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1. General Rules

1.1 Rights and law

- 1.1.1** The SM/STCC Championship is arranged by STCC AB in cooperation with Skövde MK, MK Scandia, Anderstorp RC, Falkenbergs MK, Karlskoga MF and Hyllinge MS with application of this Sporting and Commercial Regulations (Regulations), Svenska Bilsportförbundets (SBF) regulations incorporating FIA's International Sporting Code (including Appendix J) to the extent that the latter is not contrary to these does not conflict with these Regulations. The championship is administered by STCC AB.
- 1.1.2** Event status. National. Swedish Championship. STCC.
- 1.1.3** The terminology and abbreviations specified in SBF's regulations shall be used in these regulations unless otherwise stated herein.
- 1.1.4** Revisions and additions to these regulations will be published in a Bulletin on STCC's website and also 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.
- 1.1.5** Inquiries regarding clarification of the Regulations shall be made in writing to STCC AB. 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.
- 1.1.6** Competitors shall participate in the championship entirely at their own responsibility and at their own risk. The FIA, STCC AB, SBF, SDF, the race track company, organisers, organising club and officials relinquish all responsibility for injuries, accidents or other such events that occur during practice and the race.
- 1.1.7** The event is considered to have begun as from the time scheduled for the beginning of administrative check-in scrutineering.
- 1.1.8** Scope of the regulations
- SM/STCC Championship for drivers.
 - STCC Team Championship for teams.
- 1.1.9** The final text of these Sporting Regulations shall be the Swedish 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

- 1.2.1** SBF Officials: according to the SBF Racing-regulations (RA).
STCC Organisers: STCC AB
STCC Race Director
STCC Technical Delegate
- 1.2.2** STCC 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 included in the organiser's officials organisation as assistant Clerk of the Course with the delegated right to make decisions.
- 1.2.3** The STCC committee for interpretation and any changes to the STCC sporting regulations, as well as decisions regarding fees, consists of the STCC Race Director, chairman of the SBF Racing commission and the MD of STCC AB.
- 1.2.4** Officials as per SBF's Sporting Regulations Racing RA 4. Main officials are named according to PM from respective organisers.

1.3 Series entry

- 1.3.1** All drivers, competitors and teams must submit an application to STCC AB prior to the championship. A complete application on webaddress <http://anmalan.stcc.se> must have been received by STCC AB before March 13, 2016. STCC AB reserves the right to accept or reject each entry received after March 13, 2016. Should a late entry be accepted, a fee amounting to 10% extra on top of the ordinary fee will become payable. An entry is only complete as when the signed entry contingent liability form is provided to STCC AB.
- 1.3.2** The race numbers will be permanent for the championship (from 1-99). The number will be assigned in accordance with STCC AB's decision. The race number relate to the driver.



- 1.3.3 Through their application, the driver and the competitor pledge to follow and observe these regulations and any information contained in bulletins by virtue of these regulations.
- 1.3.4 The driver must hold a current and valid competition licence 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 start authorisation issued by their ASN.
- 1.3.5 The competitor must guarantee that they and their cars satisfy the regulations and safety requirements both during practice, qualifying and during the race.
- 1.3.6 Driver's safety equipment. Helmets in accordance with FIA International Regulations, see FIA Appendix L. A FIA approved FHR (Frontal head restraint) system is obligatory, see FIA Appendix L. Clothing, including overalls, gloves, long underwear, balaclavas, socks and shoes, shall be FIA-homologated in accordance with FIA 8856-2000 and all clothing must be marked accordingly.

1.4 Championship events

Two races lasting approximately 20 minutes each will be run at an event, however, the maximum racetime will be 25 minutes plus 1 lap after which the chequered flag will be shown.

