameras for video recording of the race, dashboard space must be provided for sponsors. This space must be in range of the camera and will be used by VRM.

15. TV, BROADCASTING, ADVERTISING AND OTHER MEDIA RIGHTS

All drivers and teams shall authorize VRM to use photographs and visual representations of the vehicles used in the series, and the names, photographs and film of drivers, teams and team equipment including the logos and decals of the driver or team sponsors for advertising purposes to enhance the image of the racing series or any of its parts. All drivers and teams shall authorize VRM to use or license all photographs of the series and other material relating to the series, including photographs and visual representations of vehicles taking part in the series and the names, photographs and visual representations of drivers and team (including but not limited to the driver's apparel and the team equipment and the vehicle used in the series) which feature the logos and decals of the driver or team sponsors for the purpose of marketing the series or any part of the series.

VRM shall own all copyrights, including but not limited to TV stills of the series. VRM shall own all shooting/recording and broadcasting rights of the GTP including terrestrial, cable and satellite broadcasting, and all video rights as well as any other rights relating to other media (e.g. Internet). Any type of recording, broadcasting, rerun or reproduction for commercial purposes shall require VRM's prior written consent. Upon request, VRM shall grant competitors in the GTP the license to use TV footage for trade fairs and internal use on a royalty-free basis, provided that the technical costs are covered. Sponsor licenses, or licenses for advertising or any other commercial purposes shall be requested in writing from VRM and may be subject to payment of a royalty.

In-board camera

Unlike on-board cameras, in-board cameras are mounted inside the racing car's driver's compartment rather than outside. Users of either type of camera shall ensure that any third-party damage is prevented.

During untimed practice, qualifying and the two races, competitors shall observe the following:

- private in/on-board cameras are admissible after approval by VRM;
- official TV in/on-board cameras shall be installed by VRM or the commissioned service provider and shall be subject to scrutineering;
- the interior* of racing vehicles carrying official TV in-board cameras shall be kept free of advertising incl. any type of branding (e.g. decals of the team);
- in the event that the interior of a team's vehicle carries advertisements and the team is unwilling to remove them before using TV in/on-board cameras, the TV in-board cameras shall be installed in the vehicle of another team.

* Def.: interior: entire driver's compartment incl. interior and exterior surfaces of the windows.

B. TECHNICAL REGULATIONS

1. GENERAL

No limitations will be implemented on the competing cars, if they comply with the following and in the current FIA Appendix J article 277 described technical regulations and fit within the weight/power ratio as stated in the class regulations.

2. FUEL AND LUBRICATION SYSTEM

2.a. Fuel

Commercial fuel, as stated in the FIA regulations Appendix J 2019, Article 252 (General prescription for Production Cars, Touring Cars Grand Touring Cars), Article 9.1 (Commercial Fuel) is allowed for the GT, Supersport and Sport Divisions. Additionally E85 and M85 fuel is allowed (typically a mixture of up to 85% denatured fuel ethanol or methanol and petrol) and for High Octane engines special fuel delivered by PANTA and Sunoco. If a E85 or M85 fuel is used the driver has to submit a declaration that the complete fuel system is adapted for the use of these fuels including a certificate of the Fuel Cell manufacturer.

2.b. Fuel pump/ Fuel lines

The fuel system must be in accordance with Art 253-3 (gravity activated roll over valve, Ventilation valve, Blow-off valve)

A fuel pump may not be placed inside the driver's compartment. The original fuel lines have to be protected by e.g. a hose made from synthetic material. Alternatively, the lines are allowed to run through the driver's compartment towards the engine bay where in this case the lines must be continuous (this means that they cannot be fitted with couplings of any sort) and must be of aviation standard material. All fuel lines run through rubber grommets when passing through front and rear safety bulkheads.

If metal tubes are used, they have to be protected by e.g. a hose made from synthetic material. The fastening braces must be made of metal and between the braces and the fuel lines a rubber or synthetic protection must be fitted. The hoses must be connected through quality fittings where connections with hose clamps are not permitted.

