

STCC®

REGLEMENTE 2024

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EPWR



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Designations/abbreviations in these Regulations:

SBF = Swedish Automobile Sports Federation
 ASN = Automobile Sports Federation outside SWE
 SDF = Specialdistriktsförbund
 ISC = FIA International Sporting Code
 SBF RA = SBF General Racing Rules
 SC = Safety Car

FIA = Federation International Automobile
 RAC = SBF Racing Commission (Racingutskottet)
 RF = Riksidrottsförbundet
 SBF G = SBF General Rules
 SBF TR = SBF General Technical Rules

GENERAL RULES

1.1 Rights and law

STCC is the owner of the Sporting Regulations. Changes to the Regulations may be possible during the season via a Bulletin. In case, each change to the Regulation must be approved by the RAC in cooperation with STCC.

The STCC Swedish Championship is organised by STCC - SNB EVENTS AB, in cooperation with Hyllinge MS and Mantorp MK with application of this Sporting and Commercial Regulations SBF Regulations incorporating ISC (including Appendix J) to the extent that the later does not conflict with these Regulations. The Championship is administered by SNB EVENTS AB.

SBF competition permission status: National.

The terminology and abbreviations specified in SBF's Regulations shall be used in these Sporting Regulations unless otherwise stated herein.

Revisions and additions to these Regulations (compare § 1.2.3 below) will be published in a Bulletin and sent to all registered competitors via e-mail to the e-mail address specified on the entry form or, alternatively, given to the competitor personally. All competitors, teams, manufacturers, team members and persons associated with them are bound to follow the Regulations and changes, additions or statements related thereto.

Inquiries regarding clarification of the Regulations shall be made in writing to STCC. The inquiry and the response will be made public for all registered competitors. A verbal question about clarification and a verbal answer are not binding and will not be made public to other competitors.

Drivers and competitors take part in the Championship entirely at their own responsibility and at their own risk and that upon an entry of competition, waive all claims against the International Federation (FIA, CIK-FIA, EFRA, IFMAR), SBF, SDF, STCC, the respective organisers' club and its officials and track company/owner, which may arise as a result of participation in the STCC Scandinavian Touring Car Championship 2024. Drivers and competitors undertake to take out and maintain satisfactory insurance for damage to property and personal injury that may occur in connection with such participation.

E-SAFETY/E-SAFETY TRAINING - IMPORTANT!

To be eligible to compete in the Championship, the participant must have completed and passed High Voltage training and E-Safety courses set by the RAC. This training also applies to all officials who are involved in the event in one way or another.

The event is considered to have begun according to SBF RA 1.4.

Scope of the Regulations

- STCC Svenskt Mästerskap (SM) Championship for drivers.
- STCC Team Championship for teams.

The final text of these Sporting 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 Regulations.

1.2 Championship officials

SBF Officials:	According to the SBF RA.
Promotor:	SNB Events AB (STCC)
Technical liability:	STCC
Race Director:	Martin Fredriksson
Technical Delegate:	Göran Olsson
Race Manager:	Alexander Graff
Driver Advisor:	Andreas Ebbesson
Safety Manager:	Sten Gunnarsson

Race Director shall assist and work in close co-operation with the Clerk of the Course of the organisers club at all times. The Race Director is also included in the organiser's officials organisation as assistant Clerk of the Course with the delegated right to make decisions.

The STCC Committee for interpretation and any changes to the STCC Sporting & Technical Regulations, as well as decisions regarding fees, consists of the STCC Race Director, chairman of the SBF Racing Commission and a representative of STCC. Main officials are named according to PM from respective organisers.

Race Director will have the Driver's advisor at his side to assist the judge.

1.3 Series entry

STCC will communicate with On Grid for Series Entry.

Teams must submit an application to STCC prior to the Championship. A complete application on On Grid must have been received by STCC before 1st May, 2024.

An entry is only complete as when the signed entry contingent liability form is provided to STCC.

Payment must be made according to the following schedule:

15th April 2024 - 200 000:- SEK + VAT / per Car

1st May 2024 - 170 000:- SEK + VAT / per Car

15th June 2024 - 100 000:- SEK + VAT / per Car

The race numbers will be permanent for the Championship (from 2-99). The number will be assigned in accordance with STCC's decision. The race number relates to the driver. **Only the recent winner from last season is allowed to use number on (1).**

Through their application, the Teams and the driver pledge to follow and observe these Regulations and any information contained in **Bulletins** by virtue of these Regulations.

The driver must hold a current and valid competition licence (National or International **ITD-C**) issued by their own ASN. The competitor must hold a current and valid entry licence issued by their own ASN. Drivers with foreign licence must have starting permission issued by their ASN.

The competitor must guarantee that they and their cars **comply with** the Regulations and safety requirements both during practice, qualifying and during the race.

Driver's safety equipment. Helmets in accordance with **ISC**, see FIA Appendix L.

- A FIA approved FHR (Frontal head restraint) system is **mandatory**, see FIA Appendix L.
- Clothing, including overalls, gloves, long underwear, balaclavas, socks and shoes, shall be FIA-homologated in accordance with FIA 8856-2000 or FIA 8856-2018 and all clothing must be marked accordingly.

1.4 Championship events

Two official practice sessions, one shoot out and two heats, will be run at each event, except STCC Head 2 Head (see separate Regulations).

~~Scheduled race dates: Three (3) events plus official test days.~~

Date:	Event	Track	Organising Club	Races
25/4	Official Delivery	Ljungbyhed	EPWR	-
4-5/5	Official test	Mantorp Park	Mantorp Park	-
21-22/5	Official test	Ljungbyhed	Hyllinge MS	-
23/5	Official test	Ring Knutstorp	Hyllinge MS	-
8-9/6	Head 2 Head	Göteborg	Hyllinge MS	1 & 2
27-29/6	Airport race	Ljungbyhed	Hyllinge MS	3 & 4
?-?/8	TBA	TBA	TBA	5 & 6
13-14/9	Newsracet	Ring Knutstorp	Hyllinge MS	7 & 8
20-21/9	Grande Finale	Mantorp Park	Mantorp	9 & 10
27-29/9	STCC Tryout	Ljungbyhed	Hyllinge MS	-

1.5 Scale of Points – Driver's Championship

Points will be awarded to the five (5) best drivers according to their result in the Shout out and to the ten (10) best drivers in each race

Results will be updated after every race.

The winner of the STCC Championship / Swedish Championship is the driver who has scored the highest number of points in all of the 2023 Championship events.

Points scale Shoot out

1st : 5 points

2nd : 4 points

3rd : 3 points

4th : 2 points

5th : 1 points

Points scale Race

1st : 25 points

6th : 8 points

2nd : 18 points

7th : 6 points

3rd : 15 points

8th : 4 points

4th : 12 points

9th : 2 points

5th : 10 points

10th : 1 points

Drivers may be awarded points when driving different cars.

1.6 Team Championship

All teams **who** have applied for entry into the STCC Championship, which was submitted on or before 1st May, **2024**, will be able to earn points and participate in the Team Championship.

The fee for participation in the Team Championship is included in the entry fee for the STCC Championship.

A team must participate with three cars. Points will be awarded to **the first two** classified cars within the same team during each heat in the Team Championship, according to the same format as the Driver's Championship (§ 1.5.3). The winning team at each event will be the team who has scored the highest number of points, taking into consideration the results obtained in the events shoot-out ~~qualifying heats and final and heats~~. With teams scoring the same number of points, article 1.8 is valid.

In the Team Championship, results shall be calculated based upon all the results obtained during the events which have actually taken place. The winner of the STCC Team Championship is the team that has been awarded the most points during the **2024** Championship events.

1.7 Results in the event of a reduced race

Should the Race Director decide to reduce any race length, full points shall be awarded.

1.8 Equity of points

In the event of a tie in Championship, points between two or more competitors, the number of wins achieved by the competitors involved in the tie, will be used to determine the overall final standing. Should a tie still exist, it will be resolved:

- a) By taking into account the number of second places achieved; then third places etc. etc.
- b) If equal after application of a), the order of the competitors in the Driver's/Team's Championship will be set by the finishing order of the latest race.

SPORTING REGULATIONS

2.1 Administrative check-in

Driver or team manager must personally upload their driver's licence and competitor licence, at On Grid, as well as submitting a co-insured entry for their service staff. This form will be sent out true On Grid. On Grid will also provide the PM for each respective event.

2.2 Driver's briefing

Attendance by the driver and team manager at the drivers briefing is mandatory. The meeting will be held the day before the race day, any deviation communicated via On Grid.

An extra briefing may be called by the Race Director through On Grid; notice to attend the meeting will be given to the relevant team manager in writing.

