



Additional information rules season 2017

Version 1 06-02-2017

1. Classification divisions based on Weight- Horse Power ratio

The current four classes are grouped based on the ratio between the car weight and the engine power output. The cars are weighed empty, the weight of the driver in full gear is added to establish the total weight. The engine power is determined live by the organisation using the Powerlog® system.

After qualifying and at the end of both races at least the three fastest cars per class will be weighed in Parc Ferme, the established weight is used for the calculation. The drivers will be weighed in full equipment at the beginning of the season.

The Powerlog® registers the engine power of the car as soon as the unit is under voltage (connected directly after the main power switch). The Powerlog® is specially developed for this purpose and has a GPS receiver, acceleration meter and a gyroscope. As soon as a car accelerates or brakes this will be registered by the system.

The Powerlog® data and total weight is put into our analysis software to calculate the power generated on the driving wheels of the car.

Depending on the type of vehicle the average power loss compared to an engine test will be between the 15% and 20%. Rolling resistance of the car and tyres and aerodynamics are the main causes for this difference. In the analysis program we work with a fixed setting per class for these two values.

If the aerodynamics of the car are considerably different compared to the competition, we can adjust the CW values in our software to compensate.

Specification weight / Horse power

Division GT	: min. 3.4 kilo per Hp
Division SuperSport 1	: min. 4.1 kilo per Hp
Division SuperSport 2	: min. 4.8 kilo per Hp
Division Sport	: min. 5.6 kilo per Hp

Example calculation:

A BMW in Super sport, the empty weight of the car is 1.250 kilo, weight of the driver is 90 kilo, together 1.340 Kilo

Weight 1.340 : factor 4.1 = maximum 326 Hp on the driving wheels (between about 385 and 400 Hp on the crankshaft depending on the power train loss). When the power is too high or the weight is too low there are two options; cutting back in power (most times the best solution) or increase the weight of the car.

Note: in the regulations there is an exception for cars who are highly different to other cars. For example: an exceptionally low car weight or special efficient aerodynamics that would give the entrant an unfair advantage. If there is a possibility this could occur the organiser of the series can impose additional measures like an air restrictor, extra weight or adjustment of the ride height of the car.

2. Refuelling during races

During every event in 2017 two races over 60 minutes + 1 lap are held (excluding GAMMA Racing Day at Assen, see calendar). The principle is that refuelling 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 4 of this document.

A team may request a waiver to refuel for the first race, the maximum allowed amount is set at 20 litres. Refuelling takes place at the own pit of the team and is performed by the entrants team personnel.

Refuelling is permitted through:

1. A tank filling rig as defined in Art. 252.9.5 of the FIA Appendix J in 2015, 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. lap 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 6kg 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 6kg. The 'lollypopman' 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.

3. Arrangement of pit stops

To prevent incidents in a crowded pit lane, there will be a separate pit stop window of 10 minutes for the GT + SuperSport 1 classes and SuperSport 2 + Sport classes.

Race 60 minutes + 1 lap:

SuperSport 2 and Sport : between the 20th and 30th minute of the race.

SuperSport 1 and GT : 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 to the rules.

4. Determination of result penalty seconds

At the end of each race the three highest classified entries per class receive result penalty seconds for the next race allocated according to the table below. These seconds are added to any possible seconds a driver already has built up over previous races. The cumulative number of seconds is added to the minimum pit stop time (60 seconds) which applies to all drivers. The maximum number of seconds a driver can accumulate is 30 seconds.

1 st place	:	+ 15 seconds
2 nd place	:	+ 10 seconds
3 th place	:	+ 5 seconds

The total of the result penalty seconds is tied to the individual driver(s). If two drivers form a pairing, the highest of the two tallies applies.

If a driver with result penalty seconds finishes the race in 4th place or lower, the amount of penalty seconds will be reduced according to the table below:

4 th place	:	- 5 seconds
5 th place	:	- 10 seconds
6 th place or lower	:	- 15 seconds

Keep in mind the minimum pit stop length will never be below 60 seconds.

For participants who have not registered for the entire season but only for some events, the following rules will be followed:

Based on the results of the free practice and qualifying session a compensating amount of result penalty seconds will be determined. The number depends on the qualifying results and the amount of penalty seconds acquired by the regular competitors prior to the event. The principle is that an occasional driver who has sufficient capacities is given a fair chance to compete for the podium without compromising the regular drivers. After the 60 minute race the amount of penalty seconds will be adjusted according to the table above for the second race.

For this season we have dropped the distinction between regular participants and guest drivers when it comes to the allocation of championship points and penalty seconds. This means that the result penalty regulations will apply fully, but also that guest entries will be given full points based on their finishing positions. A situation where a regular participant lets a guest drivers pass to get the full points but not the corresponding result seconds is thus no longer possible.

5. Points

Points will be awarded based on the official results and by following table.

Position:	1 st	2 nd	3 rd	4 th	5 th	6 th	7 th	8 th	9 th	10 th
Number of points:	25	20	15	12	10	8	6	4	2	1

Also there will be a point for pole position and a point for fastest lap in the race.

The mentioned scratch results in the regulations will be cancelled. This is placed in the regulations with in mind that there will be held two races on a day and that the risk will be larger that you cannot join in the second race due to technical problems/damages. Now we have only one event with two race on one day, we cancelled the option for scratch results.

6. Tyre regulations

As mentioned in the regulations you can use a maximum of 10 tyres per weekend. As mentioned it is not allowed to change slick tyres for slick tyres, with the exemption when you have a puncture (must be showed to the scrutineers). Not excluded is changing tyres from front to back or left to right on the car, if you do this with the tyres you started the race with.

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