2.c. Fuel tank

Usage of a FIA approved FT3, FT3.5 or FT5 safety tank is recommended. A valid certificate complying with the data on the fuel tank must be shown at scrutineering and the tank data on the tank must be accessible). For cars, using E85, M85, or any other mixture, a FIA approved FT5 Safety tank, adapted for the use of these fuels, including a certificate of the Fuel Cell manufacturer is compulsory.

3. NOISE RESTRICTIONS

On most of the circuits visited maximum noise levels apply. The exact levels will be announced on the entry form and the Supplementary Regulations per event. All competitors have to comply with the local regulations. The local noise limitations as prescribed by the government measured **(dynamic)** with the on site governmental approved equipment will prevail over the measurements as per FIA noise measuring method.

(The noise generated by the car must not exceed 115 dB (A) at 3800 rpm, or at three-quarter maximum revs if this is less. This is a **(static)** measurement. All measures taken to ensure that the maximum noise limits are not exceeded must be permanent in nature, and must not be cancelled out by the exhaust gas pressure.)

1) Measuring equipment

A high quality sound meter shall be used. The measurement shall be taken using an averaging system and a time constant, conforming respectively to curve A and to the "fast response" time as described in publication 179 (1965) "precision sound meter" of the International Electrotechnical Commission (IEC) concerning the characteristics of instruments for measuring sound levels. The instrument shall be calibrated frequently, if possible before each measuring session.

2) Measuring conditions

The measurements shall be taken in a cleared and sufficiently quiet area (ambient noise and wind noise at least 10 dB (A) lower than the noise to be measured). The area must not be covered with snow, high grass, loose earth or ashes. Before any measurements are taken, the engine will be brought up to its operating temperature.

3) Position of the sound meter

The point at which the sound measurement is taken shall be at a distance of 50 cm from the exhaust pipe exit, at an angle of 45° to the centre-line of the pipe (see drawing). The microphone shall be placed at a height of 0.5 ± 0.1 m above the ground.

4) Vehicle test conditions

The vehicle shall be stationary, with its engine running at the recommended speed. This engine speed shall be measured using the vehicle's rev. counter which itself shall be calibrated using an independent instrument if necessary. The maximum intensity recorded shall constitute the result of the measurement.

5) Interpretation of the results

The measurements shall be considered as valid if the difference between two consecutive measurements does not exceed 2 dB(A). The value to be retained shall be the one corresponding to the higher sound level. Should this value exceed the maximum authorized level by more than 1 dB (A), a second series of measurements shall be conducted. Three of the four results thus obtained must be within the prescribed limits. To take into account the inaccuracy of the measuring instrument, the values read on the instrument during the measurement must be reduced by one dB (A).

4. BRAKING SYSTEM

A separate or double braking system is mandatory. The braking system must be in excellent condition, not only free of any leakage but also the appearance of all the relevant brake parts must be in optimal condition. **No other material for brake discs is allowed than steel.**

4.a. Brake cooling

The protection plates of the disc brakes may be removed or replaced by other to offer extra cooling. Extra brake ducts/cooling hoses are allowed if possible with a maximum outer diameter of 115 mm.

5. TYRES

Exclusively tyres of the make HANKOOK are allowed and have to be supplied via Racetyres B.V. Only if HANKOOK cannot offer the, for the car, specified tyres special dispensation can be given by VRM to use other tyres. For competitors that have entered all the events a written request must be submitted.

6. ELECTRICAL FIXTURES

6.a. Battery

The position of the battery is free, on the condition that this is not placed within the driver's compartment. If the battery is placed within the driver's compartment, it has to be fastened securely within a fluid tight synthetic container with a depressurizing capability towards the outside of the car. The fastening of the battery must be able to withstand increments and decrements of velocity up to 25 G. (Acceleration or deceleration). The container must be at least as high as the battery and the top must be closed. The positive pole must be protected from short-circuiting.

6.b. Windscreen wiper

There must be at least 1 working windscreen wiper at the front of the car on the driver side.