Scheduled race dates: 7 events:

Date:	Event/Track	Organising Club	Races	Race laps	Racedistance
30 april – 1 may	Skövde, 2150 meter	Skövde MK	1 & 2	24	2 x 51,6 km
26 may	Mantorp Park, 1869 meter	MK Scandia	3 & 4	25	2 x 46,7 km
18 – 19 june	Scandinavian Raceway, 4025 meter	Anderstorp RC	5 & 6	12	2 x 48,3 km
9 – 10 july	Falkenbergs Motorbana, 1843 meter	Falkenbergs MK	7 & 8	27	2 x 49,8 km
13 – 14 august	Karlskoga, 2400 meter	Karlskoga MF	9 & 10	18	2 x 43,2 km
2 – 3 september	Solvalla, 1250 meter	TBA	11 & 12	26	2 x 32,5 km
23 – 24 september	Ring Knutstorp, 2070 meter	Hyllinge MS	13 & 14	20	2 x 41,4 km

NB: Regarding the events in Skövde and Solvalla, STCC will present a bulletin concerning the special conditions that will apply for that particular race as paddock parking space, ticketprices, etc.

1.5 Points

- 1.5.1 Points will be awarded to the 10 best drivers according to their result in Q1 and races for the SM/STCC Championship.
- 1.5.2 The winner of the SM/STCC Championship is the driver who have scored the highest number of points in all of the [2016](#) championship events **except one**.
- 1.5.3 Points scale first qualifying practice session (Q1) and races.

1 st : 25 points	2 nd : 18 points	3 rd : 15 points	4 th : 12 points	5 th : 10 points
6 th : 8 points	7 th : 6 points	8 th : 4 points	9 th : 2 points	10 th : 1 point
- 1.5.4 Drivers may be awarded points when driving different cars.
- ~~1.5.5 Drivers shall calculate their results based upon all the results obtained during the events (qualifying practice session and races) which have actually taken place except one.~~

1.6 Team Championship

- 1.6.1 All teams that have applied for entry into the STCC Championship, which was submitted on or before [March 13, 2016](#), 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.
- 1.6.2 Points will be awarded to the two best classified cars within the same team during the events in the Team Championship, according to the same format as the Driver's championship (1.5.3 and 1.5.4). Teams must nominate two cars in writing latest at the drivers briefing in the case a team includes more than two cars. All the other cars of the same team will be invisible as far as scoring points is concerned. The winning team at each race will be the team who has scored the highest number of points, taking into consideration the results obtained in the race. With teams scoring the same number of points, article 1.8 is valid.
- 1.6.3 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 [2016](#) championship events.



1.7 Results in the event of a reduced race

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

1.8 Placing with an equal number of points

If two or more drivers or teams have the same point totals, the higher placing shall be awarded to the best mutual placing in the final race. If mutual placing in the final race is the same, mutual placing will be determined by the next to the last race, etc.

2. Sporting regulations**2.1 Administrative check-in**

Driver or team manager must personally present their driver's licence and competitor licence, when checking-in, in accordance with SBF RA 5.4.4, as well as submitting a co-insured entry for their service staff. This form will be sent out in association with PM 1 for each respective event.

2.2 Drivers briefing

Attendance by the driver and team manager at the drivers briefing is compulsory. The meeting will be held in STCC Race Lounge the day before the race day, any deviation communicated via PM.

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

2.3 Practice

2.3.1 There will be two free practice session of 30 minutes, on the day before the races.

There will be one 15 minute qualifying practice session (Q1) and one qualifying practice session (Q2) with a Super-pole for the 8 fastest in the first qualifying practice, on the day before the race day. 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.

2.3.2 All laps during qualifying (Q1 & Q2) will be timed to determine the competitor's start position, as per 2.5.1 and 2.5.2. With the exception of a lap in which a red flag/signal is shown, each time a car crosses the Line it will be deemed to have completed one lap.

The starting grid for the second race will be drawn up in the order of the fastest time achieved by each car in the first qualifying practice session (Q1) before the race where the first 10 cars in Q1 will be placed in reverse order of the classification of the Q1.

The starting grid for the first race will be drawn up in the order of the fastest time achieved by each car in the qualifying practice sessions (Q1 & Q2) before the race.

Should a competitor not achieve any time at all during the qualifying practice session they will, due to the lack of a qualifying time, start at the end of the starting grid without a time penalty. An exception will be made if the STCC Race Director deems it necessary to fulfil the requirements in article 2.3.4 and on condition that the race does not have more entrants than available starting positions. If more than one competitor qualifies in this manner, places at the end of the starting grid shall be allocated in accordance with the starting grid from the previous race (i.e. the fastest first, etc.)