Failure to participate, late arrival or early departure will be penalised with a fine imposed by the Race Director. The excused absence or paying the set penalty does not substitute the participation at the Driver's briefing. Competing without attending a Driver's briefing is only permitted by special approval from the Race Director.

2.3 Practice

There will be two (2) free practice sessions of twenty (20) minutes, ~~on the day before the races.~~

These are the only practice sessions that will take place during the event. At the end of a practice session, all drivers may only cross the Line once.

2.4 Qualifying

Two shootouts will be used as qualifying at each event. Each driver will get one timed lap per ~~shoot out.~~

Shootout will be run according to following:

- Starting order according to combined results of practice session 1 and 2, in reverse order.
- Several cars are allowed on track, but only one timed car on track at the time.
- As soon as the timing starts for one car, another car starts its warm up lap behind.
- After the chequered flag is shown the driver must take the car to the pit as soon as possible without interfering with the next car flying lap.
- ~~When all cars are finished with shootout 1 next shootout will immediately start on same procedure that shootout nr 1~~

2.5 The grid

Race grid for race 1 is according to the results from the ~~shootout 1.~~

Each competitor who withdraws from a race must inform the Race Director of this as soon as possible.

Race grid for race 2, is according to the results from the ~~shootout 2 with reversed order of the first eight (8) drivers.~~

If two (2) drivers end up on the same results, the ~~combined practice results~~ will determine the starting order.

~~The starting grid will be line up in the paddock, No starting grid procedure on the track!~~

2.6 Race start

The pit exit will be opened and the cars will be permitted to leave the ~~lineup~~ and ~~drive~~ directly to the starting area. At the end of this lap, the cars have to stop on the starting grid in starting order. Any car which does not finish the ~~run-out~~ lap and does not reach the grid or the pit lane under its own power will not be permitted to start the race from the grid. After the race, the car will be brought back to the pit lane.

The pit exit will close ~~three (3) minutes~~ before the start. Competitors who have not left the pit when it is closed must remain in the pit and may start after the last car has passed the pit exit during the ~~start of the race~~ ~~formation lap.~~

The countdown procedure with boards and warning signals before both races at each event shall be:

- ~~Ten (10) minutes~~ before the start, drivers must be ready in the car and on the right spot in the ~~paddock~~ ~~Line up~~
~~Warning signal: Two (2) minutes until the pit exit opens = five (5) minutes to start)~~

When the 10 min signal has been given at line up, anytime the cars can get a green flag to roll out from the lineup

- When the last car is in place on the grid there will be a 30 (thirty) seconds sign shown before the green flag for formation lap.
- When the cars come back to the starting grid the red lights will be on and the start will go when the lights turn off.
- Drivers, who cannot start, shall indicate this as soon as possible.
- Cars may not be worked on after the green flag is shown in the paddock (lineup).
- Starting grid is the name of the spot cars standing on during the countdown, whether it's the tracks location of the start or not.

If any car is moved from the grid after the ~~three (3)~~ minute signal and before the formation lap, it must remain in the pit lane and ~~may~~ rejoin the race again, as per article 2.6.2.

If any car enters the pit during the formation lap it must remain in the pit and may start after the last car has passed the pit exit as per instructions by the pit official.

Competitors who are unable to retain their grid position during the formation lap can regain their position but drivers who have been passed by the entire grid cannot regain their place and must start last. If more than one driver is affected, they must form up at the back of the grid in the order in which they left to complete the formation lap. Grid places left vacant must not be filled up. ~~If the Line is not situated in front of the pole position, for the purpose of this article only, it will be deemed to be a white line one meter in front of pole position.~~

Drivers may not fall behind in the field to carry out practice starts.

~~It's not allowed to warm tires from the beginning of the last corner to the starting line before the starting signal has been given.~~

~~If the starter deems it is necessary to delay the start, the yellow lights will be turned on and the cars will go one more formation lap the 'START DELAYED' board will be displayed. The countdown procedure will begin again from the ~~three (3)~~ minute signal or earlier if the formation lap has not been completed.~~

~~The time and laps will be counted when the heat should have been started.~~

Drivers who cause a Start Delayed will be moved to the last place in the grid.

Standing start according to the following procedure:

The cars form two straight parallel lines in staggered formation on the starting grid.

The starter will then show a 5 second board, after the last car on the grid is in place and will then switch on the red light.

Normally, the time lapse between switching on the red lights and extinguishing them will be between 0.2 and 3 seconds. The race will be started by extinguishing the red lights.

~~If, going to the starting grid at the end of the formation lap, a problem arises, the following procedures shall apply:~~

~~If a car develops a problem that could endanger the start, the driver must immediately indicate this to the marshals and the marshal responsible for the rows must immediately wave a yellow flag. If the Race Director decides the start should be delayed, the green lights will be illuminated after the abort lights, a board saying 'EXTRA FORMATION LAP' will be displayed, and all cars able to do so must complete a further formation lap whilst the car which developed the problem is moved into the pit lane. Any driver being pushed from the grid may not attempt to start the car. The team may then attempt to rectify the problem and, if successful, the car may then start from the pit lane exit. Should there be more than one car involved their starting order will be determined by the order in which they reached the pit lane exit. Every time this happens the race will be shortened by one lap.~~

~~If any other type of problem arises, and if the Race Director decides the start should be delayed, the following procedures shall apply:~~

~~If the race has not been started, the abort lights will be switched on, a board saying 'START DELAYED' will be displayed, a new start will go on after a sound and ~~five (5)~~ seconds sign is shown. Every time this happens the race will be shortened by one lap.~~

~~If the race has been started, the marshals alongside the grid will wave their yellow flags to inform the drivers that a car is stationary on the grid.~~

~~If, after the start, a car is immobilised on the starting grid, it shall be the duty of the marshals to push it into the pit lane by the fastest route, ~~but safety first — ref. to § 1.1.7.~~~~

~~If the driver is unable to start the car, ~~safety first — ref. to § 1.1.7.~~ If it's possible to start the car, ~~then~~ start, but under no circumstances when it's pushed ~~— safety first!~~ Mechanics may attempt to start it in the pit lane, if it's safe! If the car then starts, it may rejoin the race.~~

The procedure above will be monitored by STCC officials (as well as other officials in the event of the race) who will report all breaches to the Race Director for penalty action. In cases where a competitor breaches this rule (§ 2.6.11) in order to patronise another competitor, both may be penalised.

RA 7.4.3.2 Rolling start

- Rolling start means that the car is in motion when the start signal is given and the timing begins.
- The Safety Car can be used as a Leading Car.
- Unless otherwise specified in the invitation, drivers, under the guidance of a Leading Car, shall exit the grid and retain their respective starting positions.
- When the Leading Car leaves the track, the grid behind the lead car (the race vehicle holding pole position) shall continue until the starting signal is given by the red light being extinguished, at which point the heat is deemed to have started.
- The entire grid must maintain the speed of the Leading Car when it left the track.
- To avoid the risk of an accident from the point where the Leading Car enters the pit lane, all drivers must continue at a speed that does not involve any erratic acceleration, braking or any other manoeuvre that could be deemed to increase the risk to other drivers or prevent the start of heats.
- The drivers who are placed from the second (2) starting position and further in the starting group may at no time pass drivers who have a better qualifying time/position after the Leading Car has left the track and before the start signal has been given.
- When the final official starting positions have been announced, places for non-starters must be left empty, the other competitors must be placed in their regular starting positions. These empty spaces must never be filled during the formation lap.
- All cars must be formed in two straight rows on each half of the track. The intended centre line of the runway may not be exceeded until the start signal has been given.
- Overtaking is prohibited until the starting signal is given, except when a car slows down and has obvious problems following the pace.
- When the start is interrupted, the yellow flashing start lights illuminate and the field continues one (1) more formation lap under the guidance of the car holding pole position, which is responsible for ensuring that the field is gathered for the next starting moment. Each formation lap that takes place after an aborted start is counted as a race lap and is deducted from the stipulated race distance.

In exceptional circumstances the race may be started behind the SC. In this case, the SC will lead the field out on the track and a SC 'restart' will be the start of the race.

2.7 False starts

The Race Director **will** use judge of fact and **may** use video or other electronic means to assist him in reaching a decision regarding false starts.

A **five (5)** second time penalty will be imposed for a false start if so reported by judges of fact.

If a driver **starts** ahead of the last red light is lit, the penalty will be **twenty (20)** seconds.

2.8 Pit lane & Paddock

The pit lane and paddock are two separate areas.

Paddock area. The paddock is the area where the competitor and the team remain when the driver is not practising or competing.

Pit lane. The pit lane is the area intended for use by the competitor and his/her team and/or mechanics during practice, qualifying and the race.

The competitor must guarantee that SBF's and the **organising** club's Safety Regulations are always complied with.

