

SUPER TOER WAGEN CUP (STWC.EU)

SPORTING REGULATIONS 2019



Glossary

The following Technical Regulations state a number of descriptions, which means the following organizations, bodies, officers or concepts:.

- **Cup:** The Super Touring Car Cup.
- **Cup organization:** The organization of the Cup is in the hands of Dirk Dekker and Nynke de Vries, STWC Series.
- **Technical Supervisor:** Officer who is responsible within the Cup organization for the technical support and can give advice to the TC.
- **TC:** This refers to the members of the Technical Commission, who hold a valid Technical Commissioner license issued by an ASN and who carry out the inspections of the participating cars.
- **Organizer:** Organizing legal person of the relevant event.
- **ASN:** Only the national motor sport authority recognized by the FIA, the KNAF in the Netherlands.
- **FIA:** Fédération Internationale de l'automobile.
- **CSI:** FIA Code Sportif International and its Appendices.
- **KNAF Autosport Yearbook**, which is published annually by the KNAF.
- **BSA:** Board of the Car Racing section, responsible within the KNAF for the organization and overarching matters of car racing in the Netherlands.
- **Riders team:** the riders who are registered on the same car.

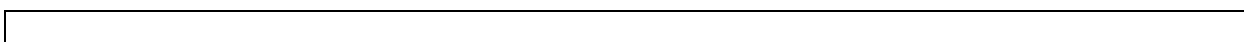
Art. 1 Introduction

The Super Touring Car Cup (hereinafter referred to as Cup) is an initiative of Dirk Dekker and Nynke de Vries and is intended to provide an affordable form of motorsport with the participation of production cars, silhouettes, Sporting cars and GT cars.

Art. 2 Organizer

a. The competitions for the Cup are organized by an organizer authorized by an ASN. The Rules of the Cup have been approved by the Board of Autorensport (BSA) and the KNAF.

b. The Cup organization has the right, after approval by the BSA and the KNAF and after publication on the official KNAF website, to publish additional regulations with immediate effect and to make them known to the participants of the Cup.



c. Event Bulletins can be set up at Events and published by the Sports Commissioners.

Art. 3 Regulations

Applicable are the following regulations:

- a. The FIA Code Sportif International and the appendices.
- b. The “KNAF Reglementen Boek 2019”,
- c. The Autosport Regulations National 2019,
- d. The Sporting Regulations of this Cup
- e. The Technical Regulations of this Cup and the applicable additions
- f. Serie Bulletins
- g. Event Bulletins
- h. De Supplementary regulations.

By participating, the rider (s) agree with the above rules and declare (s) that they are fully aware of this.

Art. 3.1 Bulletins

The Cup organization has the right to inform all participants and bidders / teams trough an STWC Series Bulletin (additions and / or changes to the Technical Regulations and / or Sporting Regulations). All STWC Series Bulletins are binding in all cases and are considered to serve as binding supplements to, respectively, amendments to the Sporting or Technical Regulations (after approval by the BSA and KNAF and publication on the KNAF website).

The STWC Series Bulletins are sent to the participants by the Cup organization.

Art. 4 registrations

Every participant who wishes to take part in a competition must send a fully completed and signed registration form to the Cup organizer for his rider (s). The registration fees, if applicable, will be charged to the subscriber.

Art. 4.1 Participants

Registration for the competitions under the Cup is open to all riders with a valid EU / National or higher license or riders who hold a license issued by any other EU Member State or by a similar country as such designated by the FIA . Participants from outside the EU must present a valid authorization of their ASN for the competitions that take place outside their country.

The Cup organizer may reserve the right to examine any application and may refuse registration with reasons (CSI Article 3.14)

Art. 5.0 Divisions or Classes

The Cup can be divided into 6 (six) underlying classes (the classification can be found in the Technical Regulations article 2)

In a competition (training (s) and race (s)), a tenderer may only enroll and use one and the same car per driver and / or team. Only in case of force majeure the Board of Stewards may decide otherwise.

All registered cars must be required prior to participation:

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- have meet the prescribed technical inspection;
- be provided with the race number assigned to the rider / driver's race;
- be free of damage upon presentation at the inspection;
- be provided with all official sponsor stickers for the Cup.