7. BODYWORK

7.a. Bodywork

The bodywork must be, in every respect, in good condition as well as appear that way. Subject to inspection by the Technical Scrutineer. Seam welding is allowed. Adding extra reinforcement plates is allowed as long as these plates follow the original shape of the bodywork and keep in contact with the bodywork; this means the adding of welding material as specified in FIA Group N Article 254 6.6.3) A sunroof or any variant is strictly forbidden and any car originally fitted with such a provision must replace this with a securely fitted plate, made from the same material as the roof.

7.b. Driver's compartment

The steering wheel is free as long as it's a closed wheel; the steering lock must be removed. It deserves recommendation to remove all passenger seats, upholstery and insulating or soundproofing material in the entire car. If the upholstery of the left door is removed, it has to be replaced by a reliably fitted plate from metal sheeting of at least 0,5 mm thick or from carbon fibre at least 1,0 mm thick, or from any other solid and non-combustible material at least 2,0 mm thick subject to inspection by the Technical Scrutineer.

8. GROUND CLEARANCE

The ground clearance has to comply with all applicable regulations. Cars must at least comply with FIA Appendix J, Article 252 2.1.

C. SAFETY

1. GENERAL

Applicable are the safety requirements as stated in the Appendix J of the FIA International Sporting Code, Article 277. The original text is binding. Below will follow a clarification of the safety requirements. The Appendix J Article 277 stays binding, with exception of the articles those have been discussed in this regulation.

2. REFUELING DURING THE RACE

During every event in 2019 two races are held. The standard race time is 60 minutes and one lap (excluding GAMMA Racing Day at Assen, see calendar). The principle is that refuelling during the pit stop is only allowed by exception.

The minimum pit stop time (stop at the box) is 60 seconds for the first race. Possible result penalty seconds are to be added to this minimum of 60 seconds, see Article 8.5 of this document.

A team may request a waiver to refuel. The maximum allowed amount is set at 20 litres. If a waiver is granted 5 seconds will be added to the mandatory pit stop. Refuelling takes place at the own pit garage of the team and is performed by the competitors team personnel.

Refuelling is permitted through:

1. A tank filling rig as defined in Art. 252.9.5 of the FIA Appendix J in 2019, including all required FIA approved couplings, hoses, breathers and breather tanks.
2. Approved dump cans featuring a dry-break coupling.
3. 20 litre steel jerry cans, with a fixed hose of max. 50 cm length measured from the tap c.q. tap with a self-closing ball valve, optionally provided with a vent valve. Refuelling with funnels is not permitted.

The refuelling rigs, dump cans and jerry cans must be pre-approved by the TC and after approval marked by a TC sticker.

During refuelling the driver must remain in the car (changing drivers is not allowed) and a team member must keep a fire extinguisher of at least 6 kg ready. The fire extinguishers provided by the circuit cannot be used for this purpose.

All cars that need to be refuelled with the engine running (turbochargers) should be supervised during refuelling by two persons in fireproof clothing with extinguishers of at least 6 kg. The 'lollypop man' needs to stand next to the car during refuelling. The driver change and all other activities are permitted only before or after refuelling. During refuelling, all doors and windows must remain closed.

The personnel tasked with refuelling have to be completely covered by fireproof clothing including a balaclava and gloves. A drip tray as well as a mat must be used during refuelling.

Any breach of these provisions relating to refuelling will entail penalties at the Stewards' discretion up to the disqualification of the car and driver(s) concerned from the event.

3. ROLLAGE

For all cars competing an ASN or FIA Certified R.O.P.S. is mandatory. All roll cages are subject to inspection by the Technical Scrutineer. The competitor must be protected as per Art. 253.8.3.5. For SC type of cars (see Appendix J art. 277) a National ASN Homologation may be accepted.

4. THE FIRE EXTINGUISHER

A FIA approved (Article 253-7.2) . plumbed-in system will be mandatory.

The driver must be able to trigger all extinguishers manually when seated normally with his safety belts fastened and the steering wheel in place. Furthermore, a means of triggering from the outside must be combined with the circuit-breaker switch. It must be marked with a letter "E" in red inside a white circle of at least 10 cm diameter with a red edge.

It must be secured by a minimum of 2 screw-locked metallic straps and the securing system must be able to withstand a deceleration of 25 g. All extinguishing equipment must withstand fire. Plastic pipes are prohibited and metal pipes are obligatory.