Competitors may not cause damage to any part of the paddock or the pit and may not paint lines or markings in any part of the pit lane. All tape-markings on the tarmac must be removed after the race. Repairs to a car may only be carried out in the paddock, pits or on the grid (**permission of the Race Director**).

The competitor must have at least two approved fire extinguishers with a capacity of at least 6 kg or alternatively one of a capacity of 10 kg (or corresponding capacity in litres) available and a fire blanket (min. 120 x 120 cm). These must be well marked and must function properly. Minimum Fire class required for the fire extinguishers are 34A 183 BC. Furthermore, all fuel that is stored in the paddock must be kept in SIS approved or UN approved receptacles.

Paddock Regulations

Vehicles may not drive faster than normal walking speed, i.e. max 5 km/h.

All forms of test drives with race vehicles are forbidden in the paddock area.

Motor powered mini-bikes, motorcycles, scooters, mopeds or other similar vehicles may not be used (this also applies to the pit).

2, 3 and 4 wheeled all-terrain vehicles/mopeds, garden tractors, etc. that are used for towing race vehicles and race accessories may only be used for this purpose, for transport between the paddock and the pit. These vehicles shall be marked with the same race number as the relevant race vehicle. These must be parked behind the **team-tents** and only be used in the STCC-street when towing cars or material, they are forbidden to be parked in our STCC-Street.

Fire gates (paddock gates) may not be blocked. Emergency services vehicles must have full access to the entire paddock area. **The Race Director (Clerk of the Course)** may issue fines if these rules **should** be breached.

All forms of open flame for cooking, repairs, etc. are forbidden in the paddock area.

Private cars/motorcycles are not allowed in the paddock area.

Silence must be observed in the paddock area, as per the supplementary Regulations. Breaches of this rule may result in fines or disqualification.

Damage to the asphalt caused by nails, etc. is not permitted. Should any repairs be necessary, these will be charged the driver/**team**.

There must be a fire detector in all areas where there are personnel.

Pit lane Regulations

Only competing drivers and their mechanics are permitted in the pit.

Children under the age of 15 are not permitted in the pit or on the racetrack.

A driver may only receive assistance with their car in front of their own pit spot.

The driver and his mechanics may not go outside of the protective boundary that delimits the pit from the track.

The organiser reserves the right to determine/limit the number of people allowed in the pit.

Smoking and open flames are totally forbidden.

Plates must always be used under the air jacks except on concrete.

The speed limit in the pit lane is 50 km/h during the event. Any driver who exceeds the limit will be fined by 100 SEK for each km/h above the limit (this may be increased in the case of a second offence in the same Championship season). Any driver who exceeds the limit during the race will be penalised with a 20 second time penalty.

The pit will be marked with 'Pit Entry' and 'Pit Exit' **boards**. The speed limit applies between these **boards**.

Use of any form of speed monitoring in the pit is forbidden, apart from the official speed monitoring system handled by the judge of fact.

To avoid any doubts, the pit lane is divided into two lanes. The lane closest to the pit wall is designated the 'fast lane', and the lane closest to the garages is designated the '**work lane**'. The '**work lane**' is the only area where any work may be carried out on a car.

Regulations for the fast lane

No equipment may be left in the fast lane.

Pit Limiter button is mandatory to hold, when approaching and going through the pit, because it's connected to a signal horn.

A car may enter or remain in the fast lane only with the driver sitting in the car behind the steering wheel in his normal position, and under its own power.

Cars may not be pushed out into the fast lane during a race.

For all practice sessions, qualifications and races, the cars are allowed to drive in the fast lane only after the pit exit is open (except as in article 2.6.2) and/or when a race is suspended.

During the shootout all participating cars that have completed the shootout must **drive** directly through the scrutineering and then **drive** directly to the team ~~tent~~ **spot in pit line**. It is possible **to measure the** tire pressure after the scrutineering.

The cars can not leave the pit line before the qualification is over.

If a driver drives past his pit spot, the car can simply drive an extra lap and come back to the pit, or drive out from the pit and back to the team tent.

Access to the pit during practice, shootout, qualifying heat and during the race is reserved for persons with valid passes issued by the organiser.

A maximum of **three (3)** team members per participating car (all issued with and be wearing special identification) are allowed in the signalling area ('Pit wall stand') during practice and after the start of the race. During the race, people may only cross the fast lane if granted permission by a pit official.

A car controller, from the team staff, shall be responsible for letting out the team's cars after each pit stop. He/she must ensure that there is a sufficient distance in order for the car to be able to safely rejoin approaching cars. Cars in the fast lane have priority over the ones leaving the working area.

In all races: team staff who want to cheer at the pit wall when their car crosses the finish line may do so but only during the last lap in the race.

It is forbidden to climb on the pit wall debris fences.

The following pit parking routine is obligatory during practice: Angled formation (45°) with the rear of the car toward the fast lane pointing toward the pit entry.

~~Before the pit exit opens for practice, qualifying and race. Angled formation (45°) with the front of the car toward the fast lane pointing toward the pit exit.~~ **The cars will go directly to the circuit from line up. They may be stopped at the pit exit and wait for the green signal.**

Pit formation shall be as per the layout from STCC. No competing cars should enter, drive through or cross a pit occupied of (or allocated to) another team at any time during a race.

It is the responsibility of each team to place equipment and staff in the pit (including the race car) in such a way that it does not hinder the race, the paths of competitors or breach the general Safety Regulations for the pit.

During a pit stop in the race, only two impact wrenches may be used at the same time. In order to avoid any doubtfulness, only two impact wrenches may be picked up by pit crew at the same time. All air hoses (for the air-jacks) and equipment for changing wheels must always be kept within the team's assigned pit spot, which is also the only area where pit stops may be performed. All air hoses must always be placed within the inner boundaries of the worklane, which is where the pit crew must remain when they are not carrying out a pit stop. Supporting arms holding air hoses, etc. above the pit spot is not allowed. Air hoses for the air jack must have a compulsory safety coupling that is divided by traction force.

All cars must be completely free of hoses or tools when they leave their assigned pit spot and the wheels must never drive over any hoses or other equipment in the pit lane. Failure to follow this may result in a penalty.

During all practice, qualifying and races, competitors leave the pit lane at their own risk.

If a car officially retires the race in the pit, it must immediately be pushed into the Parc fermé or to another location specified by officials. This shall be considered an acknowledgement that the car has retired from the race.

2.9 Suspending the practice or race

Should it become necessary to stop the practice, shootout or the race due to the track being blocked by an accident or because weather or other conditions make it dangerous to continue, the Race Director will order a red flag/signal to be shown at all marshal posts, as well as at the Line. The decision to stop a practice, qualifying or race can only be made by the Race Director.

Red flag/signal during practice. Overtaking is forbidden. All race cars shall immediately reduce speed and proceed slowly back to their respective pits, parking in the fast lane is forbidden. Cars abandoned on the track shall be removed to a safe place.

If any car does not return to the pit during practice by using its own power, it may only participate again if the Race Director gives his/her consent.

Red flag/signal during race

- Overtaking is forbidden.
- Pit exit closes.
- All cars must immediately proceed slowly to the Line and stop in a staggered position with the race leader at the front. In those cases where the leading car is not the car at the front, this car or cars must drive one more lap before the race resumes.

- If any cars are unable to return to the grid as a result of the track being blocked, they will be brought back when the track is cleared and will be arranged in the order they occupied before the race was suspended. The order of the cars will be determined according to the positions they occupied at the end of the circuit section covered the lap before the decision to suspend the race was taken.
- Drivers who drive in or push their car into the pit will be penalised with a twenty (20) second time penalty. Drivers, who were in the pit when the red flag/signal was shown, may leave the pit without being penalised when the race resumes.
- When the race is stopped, neither the race time or the timekeeping system will stop. Cars may be worked on once they have stopped behind the Line or entered the pits, but such work must not impede the resumption of the race. You may replace a punctured tire after a given permission from STCC Technical Delegate. Only team members and officials will be permitted on the grid.

Countdown for resuming the race. The delay will be kept as short as possible. The countdown can start from **five (5)** minutes, **three (3)** minutes or **one (1)** minute as decided by the Race Director.

- **Three (3)** minutes before the start of the formation lap - Warning signal:
- The **SC** will be driven to the front of the line of cars behind the Line. Larger equipment must be removed from the grid area and wheels must be fitted on the cars. After the 3 minute signal, wheels may only be changed in the pit lane.
- **Two (2)** minutes before the start of the formation lap - Warning signal:
- Cars must be resting on their wheels. Cars in front of the leading car must drive one lap, without overtaking and then stop at the back of the field behind the **SC**.
- **One (1)** minute before the start of the formation lap - Warning signal:
- Power shut on. Officials and team staff leave the grid area.
- **Fifteen (15)** seconds before the start of the formation lap - **Board/Warning** signal:
- The grid area shall be clear of officials and team staff.

