

# DUTCH SUPERCAR CHALLENGE

## GENERAL / SPORTING AND TECHNICAL REGULATIONS 2009

### A. GENERAL / SPORTING REGULATIONS

#### 1. INTRODUCTION

The aim of the “Dutch Supercar Challenge” (DSC) is to organise events on FIA approved racetracks in Europe 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 five divisions, see article 7, based on the ratio between a car’s weight and engine power, combined with a result-dependent handicap rule.

Drivers can participate in so-called GTs and touring cars as long as these meet the requirements of the Technical Regulations.

#### Used terms:

FIA	Fédération Internationale de l'Automobile
KNAF	Knac Nationale Autosport Federatie
TC	Technical Commission
ASJ	KNAF Autosport Yearbook
ASN	Only FIA approved organising body in country
WL	Clerk of the Course
DSC	Dutch Supercar Challenge
VRM	V-Max Racing Management B.V. in Breda
RD	Race Director

#### 2. ORGANISATION

The DSC is being managed by V-Max Racing Management B.V. (VRM), Schapendreef 78, 4824 AM Breda, the Netherlands. The races/events themselves will be organised under the auspices of the local organiser and the ASN in the country where the race/event takes place.

#### 3. REGISTRATION

Registration takes place using a registration form provided by VRM. The registration form 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.

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).

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 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 Hospitality awning
- 4 VIP passes against reduced cost ( €21,= ex VAT)
- Other VIP arrangements can be booked for €t.b.a.  
Book at least 2 weeks in advance for each event.

All additional information about the Dutch Supercar 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:

- Racing / Entrant / 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. LIABILITY**

Dutch Supercar Challenge races will be held under the responsibility of the local event organiser, during events endorsed by the local ASN and listed on the National ASN calendar.

By registering, a participant discharges V-Max Racing Management B.V., its representatives, its employees and the organiser of the event from any liability, claims, costs, expenses, reclamations and complaints relating to fatal and physical injuries, and personal and material damage, independent of the cause. Whether this arises from and/or is the consequence of registration or participation in the race, whether or not this is the direct or indirect result of negligence of or a mistake by the designated organiser, their representatives or employees, has no bearing in this matter.

## **6. PREVAILING REGULATIONS**

The Dutch Supercar Challenge is a Dutch ASN (KNAF) approved class within the framework of the FIA International Sporting Code.

The following applies:

- The FIA International Sporting Code 2009 and it's appendices.
- The local ASN regulations applicable for the event concerned and the supplementary regulations that are distributed by the local organisers per event.
- The regulations of the circuit where the event is held.

As well as these regulations, all participating cars are specifically subject to:

- FIA - Annex J, Art. 253 Safety equipment Group N, A, B, ST is applicable.
- FIA - Annex J, Art. 258.14 (Safety equipment) en Art. 258.15
- FIA regulations (Annex J art. 251)

## **7. CLASSIFICATION**

### **7.a THE FIVE CLASSES IN THE DUTCH SUPERCAR CHALLENGE**

There are five classes:

1. GT
2. Supersport 1
3. Supersport 2
4. Sport
5. Diesel

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.

## 7.b CLASS DIVISIONS

<b>Diesel</b>	: more than 7.5 Kg/HP, no minimum weight
<b>Sport</b>	: more than 5.2 Kg/HP, no minimum weight. Maximum engine capacity 3.000cc – 6 cylinders
<b>Supersport 2</b>	: between 4.3 en 5.2 Kg/HP, no minimum weight Maximum engine capacity 5.000cc – 8 cylinders
<b>Supersport 1</b>	: between 3.7 en 4.5 Kg/HP, minimum weight 1.080 Kg.
<b>GT</b>	: more than 2.7 Kg/HP, minimum weight 1.180 Kg.

1. Calculation power to weight ratio: weight (car + driver ) divided by HP measured at the wheels.
2. Capacity calculation factor for turbo and supercharged engines: 1.7
3. For the Division Supersport 2 additional “performance balance” measures may be enforced by VRM if lap times are not within limits.
4. 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 3 litre of fuel. This can be checked during the technical scrutineering after the qualifying session and after the race.

## 7.c Compulsory determination of engine power.

The engine power will be “live” measured on the event venue with a Powerlog<sup>®</sup> 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. Together with the unit the drivers receive a manual including laptop software so they can check the power themselves.

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<sup>®</sup>. 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 duly reported to the Clerk of the Course and/or Stewards. 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<sup>®</sup> 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.