Art. 5.1 Equipment rider

The complete clothing (see General Rules for Car Racing Article 12.26 and CSI Annexe L Chapter III, art. 1, 2 and 3) must be worn on every part of the competition (and must be shown at the technical safety inspection).

It is mandatory to use an FIA approved Frontal Head Restraint (FHR) system with approved helmet.

Art. 5.2 Mandatory Riders briefing

A mandatory driver briefing will be announced via the Supplementary Regulations. The Cup organization can organize an additional Riders Briefing. Attending this Drivers Briefing is also mandatory.

Art. 6 Authorized cars

In accordance with the technical regulations of this cup.

The number of classes can be extended with guest classes, if applicable they will be appointed, per event, in the Supplementary Regulations.

Deviation from class classification:

The Cup organization reserves the right to place participants in another class if the lap times during the free training differ significantly from the rest of the class, after consulting the race management and approval by the sport commissioners.

Art. 7 Point Count / The Cup

Points will be awarded after each match for the Cup in accordance with under need scheme.

For the fastest race lap during a race and for obtaining the Pole Position, one point is awarded.

Classificatie	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Points	20	18	16	14	12	10	9	8	7	6	5	4	3	2	1

Extra points (general)

Pole position 1 Punt

Fastest lap in the race 1 Punt

The Cup is a rider (team) / class championship. A rider (team) can earn points in one and the same class regardless of the car with which he drives in this one and the same class. You can also share a car with more drivers in one and the same class. Only the classified rider (s) teams are eligible for points in this one and the same class.

If a match is shortened, the full number of points will be given based on the published official result. If a driver (team) has covered less than 75% of the race distance of the leader in his class, he will receive no points.

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Points for the overall championship will only be awarded to drivers who have participated¹ for at least 3 full racing weekends². This means that points awarded in the overall championship can deviate from the number of points awarded in the loose / weekend results.

Art. 7.1 Driving behavior

See Article 7 of the National Racing Rules Competition including CSI Appendix L, Chapter IV.

Art. 8 Race course

The matches, counting for the Cup, are held in 50 minutes (unless otherwise stated in the Supplementary Regulations)

For each event, two races will be held with a mandatory pit stop in each race with a total pit stop time (including a minimum of 1 minute stoppage) between the 20th and 35th³ match minutes. Unnecessary slow driving in the pit lane is not allowed.

The starting position is determined as follows. The result of the time training is the starting grid of Race 1, the result of Race 1 is the starting grid of Race 2. For each starting grid the participants are placed per class (fastest class in front followed by second fastest class, etc.)

If it is decided to ride 3 races, the starting grid will be as follows: the starting grid of Race 1 will be based on the results of the time training, Race 2 will be based on the results of Race 1, and Race 3 will be drawn up based on the result of Race 2. For each starting position, the participants are drawn up per class (fastest class in front result by second fastest class, etc.)

If a rider is not present at the starting line-up / has stopped, it will have the chance to turn onto the track via the pit lane until the 5th crossing of the overall leader. This must be reported to the competition secretariat.

In the Supplementary Regulations, a different pit window and / or total mandatory pit stop time can be specified per event.

The pit stop registration will be measured through the timekeeping loops pit-in and pit-out.

A driver switch can be made during the mandatory pit stop.

The pit window remains open regardless⁴ of the situation on the track, only during "code red" is it not allowed to enter the pit. To ensure that the activities in the pits proceed smoothly, a "pit stop allocation" will be offered to the drivers before the start of the event, at the latest at the briefing. During each element of the race weekend the drivers will have to perform their stops (planned and unplanned) for the assigned box.

A tire change during this pit stop is forbidden.

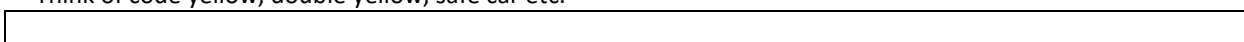
If there is 'wet race' or 'wet track' by the competition management, this is permitted.

¹ Participating means starting in both races, regardless of whether the car has finished.

² So do not participate in 6 separate competitions. If someone participates for 3 full weekend, the individual matches will also be included in the count.

³ Arrived by 35:00 at the latest on the incoming loop of the pit lane.

⁴ Think of code yellow, double yellow, safe car etc.



A maximum of 2 people⁵ can be worked on the car with a possible addition of a "lollypop man" before the car and a person⁶ who will be cleaning the window. Tools may be placed behind the red line (pit lane line) but not indicated.