Start of one formation lap - Green flag/signal.

Drivers who cannot start shall indicate this when the **fifteen (15)** second **board sign** is displayed and the officials show a yellow flag at the car.

- Drivers who breach the countdown procedure, as per 2.9.5, will be moved to last place in the grid.
- A **Drive Through** penalty will be imposed on any driver whose car did not have all its wheels fully fitted at the 3-minute signal.
- A **Drive Through** penalty will be imposed on any driver whose car was not resting on its wheels at the 2-minute signal.

Resuming the race

- The race resumes behind the **SC** when the official shows the green flag in front of the leading car.
- All drivers shall maintain the same speed as the **SC** and the car in front, as well as maintaining a distance to the car in front of approximately one car length, however the distance between the leading car and the **SC** can be a maximum of five car lengths. When the **SC** extinguishes the lights on the car before it enters the pit (as long as nothing else has been indicated at the driver's briefing) the first car in line behind the **SC** may dictate the pace to the Line and the distance between the leading car and the **SC** can be more than five car lengths. In order to avoid the likelihood of accidents before and after the **SC** returns to the pits, from the point at which the lights on the car are extinguished, drivers must proceed at a pace which involves no erratic acceleration, braking, or any other manoeuvre which is likely to endanger other drivers or impede the restart. A green flag will be **shown (waved)** at the Line and overtaking is forbidden until the green flag at the Line has been passed. Overtaking of any other competitor is forbidden except for when a car slows down and has an apparent problem completing the race. The **SC-line 1** is the point at which competing cars can pass the **SC** as it enters the pits at the end of the intervention.
- Failure to follow the car in front with a distance of approximately one car length can be penalised with a **twenty (20)** second time penalty.
- Should a driver breach these rules to create an advantage for another driver, both can be penalised.

In exceptional circumstances the Race Director can stop the race time and/or change the amount of remaining laps. If the race cannot be resumed by the decision of the Race Director the results will be taken at the end of the penultimate lap before the lap during which the signal to suspend the race was given.

In the event a race is suspended, team staff may not enter the grid area until authorised to do so by officials.

3.0 Finish

The end-of-race signal will be given at the Line as soon as the leading car has completed the full race distance/racetime by crossing the finish line on the track and not into the pit.

Should the end-of-race signal be given, for any reason, before the leading car completes the full race distance/racetime, the race will be deemed to have finished when the leading car last crossed the Line (not into the pit) before the signal was given.

Should the end-of-race signal be delayed for any reason, the race will be deemed to have finished when it should have finished.

After receiving the end-of-race signal (on the track), all cars must proceed slowly and safe follow signals from officials, keep their personal safety equipment on and seatbelts fastened while they are on the track. As soon as all cars have crossed the Line, a course car must go **one lap on** the track to collect **the drivers** who has finished in the first three **places**, but **eventually are** stranded on the circuit.

All classified cars must proceed directly to the Parc fermé area without stopping and without receiving any assistance (except for that of the officials if necessary). The Parc fermé conditions apply from the finish line to the entrance of the Parc Fermé area. If any car cannot reach the Parc fermé under its own power, it will be placed under the exclusive control of the officials who will direct the car to the Parc fermé.

3.1 Results

The car placed first will be the one having covered the scheduled distance/racetime in the shortest time. All cars will be classified taking into account the number of complete laps they have covered and for those which have completed the same number of laps, the order in which they crossed the Line.

Only cars which have covered at least 70% of the distance (rounded down to the closest whole lap) covered by the winner will be classified.

The **provisional** results list will be posted on the official notice board immediately after the race is over. The **official** race results are not **published** until all cars have been approved during the post-race **scrutineering** and/or finished technical procedures, as well as after the end of the protest period.

3.2 Incidents/follow-up inspections

All cars that are reported as having been involved in a bigger crash, collision, etc. during practice, shootout, qualifying or the race, must be inspected by the STCC Technical Delegate and/or EPWR Technical Delegate or STARD (**in cooperation with SBF Technical Delegate**), if so ordered by the Race Director before the car may continue to participate in the race. Drivers **who** have been involved in a bigger crash, collision, etc. must always undergo a medical check-up before he/she is allowed to participate again.

If a driver is involved in a major crash, collision, etc., **he/she** may not leave the circuit without the consent of the Race Director, unless **he/she** is to be taken to the hospital. The driver or drivers involved must be available during the race until the protest period concerning their **participation** has expired. Failure to comply may result in the incident being investigated and a penalty being imposed in their absence.

A competitor's car may not be moved from the paddock during a race following **scrutineering**, except with the intention to compete in a race that is a part of the event or with express written consent by the STCC Technical Delegate and/or EPWR Technical Delegate and STARD. The STCC Technical Delegate and/or EPWR Technical Delegate and STARD can demand a **re-scrutineering** at any time.

Drivers are strictly forbidden to drive their car in the opposite direction of the track, unless this is absolutely necessary in order to move the car from a dangerous position.

If a driver has serious mechanical difficulty during practice, shootout, qualifying heat or the final race, he/she must leave the track or return to his pit as soon as it is safe to do so. The driver must leave the car in as safe a place as possible (if the car is not in the pit), in neutral or safe to touch and with the steering wheel in its place. Drivers shall be on site and assist with any towing operations during or after the practice/shootout/qualifying heat/race. (**safety first!**)

If a car stops during practice, shootout, qualifying heat or the final race, it must be moved as fast as possible so that it does not represent a danger or hindrance to other competitors. If a competitor cannot move the car from a dangerous position, it is the responsibility of the official to assist the competitor, however without endangering their own safety. Should the assistance result in the engine starting and the competitor rejoins the practice, shoot out, qualifying heat or race, the competitor can continue without a penalty. In the case the assistance occurs with technical means, for example with a towtruck, the competitor **cannot** continue the practice, qualifying or race. (**safety first!**)

The car must be safe to move as the signs RESS Safety Lamps in the technical regulation is shown.

3.3 Adverse weather conditions

The Race Director reserves the right to suspend practice, shoot out, qualifying and the race due to safety reasons in the event of adverse weather conditions.

Should weather conditions change significantly to compromise safety during a race, the Race Director will deploy the **SC** to neutralize the race. Should weather conditions deteriorate further, according to the Race Director's assessment, the red flag/signal will be shown at all marshal posts and the **SC** will stop at the Line with all competitors in a staggered position behind it. The countdown process starts according to article 2.9.5. Red flag/signal Regulations as per article 2.9 applies.

The car's white headlights, red rear lights and rear fog lights must be switched on when the Light on-sign is shown. It shall be at the discretion of the Race Director to decide if a driver should be stopped because his lights are not working. Should a car be stopped in this way, it may re-join the race when the fault has been remedied. The driver must have a clear view during all practice sessions and races. If the STCC Technical Delegate's opinion is that a driver does not have a clear view, he/she can, at any time, order the relevant car to be stopped and inspected.

3.4 Safety Car

The Race Director can deploy the **SC** at any time during a practice, qualifying or race.

The **SC** must be marked 'Safety Car' on the rear and sides and have at least one clearly visible yellow or orange light on the roof and a green light showing to the rear that can be operated separately.

The **SC** shall be driven by an experienced driver who holds a racing licence and be manned by a **SC** observer who maintains permanent radio contact with Race Control. The driver and observer shall be clothed as per SBF RA 7.5.

At all circuits, two continuous, maximum 20 cm wide '**SC-lines**' should be marked with non-skid paint, crossing the track and the pit entry and exit lanes from side to side, at right angles to the track centreline, at the following places:

- **SC-line 1**: at the point at which it is deemed reasonable to allow a car entering the pits to overtake the safety car or another competing car remaining on the track. It is also the point at which competing cars can pass the **SC** as it enters the pits at the end of the intervention.
- **SC-line 2**: at the point at which cars leaving the pits are likely to be driven at a similar speed to competing cars on the track. A car on the track may therefore overtake another leaving the pits before reaching this line but no overtaking may take place after it.

The **SC** will be placed at the end of the pit lane (as long as nothing else has been indicated at the driver's briefing) and will join the track with its orange lights illuminated regardless of where the race leader is.

As soon as the order has been given to deploy the **SC**, all marshal posts (including at the Line) will display yellow flags/signals and a **SC-board**, which shall be kept as long as the **SC** is on duty. These boards and flags/signals will be displayed at all posts simultaneously, as soon as the order has been given to deploy the **SC**. Until a driver has entered the yellow flag/signal area, drivers can compete as usual.

Every time the **SC** passes a marshal post it shall wave a yellow flag/signal as long as there are cars in its sector.