#### **7.d 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.

#### **7.e 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. These seconds will be counted with the 60 seconds for the compulsory pit stop and with any previously allotted extra handicap seconds and apply to the next race.

1st place in a race = plus 15 seconds

2nd place in a race = plus 10 seconds

3rd 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.*

*Two drivers sharing one car: If two drivers have different handicap seconds the highest handicap applies.*

#### **7.f Reduction**

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

If the result achieved is 4<sup>th</sup> place or lower, the number of penalty seconds can be reduced according to the table below.

4 <sup>th</sup> place in a race	=	minus 5 seconds
5 <sup>th</sup> place in a race	=	minus 10 seconds
6 <sup>th</sup> 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 and not able to start for the second race during the same event this also will be handled as started and a maximum on 15 seconds will be reduced from the handicap seconds.

## **7.g Scales**

To establish the minimum car weight, an indicated tolerance of 2 kg applies to the scales used by the organisation.

## **7.h Tyre regulations**

VRM has signed a sponsorship contract with tyre manufacturer Dunlop. All participants are therefore compelled to use Dunlop brand tyres to be supplied via MUSKO Racing. Participants are entirely free though to choose the type of tyre, compound and size.

During all races, Musko Racing from Soest will be present to supply tyres directly. It is recommended that you reserve the tyres you require beforehand.

**Musko Racing, Zaagmolen 4, 4751 VL Oud Gastel, NL**

0031620139069 Mr. Kees Konings kees@muskoracing.nl

## **7.i Exemption**

Exemption can only be granted if Dunlop 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.

## **8. PRIZE GIVING**

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

## **9. PARTICIPANTS / PARTICIPATION**

### **9.a Participation**

The Dutch Supercar Challenge is open to participants with a National with EU endorsement or International Licence issued by an ASN.

In general an event or meeting will be made up of two races and these races will last 45 minutes, in most instances the races will last 60 minutes.

Number of drivers including guest driver per car: maximum two.

Before each race the event organiser 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. Besides this official driver's briefing VRM (through the racedirector) might hold extra briefings if it deems to be necessary.

### **9.b Driver's drivers / compulsory pit stop in a race of 45 minutes**

During the race there is at least one compulsory pit stop for possible driver's change. 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 exit. The obligatory 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 note 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 local organizer may impose a penalty for obstructing other participants to be judged by the Race Director/Clerk of the Course and the Stewards of the Meeting .

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

The compulsory pit stop must:

- commence between the 20<sup>th</sup> and 30<sup>th</sup> minute of a 45 minute race
- commence between the 25<sup>th</sup> and 35<sup>th</sup> minute of a 60 minute + 1 lap race

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

### **9.c Changing tyres during the pit stop**

Changing tyres during the compulsory pit stop is permitted.

### **9.d 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 handheld fire extinguisher must be on hand for incidents.

### **9.e 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 of the Meeting is empowered to decide which penalty will be imposed.

## 9.f 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 which 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 of the Meeting.

## 10. CALENDAR DUTCH SUPERCAR CHALLENGE 2009

- 10-11-12	April	Spa-Francorchamps (B)	Francorchamps
- 1-2-3	May	Donington (UK)	Britcar
- 29-30/5-1	June	Zandvoort (NL)	Pinksterraces*
- 12-13-14	June	Zandvoort (NL)	Masters of F3**
- 26-27-28	June	Spa-Francorchamps	Spa Euro Races
- 17-18-19	July	Zolder (B)	Zolder Superleague
- 7-8-9	August	Assen (NL)	Rizla Racing Day**
- 4-5-6	Sept.	Zandvoort (NL)	Wijzonol Trophy*
- 2-3-4	Oct.	Spa-Francorchamps	Spa Racing Festival
- 23-24-25	Oct.	Assen (NL)	Season Finals.

\* Only Divisions Supersport 2, Sport and Diesel

\*\* Only Divisions GT & Supersport 1

## 11. TECHNICAL SCRUTINEERING

Registered competitors are responsible for ensuring that cars are fully race ready when presenting them for technical scrutineering. In 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 must also be shown at the Technical Scrutineering:

- The rollage certificate (if applicable)
- The FT3 tank certificate (if applicable)
- The Technical Passport or "Wagenpass" (if applicable)
- Complete set of current FIA approved clothing including helmet according FIA Appendix "L". Without these driver's equipment a car will not pass scrutineering.

## 12. (DRIVING) CONDUCT, RACE INCIDENTS AND PROTESTS

“Chapter IV- Code of Driving Conduct on circuits” from the 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 Dutch Supercar Challenge if his or her conduct conflicts with the spirit of the DSC. 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 ASJ.