If safety is at stake, one (1) or more tires may be changed during the mandatory pit stop and these tires must be presented to the TC for inspection within 5 minutes. The TC reports the competition leader on this.

Tire changes due to weather conditions or for safety with cars that are equipped with central locking, have to stand still for 10 seconds per wheel change. So if 2 tires are changed and you have to stand still for 20 seconds.

Tire changes may also take place on their own initiative outside the pit window, this stop never replaces the mandatory pit stop.

Refueling during the race only takes place for the team's assigned pits.

Refueling is permitted through:

1. A tank filling installation as described in art. 252.9.5 of the FIA Annexe J 2019, including all prescribed FIA approved couplings, hoses, vents and bleed tanks.

2. A 20 liter steel canister, with a fixed filling hose of max. 50 cm measured from the tap or cap, with a self-closing ball valve, possibly fitted with a vent valve. Refueling with funnels is not permitted.

A team member must keep an approved fire extinguisher of at least 6 kg in the stop. The fire extinguishers of the circuit may not be used for this purpose.

- All cars must switch off the engine before refueling. Only cars with a turbo engine do not have to be turned off. For those cars there must be extra protection during refueling by 2 people in fire-retardant clothing with extinguishers of at least 6 kg. The lollypop man must stand in front of the car during refueling. The cars with a turbo must be provided with a round sticker (100 mm) with a T indicated there.
- Driver change and all other work is only permitted before or after refueling.
- All doors and windows must be closed during refueling.
- A maximum of 20 liters may be added.

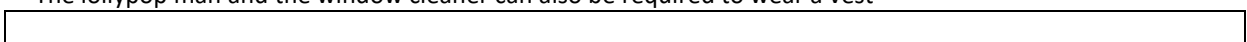
When refueling with jerry cans, a liquid container must be used to collect any excess or wasted fuel.

The 20-liter jerry can to be used must be approved by the TC before the event.

After an event, the cup organization can decide to level for the next event by means of different pit stop times for certain rider (s) teams. This is announced in the Supplementary regulations or STWC Series Bulletin prior to the next event.

⁵ It may be that they are required to wear a vest.

⁶ The lollypop man and the window cleaner can also be required to wear a vest



Art 9 Competition numbers

The competition numbers are awarded by the STWC organization.

The competition numbers must be clearly visible, namely:

1. Right (at the top) on the windshield (passenger side for left-hand drive cars)
2. Left (at the top) on the rear window (driver's side for left-hand cars)
3. On the side of the car (preferably on the front door) a surface of at least 43.5 cm wide and at 37 cm high in which the number comes or by means of separate figures (20 x 9.5 cm) this in alignment with the organization of STWC.eu.
4. The car must also be fitted with a STWC windshield streamer in the color of the class in which the car is hatched. The maximum height of this streamer is 20 cm in the middle of the windscreen.

Neither the competition number nor the advertising may protrude outside the bodywork in accordance with the Advertising Rules on Vehicles at Motor Sport Competitions.

Art. 10 Publicity

The publicity and advertising statements imposed by the Promoter and / or Cup organization must be placed on the designated and reserved places on the car and race overall according to a sketch made available. During all competition components, shows, sponsor / press presentations, etc., all participants and cars must perform the Cup sponsor statements. Failure to respect the Cup sponsors may result in sanctions being imposed by the cup organization.

Both on the car and on the overall, the places that are NOT occupied by the Cup sponsors are free for personal sponsorship on the condition that the overall layout and color schemes remain unchanged and the advertisements comply with these Regulations, the CSI, the Decree Regarding Advertising on Vehicles at Motorsport Races and the Sticker Scheme 2019 * (see art.14 of these regulations)

The basic color of the car is free. The window area must remain free, with the exception of the windscreen strip for the Cup sponsor, the rear window strip and the name designation and the race number on the windscreen, rear windscreen. Tents, trucks, racing and team clothing, etc., may not have any publicity that is competitive with the Cup sponsors.

All in accordance with KNAF Regulations Book 2019, Regulations advertising on vehicles at Motorsport competitions.