The **SC** period begins from the point a driver passes the first **SC-board** on the track (not in the pit) and ends when the driver has passed the green flag at the Line on the track. All participating cars are informed of the **SC** period (via flags/signals and **SC-board**) and must form up in a line behind the **SC**, adapting their speed to it. Overtaking the **SC** is forbidden except if a car is given the signal to pass (green light) by the **SC-observer** and can continue with a reduced speed and without overtaking until they reach the line of cars behind the **SC**. Overtaking of any other competitor is forbidden during the **SC** period except when a car slows down and has an apparent problem completing the race.

The **SC** shall be in use at least until the car in the lead is behind and all remaining cars are lined up behind the leader. When the Race Director decides to bring in the **SC**, the **SC-board** and yellow flag/signals shall be withdrawn and all marshal posts shall withdraw the flags/signals and signs once the last car has passed. At the same time, the orange lights on the **SC** are extinguished and it leaves the track via the pit entrance (as long as nothing else has been indicated at the driver's briefing) at the end of the lap. The **SC-line 1** is the point at which competing cars can pass the **SC** as it enters the pits at the end of the intervention. The **SC** will not complete a full lap with the lights turned off.

A green flag will be waved at the Line and overtaking is forbidden until the green flag at the Line has been passed.

All SC-laps are counted as race laps. Race Director can stop the clock in maximum five (5) min and add maximum 3 laps when SC is in use.

While the **SC** is in use drivers may enter the pit lane. However, drivers may only return to the track when a green signal is displayed at the pit exit. It is displayed the entire time except for when the **SC** and the line of cars following it are about to pass or are passing the pit exit or at the end of the period until the last car has passed the Line under a waving green flag. A car rejoining the track must proceed at an appropriate speed until it reaches the end of the line of cars behind the **SC**.

Under certain circumstances the Race Director may ask the SC to use the pit lane or an alternative route. In these cases, and provided its orange lights remain illuminated, all cars must follow it into the pit lane or the alternative route without overtaking. Any car entering the pit lane under these circumstances may stop at its designated garage area.

All drivers shall maintain the same speed as the SC and the car in front, as well as maintaining a distance to the car in front of approximately one (1) car length, however the distance between the leading car and the SC can be a maximum of five (5) car lengths. When the SC has extinguished the orange lights and will enter the pit, the first car in line behind the SC may dictate the pace and, if necessary, fall more than five (5) car lengths behind it. In order to avoid the likelihood of accidents before the SC returns to the pits, from the point at which the lights on the car are extinguished, drivers must proceed at a pace which involves no erratic acceleration, braking, or any other manoeuvre which is likely to endanger other drivers or impede the restart.

Overtaking is forbidden until the green flag at the Line has been passed.

Failure to follow the car in front with a distance of approximately one (1) car length can be penalised with a 20 second time penalty. Should a driver breach these rules to create an advantage for another driver, both can be penalised.

If the race ends whilst the SC is deployed, it will enter the pit lane at the end of the last lap and the cars will take the chequered flag as normal without overtaking.

3.5 Parc fermé

No persons other than officials with supervisory positions may be in Parc fermé. No intervention of any kind is allowed unless it is approved by the SBF Technical Delegate. The driver must leave the car with the steering wheel in place. However, someone responsible for the respective cars located in Parc fermé must be in the immediate vicinity of the Parc fermé area.

As soon as the end-of-race signal has been shown at the Line, Parc fermé Regulations will apply between the Line and the Parc fermé entrance.

Parc fermé between the races:

- Charging during Parc fermé is allowed.
- Working on cars during Parc fermé is not allowed.

All classified cars that participated in a ~~the Final~~ race must remain in Parc fermé at the indicated area for minimum 30 minutes after the preliminary results have been presented. The Parc fermé Regulations applies as soon as the end-of-race signal has been shown and until the Stewards and Race Director announce otherwise. Work on any classified car is not allowed during this period.

The area around Parc fermé for inspection will be totally forbidden for other persons than STCC Technical delegate **and other relevant officials**.

3.6 Weighing

There will be a weight check at the ~~beginning of during~~ a weekend, with ~~a driver and car weight of 75kg~~. The minimum weight of the car will be **TBC** kg ~~excl~~ including the driver. Weight will be published via bulletin.

All drivers entered in the race will be weighed with their complete driver equipment on at each race. If a car is weighed without a driver, the weight determined at this point will be added to the car's weight in order to determine the total weight.

The weight may be checked at each race. Cars will be selected at random to be weighed-checks via a signal from the officials.

If a car is not capable of reaching the inspection area for own machine, it will be placed under supervision of officials who can take the car to the inspection area for weight.

No solid, liquid or other substance or matter of any nature whatsoever may be added to, placed on or removed from the car after it has been selected for weighing or has finished the qualifying/race or during the weighing procedure (except by the STCC Technical Delegate and/or the SBF Technical Delegate).

Procedure during and after qualifying:

The scale will be located in the area for weighing (inspection area).

If the driver has been selected via signals, the driver must immediately drive to the inspection area and place the car in accordance with the markings there. The power must be shut off before the weighing **is** carried out.

Procedure after the race:

The scale will be placed in the inspection area or in Parc fermé. Cars will be selected at random to be weighed checks via a signal from the **officials**. If a car is deemed as breaching the weight Regulation, the team will be informed of the faults in writing.

Penalty for a breach of the weight Regulation:

- Failure to follow directives given by officials to weigh a car/driver or failure to follow weight-Regulations or failure to start the car in accordance with 2.16, will result in existing qualifying times being disregarded. The driver will be informed in writing and the driver must bring the car in for a new inspection. After having been informed of a new inspection, it is the driver's responsibility to stay within the inspection area so that they can have their car checked at the next pit visit, regardless of whether that involves queuing behind cars that are being checked. Failure to have the car checked can result in all **lap-times** for that **session** being omitted.
- Failure to follow directives given by officials to weigh a car/driver or failure to follow weight-rules upon completion of a race will result in the driver being disqualified from that race. The exception is if the **SBF** Technical Delegate or STCC Technical Delegate can determine that the failure resulted from an accident on the track during the course of the race.

If a competitor intentionally or through their own negligence damages the scales to the extent that they are unusable during the qualifying session, the qualifying times for that **session** will be omitted. If a competitor damages equipment during an inspection after a race, that driver will be disqualified from the results.

If at any **time a competitor** intentionally or through negligence **damages the scales**, that competitor will, on **request**, pay the costs of necessary **repairs** or **of** replacement scales. The competitor will not be allowed to participate in the Championships until the **full amount** has been paid.

TECHNICAL REGULATIONS SUPPLEMENT

4.1 Approved cars

All cars competing in the STCC Swedish Championship must at all times, to the point, fulfil the criteria in the STCC Technical Regulations (EPWR Technical Regulations for EPWR Touringcar) 2023-2026 concerning STCC cars. All cars must at all times fulfil all relevant sections of the specific Championship Technical Regulations as detailed below

4.2 Special technical directives for the Championship

Only Technical bulletins, clarifications or directives issued by STCC Technical Delegate will be valid during this Championship. **In case, each change to the Regulation must be approved by the RAC.** All modifications which are not explicitly allowed by the present Regulations are forbidden.

In accordance with STCC Technical Regulations all cars must have a datalogger installed.

All competitors must fit a permanent time-keeping MyLaps TranX 260 transponder in accordance with the STCC Technical Delegate's specifications for correct time keeping. The time-keeping transponder's exact position should be according to Technical Regulations. These transponders must be in place and working correctly during all of the Championship's test days, practice and races. Adjustments and maintenance of these transponders may only be conducted by authorised STCC time-keeping staff. Competitors will be charged by the organizer for repairs on, or replacement of transponders which have been damaged or mismanaged. Competitors are not allowed to place any electronic time-keeping device within five (5) metres of the official start & finish line (Line) or any other timing line in any event. Any equipment placed within these zones will be **removed**. Any electronic time-keeping equipment placed along the racetrack should be marked with the race number and team. Equipment must be switched off when other classes are **on the track**.

All competitors are required to deposit the following with the STCC Technical Delegate prior to the scrutineering before the first race they participate in, and whenever requested:

- Homologation form.
- Official form for the safety cage.

All approved changes to documents must be deposited with the STCC Technical Delegate as a condition of continued participation in the Championship.

Clarification of the extinguishing system's triggering possibilities. According to Technical Regulations the car should be equipped with extinguishing systems in accordance with FIA Appendix J - Art 253.7. The driver should be able to trigger the extinguishing system when seated normally with his safety belts fastened and from the outside. For safety reasons, this should be possible at all times during the event from the beginning of practice, qualifying and races to the Parc fermé

period's expiry or when the car is returned to the team. Exceptions can only be issued by the responsible ASN Technical Delegate.

Each team manager is required to read their SBF Technical passport and fulfil the directives contained therein and every directive issued by the STCC Technical Delegate. The log book must be signed by the team manager after each race.