4.a. Inspection

Every fire extinguishing bottle must be checked at least every two years by the manufacturer or its representative or at description of the manufacturer. The type of fire extinguisher, the amount of which, the total weight of the fire extinguishing bottle and the user date must be stated on the fire extinguishing bottles.

5. THE DRIVERS SEAT

The fitting of a current FIA approved racing seat, mounted according Art. 253-16 and drawing 253-65 Appendix J is mandatory (See FIA technical list 12). Non-production based cars should have a FIA homologated seat or a sturdy, one-piece, properly fitted shell and strong side and rear headrests attached to the cockpit, with FIA standard energy absorbing padding and low friction surfaces.

6. SAFETY BELTS

Fitting of a 6-point belt or full-harness belt is mandatory. Fitting must comply with Appendix J Art. 253-6 and only belts which comply with FIA standard 8853-98 (see FIA technical list 24) wearing a valid FIA label are allowed.

7. FRONTAL HEAD RESTRAINT SYSTEM.

A Frontal Head Restraint System is mandatory. Please read the : "Guide for the use of HANS® in international motor sport" (01.07.2007)" on <http://www.fia.com> – Sport – Regulations – Drivers' equipment

8. THE MAIN POWER SWITCH

The main power switch must interrupt all electricity-carrying circuits spark-free; this switch must have a dual control. One control must be in the driver's compartment of the car, within reach of the driver while seated. The second control must be fitted to the outside of the car, on the left hand, near the left corner of the front windscreen. The connection between these two controls may be mechanical.

The fitting must be clearly marked by a red spark on a blue triangular background with white edges. The base of the triangle must be at least 12 cm as described in the FIA Appendix J Art. 251.13. The electrical fittings to the main power switch must be reliably sealed.

9. TOWING EYES

Every car has to be fitted with 2 towing eyes, one at the front of the car and one at the rear. These have to be clearly visible by means of a strong contrasting colour: Yellow, Orange or Red. The construction has to be in a way so that the car can be towed. (FIA Appendix J Art. 253, sub 10) The internal diameter of the towing-eyes itself must be at least 80 mm.

10. REAR VIEW MIRRORS

The car must be fitted with both a left and a right rear-view mirror. All mirrors have to be intact and adjusted to safeguard the view towards the rear. Minimum reflecting surface per mirror 90 cm².

11. LIGHTING

- Mandatory are working brake lights (2x), turn lights indicators rear (2x), headlights (2x) and an approved FIA rear rain light.
- The glass headlights must be taped off with transparent foil or can be replaced with metal blinding plates. Working headlights or an alternative are mandatory in case of poor visibility e.g. rain.

12. PIPES AND CABLES

Special attention must be given to pipes and cables when guiding them through fire bulkheads, front and rear, see Appendix J Art. 253. Pipes and cables have to be fastened reliably, subject to inspection by Technical Scrutineer. See also Article B-2.

13. WINDSCREENS

The front windscreen must be made out of laminated glass or impact-withstanding polycarbonate (on condition that its thickness is not less than 6,0 mm and that its external surface is treated to resist wear). The front and rear windscreens may be fitted with metal safety strips to keep the windscreens into place. At least 1 working windscreen wiper on the driver's side is mandatory. The wiper engine-placing is free.

14. VIDEO CAMERA

In case of a camera fitting, the fastening-construction must be approved by the Technical Scrutineers beforehand and the driver must have permission from the organisation.

15. WINDOW NET

All closed cars must be fitted with a, for motor racing approved window net (see FIA Appendix J Art. 253.11.) As an alternative a arm restraint may be used.

D. FINAL PROVISIONS

A car that, in the opinion of the Technical Scrutineer, is in poor condition or not corresponding the standards will be deemed by the Technical Scrutineer as conflicting with the regulations based on which admission to practice/race may be refused and shall be duly reported. VRM may publish supplementary rules that can form part of these regulations with immediate effect (under approval of the authorities). In all instances not covered by these regulations or in which the explanation is unclear, the promoter decides. It is not possible to appeal against this decision.

Approved by KNAF (Dutch ASN) under Permit 0311.19.162



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