Art. 10.1 Cup sponsor badges and stickers

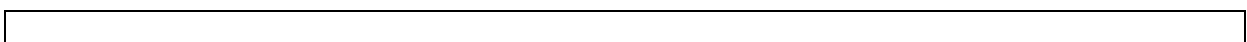
The participant / registrar is responsible for placing the prescribed badges and stickers of the Cup sponsors of the series. Non-respect of these sponsors will be reported to the Cup Organization, they determine any follow-up measures.

The required badges and stickers are provided by the Cup organization and must be affixed to the race car and race cover at the prescribed places.

Art. 11 Technical Inspection

The cars must comply with the requirements laid down in the Technical Regulations and the General Regulations for Car Racing National A Art. 12.

The TC is responsible for:



1. Before and during each official qualification and race: technical inspection of the participating cars.
2. During and after each official qualification and race: investigate whether one or more cars are in accordance with the set requirements.
3. After an accident or incident: carrying out a reinspection.
4. When offering the car for the (safety) inspection, the equipment of the driver must be present in the car, so that both can be inspected simultaneously. If the car and / or equipment is not completely offered, it can not be inspected.
5. The TC and / or Cup organization and / or Organizer is not responsible for the damage that occurs during the technical inspection.

Art. 11.1 Fuel

See article 2.18 technical regulations.

Art. 11.2 Tires

The size of the tires is free as long as they remain within the bodywork of the car. All classes have the obligation to ride on Dunlop tires. These should preferably be supplied by Dunlop Motorsport Benelux (Ron Braspenning +31613775443). In addition to Dunlop, the Dunlop semi-slicks, Derezza's, may also be used.

Art. 11.2.1 Rims

See the technical regulations.

Art. 11.3 Computers

See the technical regulations.

Art. 11.4 Parc Fermé

After the completion of official qualification (s) and race (s), the cars are subject to provisions of the Parc Fermé (see the General Regulations for National Motor Racing).

Art. 12 Competition calendar

The Cup will be held in 5 races with at least 2 races per event (10 races in total).

The Cup Organization reserves the right to add matches to this calendar and / or to cancel them.

27 - 28 April	Circuit Spa Francorchamps*
8 - 9 June	Circuit Zandvoort
24 – 25 August	TT-Circuit Assen
6 – 7 September	Circuit Zolder*
5 – 6 October	Circuit Zandvoort

* Calendar approved by the KNAF and RACB.

Art. 13.0 Free training

According to timetable as announced by the Event organizer.

Art. 13.1 Qualification

See the Supplementary Regulations.

Art. 13.2 Starting setup

See article 8. In addition, the Supplementary Regulations announce whether work is being done with a rolling or standing start.

Art. 13.3 Race

The provisional result will be stated on the official publication board immediately after the race. If there are no protests etc. within 30 minutes of the publication of this provisional result, this can be definitively declared by the Stewards.

Art.14 Communication / Telemetry / AMB TnetX

Radiocommunication equipment, operating in two directions, is permitted on condition that the prescription mentioned in CSI Annexe L chapter III article 1.3 (ie no speakers in the helmets) is observed.

The use of an AMB TnetX Onboard Display system is permitted.