When lifting the car, air jacks assembled in the car, which are operated from the outside, should be used. In the event that the system fails to function, car jacks available on the market may be used. Manually operated car jacks (not operated with air or electricity) will be considered as lever jack and thereby may be used instead of the system onboard. Every failure of the system onboard is subject to inspection by the STCC Technical Delegate during scrutineering after the race. Protective plates should always be used under the car jacks except when car is standing on concrete.

With regards to modifications of equipment used to facilitate pit stops, the STCC Technical Delegate has the right to reject or enforce modifications to such equipment.

No signal of any kind may pass between a moving car and anyone connected with the car's entrant, team or driver except for the following:

- Legible messages on the pit-board.
- Body movements by the driver.
- Verbal communication between a driver and his team by radio using an approved frequency (article 3.4).
- Lap trigger signals from the pits to the car. Lap marker transmitters shall be battery-powered and once operating must be free standing (i.e. not connected to any other pit equipment by means of wires, optical fibres, radio, wifi, etc), firmly fixed on the pit lane side, and incapable of receiving external information.
- Such lap triggers shall use a transmitter operating with a carrier frequency above 10 GHz (radio or optical) and a beam half angle of no more than 36° when measured at the 3dB point, and shall not be used for the transmission of any data from pit to the car other than the lap mark. Lap mark data must be transmitted repeatedly and must be demonstrably consistent.
- Electromagnetic radiation between 2.0 and 2.7 GHz is forbidden unless permission in writing is obtained from the STCC.
- Signal for STCC+ is the only extra that can be added.

The use of tape on the car's exterior is prohibited, except during 'crash repairs' in connection with practice, qualifying or race and for use of stickers. Taping over cooling intakes is permitted entirely or partially provided the tape is of the same colour as the background.

The cockpit must be designed to allow the driver to get out from his normal driving position in seven (7) seconds through the driver's door-opening and in nine (9) seconds through the passenger's door-opening.

For the purposes of the above tests, the driver must be wearing all normal driving equipment, the seat belts must be fastened, the steering wheel must be in place in the most inconvenient position, the doors must be closed and the door nets in place.

Mandatory on-board camera is Gopro MAX 360 and Large tube mounting from Gopro. HDMI- output can be used for onboard.

4.3 Radio

Radio frequencies used by the competitor and the team must be licensed for use within respective country. STCC must be informed of which radio frequency the competitor and the team will use prior to the start of the season when submitting the entry. Any modification of the radio frequency must always be communicated and approved by STCC before using. STCC reserve the right to at any point during the season demand that a licence be shown, that the use of that frequency by the competitor and the team can be verified.

In the event that a radiofrequency used by a competitor clashes with a frequency used by the track or a local rescue service or a third party, the competitor and team should immediately change their frequency to a non-clashing frequency that is to the satisfaction of STCC and which is in accordance with requirements and earlier approval. The competitor and their team can be penalised from practice, qualifying and race till a change of frequency has been carried out.

If a competitor and team wish to change frequency they must first have approval from STCC.

Distorting or coding radio transmissions in any way is prohibited.

4.4 The cars exterior

Three number stickers will be provided by STCC before the start of the Championship and additional stickers will be available during the events. Such stickers, with maximum measurements of 50 cm height x 50 cm width, may not under any circumstances be modified. If attaching it requires cutting the stickers so that they fit with the car's openings, this should be done without distorting the Championship's identity, logo or the sponsor's logo. No car will be allowed to test on an official STCC-test sessions and practice or race in a Championship event without displaying the stickers correctly. The stickers should be displayed on the rear side windows on both sides of the competing car and on the windscreen, as shown in diagram 2024. The STCC Technical Delegate has the right to, at his own discretion, uphold the exact placement of the stickers. The placement of the stickers is subject to approval by STCC. **Svensk Bilsport-sticker according agreement with SBF.**

Competitors must at all times display the driver's surname and initial of the first name on the bottom half of both rear side windows and on the windscreen of the competing car. These name stickers are supplied by STCC.

All competing cars must have an official STCC on-board sign visible to a forward facing in-car TV-camera. Decisions regarding the placement of the sign, its size and type lie exclusively with STCC. No other ads visible to an in-car camera will be permitted. The on-board sign is supplied by STCC.

Official Championship stickers must be displayed on windows and in two places on each of the front and rear bumpers (30x30 cm) as shown in diagram 2024 on each competing car. These stickers will be provided by STCC. No car will be allowed to test on an official STCC-test sessions and practice or compete in a Championship event without displaying the stickers correctly. Decisions regarding such stickers' placement, size and type lie exclusively with STCC. STCC's advertising space on the windscreen and rear window comprises 25 cm in height and the full width of the top of the window.

Each driver should always wear the Championship badge provided by STCC (approx. size 15 x 5 cm) and a badge from the tyre manufacturers (approx. size 15 x 6 cm), on the upper part of the chest area on the driver's overall. The badges should be affixed on the overall as shown in diagram 2024.

Cars in the same team that resembled outer colour scheme must have clearly different colour on each car's exterior, like mirrors, roof, wings etc.

4.5 Pre-scrutineering

Taking the car for scrutineering will be deemed an implicit representation by the competitor that the car fully complies with the Regulations. The car should be in good condition, aligned and well varnished upon presentation for the scrutineer. The car must be approved by the scrutineer before it can take part in any practice, qualifying or race. Competitors must provide their SBF Technical passport 2024 upon scrutineering of every car that will compete for each race.

If a car has been selected for scrutineering by the **Race Director and Chief Scrutineer in cooperation with STCC Technical Delegate and/or EPWR Technical Delegate** after a practice, shootout, qualifying heat or race, it is the applicant's responsibility to take the car directly to the scrutineering or the Parc Fermé area without delay and in exactly the same condition as it was upon completion of the practice/shootout/qualifying heat/race. Any breach of this may result in disqualification from the practice/shootout/qualifying heat/race.

In the case where one or more components are sealed to be checked on a later occasion, any additional costs resulting from the later check will be borne by the applicant.

Failure to allow or facilitate scrutineering after a practice/shootout/qualifying heat/race may be deemed a violation of the Regulations article 4 and may lead to disqualification from the practice/shootout/qualifying heat/race, as decided by the Race Director.

The **SBF Technical Delegate in cooperation with STCC Technical Delegate and/or EPWR Technical Delegate** may require that the competitors carry out necessary dismantling. Failure to do so can result in the Race Director arranging for such a dismantling and charge the costs to the competitor. Competitors will not be allowed to participate in the Championship until the costs have been covered.

The **SBF Technical Delegate in cooperation with STCC Technical Delegate and/or EPWR Technical Delegate** should at any time and place have free and unrestricted access by the competitor to inspect and/or measure the car registered for the Championship.

During the season, STCC **in cooperation with SBF Technical Delegate** reserves the right to undertake detailed analyses of all electronic equipment used by the competitors and all other related material, to ensure that these do not contain any elements capable of use in a manner which may breach the Regulations. Competitors should, on demand, provide all electronic equipment, source codes, programs, machine codes and any other equipment deemed necessary to ensure a complete inspection and analysis to the STCC Technical Delegate or EPWR Technical Delegate **in cooperation with SBF Technical Delegate** for scrutineering by an analyst appointed by STCC. The costs of such an analysis shall be borne entirely by the competitor. Other than in the case of breach of Regulations, all details of the analysis will remain confidential to STCC, **SBF Technical Delegate** and the competitor. Failure to allow or facilitate the inspection of such electronic equipment

may be deemed a violation of article 4 of the Regulations, which can lead to disqualification from the Championship by the Race Director.

Cars containing additional electronic equipment, other than that inspected and approved by the STCC appointed specialist, will not be allowed to compete until all the electronic equipment and all related material has been inspected, unless they obtain written consent from the STCC Technical Delegate.

If a car, after having been approved by the scrutineers, is dismantled or modified in any way which might affect its safety or call into question its conformity with the Regulations or alternatively if it is involved in an accident resulting in similar consequences, it must be brought in for a new **scrutineering**.

4.6 Technical inspection after the **qualifying/shootout/race (post-scrutineering)**

The STCC Technical Delegate or EPWR Technical Delegate **in cooperation with SBF Technical Delegate** may (after consultation with the Race Director) select a car at random for further inspection.

In case the planned inspection can't be done on site at the racetrack area, the chosen car or parts will be sealed off by the **SBF Technical Delegate in cooperation with the** STCC Technical Delegate or EPWR Technical Delegate in the Parc Fermé. Thereafter, the car will be removed from the Parc Fermé without any work having been performed on it by any of the competitor's representatives, unless carried out upon request from or with the approval of the **SBF Technical Delegate in cooperation with the** STCC Technical Delegate or EPWR Technical Delegate.

The chosen car(s) will be transported to an appropriate designated location, under the supervision of the **SBF Technical Delegate**, STCC Technical Delegate or EPWR Technical Delegate.