## 13. 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 Dutch Supercar Challenge / Ooperon logo.
- \* Front number plate, imprint to be decided
- \* Rear number plate, imprint to be decided
- \* Front windscreen banner, imprint to be decided. Maximum height in the centre of the windscreen 14 cm.
- \* Name of the driver; on the lower edge of rearside windows
- \* DUNLOP 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 can place 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.



Goedgekeurd op 07 april 2009.

## **B. TECHNICAL REGULATIONS**

### **1. GENERAL**

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

### **2. FUEL AND LUBRICATION SYSTEM**

#### **2.a. Fuel**

Only commercial fuel , as stated in the FIA regulations 2009, Article 252 (General prescription for Production Cars, Touring Cars Grand Touring Cars), Article 9.1 (Commercial Fuel) is allowed for the GT, Supersport 1&2 and Sport Divisions. Additionally for 2009 E85 fuel is allowed (typically a mixture of up to 85% denatured fuel ethanol and petrol).

Diesel is only allowed for the Diesel Division.

#### **2.b. Fuel pump/ Fuel lines**

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 pipes 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 safety tank is recommended (FIA Group N article 254 - 6.8, with keeping to article B.2.b. of this regulations). A valid certificate complying with the data on the FT3-99 fuel tank must be shown at scrutineering).

### **3. NOISE RESTRICTIONS**

On most of the circuits visited maximum noise levels apply. The exact levels will be announced on the entry form. All entrants have to comply with the local regulations.

## **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 disks 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 Dunlop are allowed. Only if Dunlop 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 increases and decreases 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.



Goedgekeurd op 07 april 2009.

## **C. SAFETY**

### **1. GENERAL**

Applicable are the safety requirements as stated in the Appendix J of the FIA International Sporting Code, Article 253. The original text is binding. Below will follow a clarification of the safety requirements. The Appendix J Article 253 stays binding, with exception of the articles those have been discussed in this regulation.

### **2. REFUELING DURING THE RACE**

Refueling during the race is not allowed. In case of guest cars/drivers VRM can grant a waiver to be approved by the stewards of the meeting.

### **3. ROLLAGE**

SEE FIA APPENDIX J ART 253.8 2009

Cars with proven build date before 01-01-1994 may respect the 253.8 rules of 1993. All roll cages are subject to inspection by the Technical Scrutineer

The roll cage must be protected as per Art. 253.8.2.2.6

### **4. THE FIRE EXTINGUISHER**

At least a hand-operated fire extinguisher follow guidelines as stated in FIA Art. 253 is mandatory. An automatic fire extinguisher may replace the hand-operated version. See FIA Appendix J 2009 and is recommended.

#### **4.a. Fastening**

Every extinguishing bottle must be fastened in a way that it can withstand up to 25 G in every direction. Only metal fastening devices minimum (two per extinguisher), which can be opened quickly, are permitted.

#### **4.b. Operating / Activating**

The extinguisher must be immediately available and to be activated by a driver while seated in his driving position with his safety belts in place.

#### **4.c. Inspection**

Every fire extinguishing bottle must be checked every two years by the manufacturer or its representative. 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 DRIVING SEAT**

The fitting of a current FIA approved racing seat according to Art 253-16 and drawing 253-65 Appendix J is mandatory. (See FIA technical list 12 ) Only in cases where a FIA approved seat cannot be fitted a alternative may be accepted by the scrutineers.

## **6. SAFETY BELTS**

Fitting of a 5-point or 6-point belt or full-harness belt with is mandatory. Fitting must comply with Appendix J art 253-6 ( 5 fixation points) and only belts which comply with FIA standard 8853-98 (see FIA technical list 24) wearing a valid FIA label are allowed.

## **7. HANS (Head And Neck Support system)**

A H.A.N.S. system is strongly recommended but not mandatory for 2009

## **8. THE MAIN POWERSWITCH**

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 man 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 from it. (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 cm<sup>2</sup>.

## 11. LIGHTING

- Mandatory are working brake lights (2x) and turn lights indicators (4x)
- 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. A FIA approved rain light is highly recommended.

## 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 it's thickness is not less than 6,0 mm and that it's 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 beforehand and the driver must have permission from the organisation

## 15. WINDOW NET

All cars must be fitted with a, for motor racing approved window net (see ASJ2009, racing regulations modern and historic cars art. 9, safety-net and/or FIA Appendix J art. 253.11.)

## 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.

### V-max Racing Management

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