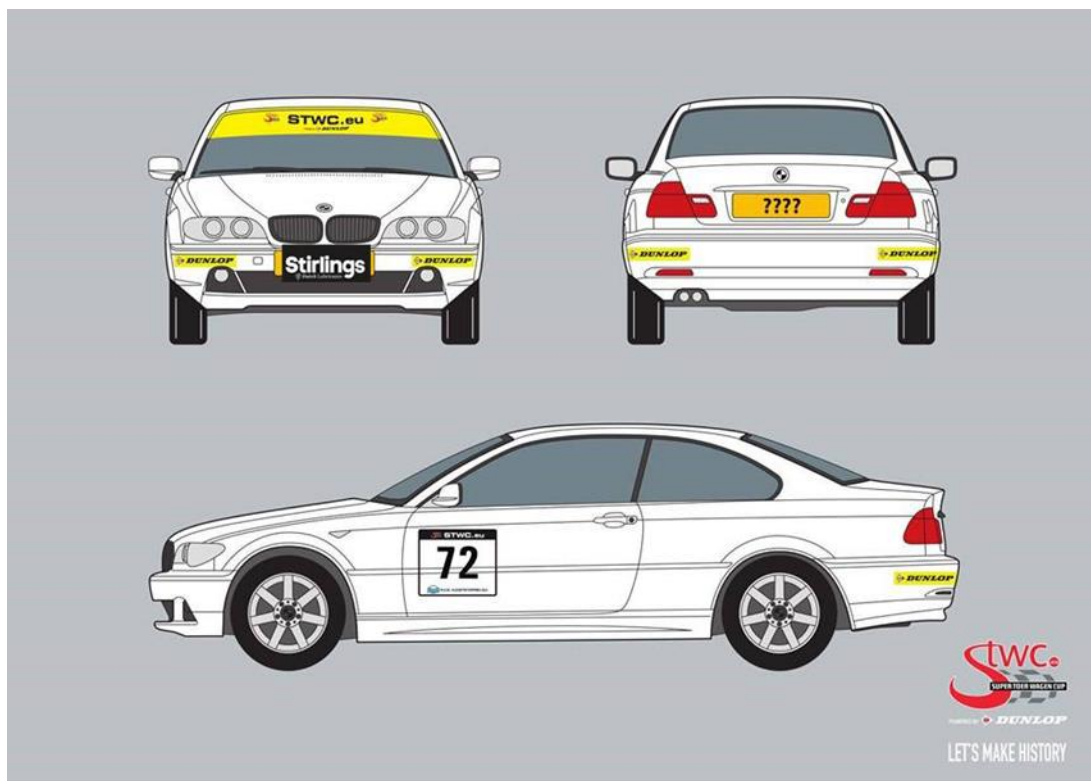
Art. 14.1 Data logging

Free.

Art. 14.2 Timekeeping

The car must be equipped with a transponder for timekeeping (see article 14 of the Racing Rules National A).

Art.15 Sticker scheme 2019



Art. 16 Penalties

- o A penalty, given by the race leader, may consist of giving a warning, time penalty, deduction of completed race laps cancellation of qualification or race laps, adjustment of starting grid position or classification position. Disqualification is reserved for sport commissioners in consultation with the competition leader.
- o Penalties are imposed on a competition number / team, the competition leader may deviate from this.
- o If the driver is not present at the driver's briefing, this will be punished with a € 50 fine.
- o Penalties imposed on a day other than the race day (eg in the case of technical follow-up) are communicated to the participant in writing and within 14 days after determination.
- o Some punishments are named, other violations will be determined in line with these examples.
 - o Speeding in the pit lane; 2 seconds per violation per km with the first violation, with the second violation it becomes 4 seconds, with the third 6 seconds and so on.
 - o Speeding under code 60, the time advantage per lap x 2 is imposed as a time penalty
 - o Track limits, for this a warning, time penalty or decrease of the relevant round can be imposed by the competition leader
 - o Exceeding the maximum stint duration; 60 seconds for every 5 minutes that the stint lasts too long
 - o Do not complete the minimum stint duration; if less than 20 minutes have been driven by a driver, the stint does not count.
 - o Work on the car under code red in the pit lane, 10 laps deduction

Penalties about pit stops:

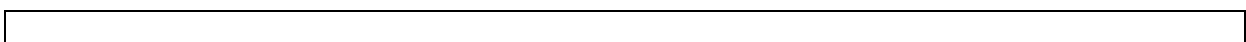
If the total pit stop time is too short (<5 seconds) then the participant in question will receive a drive through. If the total pit stop time is too short (> 5 seconds) then a "Stop and Go" will be given for the seconds that have been stopped for too short. If the pit stop is carried out up to 2 minutes before or after the specified time, the relevant car will be punished with a stop and go of 10 seconds. If the pit stop is performed outside of this 2 minute margin (18-37 minute of the race), it will be treated as if no pit stop has been performed.

If the pit stop is not performed, a "Stop and Go" will be given of the total pit stop time plus 10 seconds (so for a total pit stop time of 75 seconds, 85 seconds must be stopped during the "Stop and Go" (75 sec. + 10 seconds).

If a team does not perform its stops (planned and unplanned) for the assigned box, a stop and go can be assigned.

If more people are working on the car than allowed, a drive through / stop and go / time penalty or deduction of completed race laps can be imposed on the relevant driver (s) team.

If this tire change is not considered necessary by the race leader, a drive through will follow.



Art. 17 Final provisions

Only the Dutch text will be considered the official and binding text for both the Sporting Regulations and the Technical Regulations and their appendices.

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