The **SBF Technical Delegate in cooperation with the** STCC Technical Delegate and/or EPWR Technical Delegate reserve the right to obtain a standard car or parts thereof by rental or loan from an independent source for the purpose of comparison.

The **SBF Technical Delegate in cooperation with the** STCC Technical Delegate and/or EPWR Technical Delegate will request that the representatives of the competitor concerned dismantle the car for the technical inspection. Failure to do so can result in the Race Director arranging dismantlement and charging the costs to the competitor. Competitors will not be allowed to participate in the Championship until the costs have been paid in full.

Breaking or manipulating **any** seal is forbidden. The **SBF Technical Delegate in cooperation with the** STCC Technical Delegate and/or EPWR Technical Delegate or alternatively his pre-appointed representative, will report any irregularities to the Race Director for evaluation and appropriate action.

Failure to allow or facilitate an inspection by the **SBF Technical Delegate in cooperation with the** STCC Technical Delegate and/or EPWR Technical Delegate will be deemed as breach of article 3.7 and may lead to the Race Director to impose a penalty in accordance with article 4 of the Regulations.

Should the **SBF Technical Delegate in cooperation with the** STCC Technical Delegate and/or EPWR Technical Delegate decide that the car or any component thereof fails to conform **with** the Regulations, this will be reported to the Race Director who, after consulting all parties concerned, will decide the matter and impose a penalty in accordance with article 4 of the Regulations.

Teams must upload to google a document from the data acquisition system (**Motec**) **sixty (60)** minutes after the chequered flag on the ~~shootout/qualification heat~~/race.

4.7 Tyres

STCC's specified single tyre supplier for the Championship is Yokohama V107 275/40 R18"

OFFICIAL TESTS

Twentyfour (24) new tyres are allowed for all the official tests. Four (**4**) of the official **test tyres** will be delivered with the car.

RACE EVENT

STCC tyre limitations are set to ~~twentyfour (30) new tyres per season, where~~ six (6) new tyres per race weekend., ~~and must be used from the first practice session through out the event.~~ No carry over tyres are allowed.

No kind of processing of the tires whatsoever is permitted.

All tyres are under parc fermé during the raceweekend, and should be fitted on the car, placed in the teams tent, or in the pits during driving, available for the STCC Technical Delegate for scrutineering, at all time.

If unmarked tyres are used during official events, the driver will get penalized.

All tyres are supplied by STCC, and are included in the championship series entry fee.

The penalty is as follows:

- Start from last position in the first heat.

4.8 Cars

T-cars/spare cars are prohibited. A driver may only use the car that was originally scrutineered for the event. In exceptional cases the STCC Committee dealing with renderings can grant an exception to this rule. Cars will be marked with seals attached to parts of the car that cannot be disassembled by the STCC Technical Delegate or SBF Technical Delegate. The seal number will be registered in the Technical passport.

PENALTIES

Penalties will be imposed in accordance with SBF's and STCC's Regulations (STCC only commercial).

5.1 Terms and Conditions

The terms set out in these Regulations are fundamental to the **agreement** between Svenska Bilsportförbundet, STCC and the competitor, team and manufacturer. Any breach of these Regulations may result in penalties in accordance with both SBF's and STCC's Regulations (STCC only commercial).

5.2 ASN rules

In accordance with **SBF G** Sporting penalties G 15 and **SBF RA**: RA 8.0. Appeals in accordance with **SBF G**: G 15. Protests in accordance with **SBF G**: G 15.

Federation penalties in accordance with **SBF G**: G 14.

Race Director may impose any one or more of the following seven penalties, simultaneously if applicable and/or in substitution or in addition to other available penalties, on any driver involved in an incident:

- A **Drive Through** penalty, where the competitor has to drive through the pit lane without stopping. This penalty may not be carried out during a **SC** period. Laps behind the **SC** should be added to the maximum **two (2)** laps (crossing the Line on the track maximum **two (2)** times) that a driver **must** act out the penalty.
- A 10-second Stop & Go time penalty. The driver must enter the pit lane, stop for at least **ten (10)** seconds in front of the allocated pit spot that has been assigned to him and rejoin the race immediately, unless the car stops. Whilst a car is stationary as a result of incurring a time penalty, it may not be worked on. If the driver is unable to start his car by himself, he/she may be helped by his/her mechanics, solely for the purpose of starting the engine. This penalty may not be carried out during a **SC** period. Laps behind the **SC** should be added to the maximum **two (2)** laps (crossing the Line on the track maximum **two (2)** times) that a driver **must** act out the penalty.
- However, if either a Drive Through penalty or **ten (10)** second Stop & Go time penalty be imposed during the last three **(3)** laps **alternative** after the end of the race, a **thirty (30)** second time penalty in case of a Drive Through penalty and a **forty (40)** second time penalty in case of a **ten (10)** second Stop & Go time penalty, shall be added to the elapsed time of the car concerned instead.
- A time penalty.
- A reprimand.
- A drop of a maximum of **ten (10)** grid positions for the driver in a future race.
- 'Yellow Card'. Special sanction for repeated offences. A competitor in the STCC Championship that has been given a reprimand 'yellow card' on **three (3)** occasions will, on receiving the **third (3rd)** reprimand, be given a drop of **ten (10)** grid positions. The same rule will then apply for the next **three (3)** reprimands he/she may receive, and so on until the end of the Series.
- Appeals may not be made against decisions concerning the following:
 - Penalties imposed under article 5.2.
 - Any decision taken by the Race Director in relation to article 2.5
 - Any penalty imposed under article 2.6 or 2.9.

Eventual protests in accordance with article 4.2 and accompanied by a fee of SEK 4000.

Any protests do not affect the starting grid for the second race and **can be processed** after the second race.

5.3 Unfair advantages

If any competitor, team, and/or manufacturer has gained unfair advantage (whether inadvertently or not) from a breach to the Regulations, either through their own actions or those of other competitor's, team's or manufacturer's, may affected part be given penalties/fines in accordance with SBF G and/or SBF RA.

ADMINISTRATIVE REGULATIONS

6.1 Application

All drivers, competitors and teams must submit an application to STCC prior to the Championship. A complete application must have been received by STCC before 1th of may 2024. An entry is only complete as when the signed entry contingent liability form is provided to STCC. When the application has been approved by STCC it constitutes a binding contract and can only be revoked without a fee with STCC's approval.

6.2 Registration

The fee for STCC Championship will be invoiced by SNB Events AB.

The Championship fee is as follows:

STCC Championship fee for drivers: 470 000 SEK (+6% VAT)

Invoicing plan is as follows:

- 15th April 2024 - 200 000:- SEK + VAT / per Car
- 1st May 2024 - 170 000:- SEK + VAT / per Car
- 15th June 2024 - 100 000:- SEK + VAT / per Car

STCC Championship fee includes:

- All official tests
- All events in the Championship
- All tyres for testing
- All tyres for Championship events
- Charging solution for the Championship
- Chargers for loan
- Stickers
- Power Banks
- Administrative services

STCC Team Championship. The Team Championship is a competition open to all teams competing in STCC.

Eventual cancellations must always be submitted to STCC/SNB Events AB as soon as it is known. Cancellations later than Tuesday ten (10) days before the event result in a fee of 75 000 SEK excl. VAT charged by STCC.

6.3 Paddock parking space

Each team can be assigned an area with the maximum dimensions (width) 45 m x (depth) the vehicles length a maximum of 17 m and will be allowed to park one (1) transporter vehicle with one (1) attached tent in the designated paddock parking space. Some divergence can be allowed by STCC and the organiser if there are particular reasons without cost for the team. Within the maximum assigned area there should be space to open any doors or similar. For tracks where garages or similar are used the maximum area can be revised.

It is compulsory that each transporter vehicle has at least two (2) flag poles, six (6) metres high, with flags during each event in the Championship. Drivers' names should be clearly displayed on the teams' technical tent. The team logo should be clearly displayed at the team area.

Teams that have cars competing in different classes will only be allowed to park cars from other classes in that respective area.

All vehicles should have the competition class and race number of the vehicle it belongs with displayed. This also applies to bikes, ATV's and other types of vehicles to be used in service purpose. Vehicles may only be operated by personnel and not faster than walking speed, max 5 km/h. Vehicles may only be used for transporting materials. Infringement will be fined.

Each team should, in conjunction with the registration, specify their vehicles, tents and similar which they wish to place in the paddock and provide a sketch with dimensions of paddock requests which should be submitted with the registration documents. If there are any changes during the season, STCC should be notified immediately.

Between 09.00 and 18.00 o'clock all teams should be open to the paddock street so that the spectators have an opportunity to gain an insight into their work.

All of the team's transporter cars and other vehicles should be in good condition and washed before displayed in the paddock parking space. All vehicles should always have the competition class and race number of the vehicle it belongs with displayed.

All of the major team-transporters as, trailers, lorries, etc. must be parked on their respective place latest 09.00 o'clock on the day before the raceday.

Catering area: If extra space is required for catering or other needs that have been approved by the organiser, extra space can be ordered through the organiser, provided space is available, at a cost according to separate agreement.

The team has the right to sell accessories such as T-shirts, caps, pins etc. (not the sponsor's products) connected with the team within the team's paddock parking space at no additional cost. Any other sales, display areas have to be hired from the organiser.

Any pipes, wires or cables leading to/from motor homes and/or transporter vehicles, must be protected by hard covers where they will be crossed by vehicles. All health and safety requirements must be met at all times and warning **boards** must be erected where there is any danger to any person. It is prohibited to hammer nails into the asphalt.

The organisers will provide the requested electricity in accordance with the entry application. Electricity that was not pre-ordered **cannot** be guaranteed, please contact the event organiser. For prices and inquiries in excess of incoming electricity, please contact the event organiser. To connect to the organiser's electricity grid, each team should connect their own residual-current device. Connection cables to the organiser's electricity mains should be marked with the competing car's race number and competition class. Electricity for service, commercial exhibitors/sales people will be debited. All cables and electrical equipment to be in good condition.

To unload equipment please obtain a temporary entry card, issued by the paddock manager.

Each competitor is responsible for the payment of fees for all their vehicles in the paddock parking space.

Race cars may only be moved in the pit lane or the paddock parking space by an individual who has a driver's licence who at that time must be seated behind the wheel and have control of the car.

Goods sent in advance to the racetrack must be agreed with respective organiser and properly marked on both the goods and the waybill with the name of driver, race number and class. Arrival day must not be earlier than 3 days before the event.

Teams will be able to brand their area in the STCC Power Station. Signs will be ordered from STCC Official Branding Partner, Felestad Trading AB.

6.4 Advertisements

Advertising/marketing should occur in accordance with the RF's, **SBF G 11** and article 3.5 of these Regulations.

6.5 Sustainability

According to SBF's Regulations all organiser clubs, race tracks and events must be environmentally certified also.

Each competitor and team is responsible for their waste and garbage. Waste and garbage must be submitted on the environmental stations that are located at the race track.

Sustainability Regulations at each event are according to **SBF G 6.0**.

6.6 Testing

Teams are only allowed to take part in official STCC Championship testdays. Cars will be reduced by at least 50%, to be able to move for the teams, but no testing in high speed will be possible. **STCC can remove the reduction if there will be more official tests outside the calendar.**

COMMERCIAL REGULATIONS

7.1 Scope

Races comprised in this Championship should be conducted in accordance with the Sporting Regulations STCC 2023 and these Commercial Regulations.

If STCC find any competitor, team and/or manufacturer in possession of prohibited substances listed on RF's or FIA's list of prohibited substances, making negative public statements about the events organisation, officials, organisers, STCC, and/or their officials and employees, or if STCC deem them to have been behaving unsportsmanlike or committed acts that may damage the Championship's reputation, STCC can impose any of one or more penalties/fines as set out in [the Commercial Regulations](#).

Decisions that are made by the STCC-board cannot be appealed.

All teams, manufacturers, team members, drivers and persons associated with them, will through this application in accordance with 5.2 be bound by the Sporting Regulations STCC 2023 and all amendments or changes thereof.

Failure to follow these Regulations may be approved by STCC upon application. The application and outcome will be published to all teams by means of the Bulletin from STCC.

7.2 Pre-scrutineering

[Pre-scrutineering](#) of registered cars will be conducted by SBF approved scrutineer who will issue an SBF Technical passport 2023 upon approved inspection. Booking a time for a pre-scrutineering should be made directly with the SBF approved scrutineer.

7.3 Grid show

Drivers, wearing their driver overall, must at all times participate in driver presentations before each event and at the grid show. Participation in autograph sessions, pit walks, press/VIP session etc. is necessary if requested by STCC.

7.4 Television/Internet/App/SMS messages

All transmissions, recordings, cable, satellite, digital, video, and rights to all media in STCC events are STCC property. Any recording transmission of STCC events or retransmissions or reproductions of material without STCC's permission is forbidden. Questions relating to the rights of sponsors, advertisers and other commercial purposes should be made to STCC.

By entering the Championship, the competitor, manufacturer and their teams are obliged to assist SBF/organizer/STCC in the promotion of the Championship.

All drivers finishing first, second or third in each race in STCC, must participate in a press conference in the media center at the track immediately after the race/podium ceremony. Drivers finishing first, second and third in the qualification heat in STCC must participate in a press conference in the media center immediately after the qualifying session.

Each team is allowed to install their own fittings for an on-board camera, which are subject to approval by the [Chief Scrutineer](#), STCC Technical Delegate and the TV-company involved.

Decisions as to who are allowed the TV-company on-board cameras rest exclusively with the TV-company, whose decisions are final.

Each competitor who wishes to have their own on-board camera must apply for this in writing to STCC Technical Delegate & [SBF Technical Delegate](#) for acceptance. The purpose of the film material from the on-board cameras must be noted on the written application form.

Camera should be mounted according to SBF TR 5.22. External mounted cameras are not allowed. Bodycam is allowed, if mounted according to SBF-regulations. .

The nominated TV-company should have access to all radio communication between the team and the driver and may use this material in their coverage of the Championship.

7.5 Publicity

STCC arranges one general press day before the season starts with possible testing opportunities. Presence is compulsory for all registered team/drivers. Dates and location will be posted in a specific memorandum by 2nd April at the latest. STCC will arrange a photo session in conjunction with the press day for driver portraits to be taken, with drivers dressed in racing

overalls. Racing overall must comply with STCC Regulations. Side view pictures will also be taken of the cars of each competitor.

Driver name signs at each pit lane position are mandatory. Placement order in the pit lane will be provided by STCC. Only STCC can approve any divergence from this order if relevant reasons exist.

Driver name **boards above the teams servicetent** in the paddock parking space are mandatory. These should be displayed above the competing car's tent entrance facing the paddock street. **Boards** will be ordered from STCC Official Branding Partner, Felestad Trading AB by the team at their own cost.

All drivers who are requested for a press conference, TV appearance, radio appearance and computer chats are obliged to be present. Notification of participation will be made to the driver/team at least **ten (10)** days prior to the event in question.

All drivers qualifying for an award must attend the podium ceremony wearing their drivers safety equipment (overall) and a cap provided by the tyre supplier from the moment the car stopped in Parc fermé and to the moment the press conference ends and also during the podium ceremony and during official TV interviews. Prize giving ceremony will be held after the final race of the weekend.

Drivers who finish first, second and third in the STCC SM Championship and a representative from the winning team in the STCC Team Championship, must attend the annual SBF's and STCC prize giving **gala**.

By signing the entry contingent liability form each applicant and driver allow STCC to use their photos, activities and successes in motor sports for commercial, publicity, PR and merchandising purposes for the 2023 season. The applicant and driver also agree to use the Championship's full name in all commercial or marketing situations they are associated with (in connection with the Championship).

7.6 Merchandising

The manufacturer/importer/team hereby authorise and give STCC permission to use pictures and representations of the manufacturer's vehicles competing in the Championship, including (to the extent the competing vehicle is shown in the Championship) the manufacturer's logo for the purpose of producing merchandise exploiting the reputation of the Championship.

The competitor and applicant hereby authorise and give STCC permission to use their pictures and representations of the driver and the team's paraphernalia including (to the extent such are shown on the driver's clothes, the team's paraphernalia or on the cars driven by the competitor during the Championship) the manufacturer's logo and decals of the competitor's or applicant's sponsors for the purpose of producing merchandise exploiting the reputation of the Championship. The authorisations are not exclusive and also compromise the production of teams, cars, sponsors, persons, etc. in digital form regarding further sales in the shape of games and similar.

STCC Official Branding Partner, Felestad Trading AB will be responsible for running STCC Official Merchandise Shop online.

7.7 Miscellaneous

All competitors must draw up a list with its next of kin, regarding all the teams staff that are at the racetrack during a STCC -race. This list shall be handed over to STCC before the first event.

7.8 Prizes

The STCC official prize's will be awarded to the competitors who finish first, second or third in **each race**. Presentation will take place at the STCC prize podium. Only confetti fireworks approved by STCC are permissible to use.

7.9 Prizemoney

Prizemoney will be awarded to the team, as follows:

REGULAR EVENTS

The team with the winning driver in the final heat at each event:
50 000 SEK excl. vat per final.

Prizemoney can only be used as partial downpayment for entry fee for upcoming seasons in STCC for one entry.

Prizemoney is only eligible for teams fulfilling the regulations for participating in the Team Championship.