2.3.3 Should qualifying practice be interrupted, the STCC Race Director are bound to resume the qualifying practice except in cases of force majeure where these criteria can be amended with full freedom of action for the STCC Race Director.

If, in the opinion of the STCC Race Director, a stoppage is caused deliberately, through neglect or carelessness on the part of a driver, the driver may have his times from that session cancelled (in substitution or in addition to other available penalties) and may not be permitted to take part in any other practice session that day. In the event of a driving infringement during any practice session, the STCC Race Director may drop the driver as many grid positions as they consider appropriate (in substitution or in addition to other available penalties).

2.3.4 Each competitor must complete a minimum of 5 practice laps in the competing car in order to qualify to start in the race provided that Force Majeure does not prevent them from doing so. In the event of Force Majeure, assuming that the competitor has completed 5 laps on the track in a satisfactory manner during a free practice before the event, it is not necessary for the competitor to complete 5 laps during practice to be allowed to take part in the race.

2.3.5 Any competitor whose best qualifying lap exceeds 107% of the fastest time in the qualifying practice (not the Q2 qualifying) may not be allowed to take part in the race. However, the STCC Race Director may permit



competitors that do not fulfil this rule to participate. The decision must be made within one hour after the qualifying results have been published.

- 2.3.6 Should two or more competitors have identical times, priority will be given to the one who set it first during the qualifying practice sessions.

2.4 Qualifying

- 2.4.1 Qualifying practice Q1 & Q2 will be run as follows:

- In the first qualifying practice session (Q1) all cars will be permitted on the track and at the end of the period, only the 8 fastest cars will be permitted to take further part in the second sessions Super-pole (Q2). Lap times achieved by the eight remaining cars will then be deleted.
- In the second qualifying practice session (Q2) the 8 remaining cars will be permitted on the track.
- 5 minutes after the first qualifying practice session (Q1) is finished, the second qualifying session (Q2) starts with that the first car has 30 seconds to leave the pit to complete its Super-pole lap. The first competitor in the super pole is the driver with the 8th qualifying time in Q1. This competitor shall take a warm-up lap and when he passes the starting line at the end of his warm-up lap, the super pole lap will begin. Only one lap shall be completed as a super pole lap. When the competitor has completed their super pole lap he/she must complete a cool-down lap and return to the pit.
- The next driver to start their Super-pole round is the driver who placed 7th with their qualifying time, etc. When the previous competitor has passed the pit out on their Super-pole round, the next driver has 30 seconds to leave the pit and begin their warm-up lap.
- Competitors who take too long driving their cool-down lap back to the pit, thus distracting the next driver, will be disqualified from Super-pole and will be placed as number 8 in the (Q2) result list. If two or more drivers are disqualified from Super-pole, they will be placed according to their qualifying times in Q1.
- All cars that do not participate in the second qualifying (Q2) are under parc-fermé regulations until the second qualifying (Q2) is finished. Any work that is being carried out on these cars must stop at the chequered flag of the first qualifying practice. Only the cars allowed to take part in the second qualifying (Q2) may be worked on after the chequered flag of the first qualifying practice (Q1).
- Competitors who do not set any lap times in the second qualifying (Q2) will be placed in position 8 in the start grid for the next race but before competitors that were disqualified from the second qualifying (Q2). If more than one car does not set any lap times in the second qualifying (Q2), their start order will be determined by their first qualifying practice positions (Q1).
- Any driver whose car stops on the circuit during the qualifying session will not be permitted to take any further part in the session. Any car which stops on the circuit during the qualifying session, and which is returned to the pits before the end of the session, will be held in parc fermé until the end of the session.

2.5 The grid

- 2.5.1 Race grid second race is according to the results from the first qualifying practice session (Q1) where the first 10 cars in Q1 will be placed in reverse order of the classification of the Q1. The other cars from the 11th place and so on will start according to results in Q1. The final starting grid for the second race at each event will be published after the the second qualifying practice session (Q2). Each competitor who withdraws from a race must inform the STCC Race Director of this as soon as possible.
- 2.5.2 Race grid first race, is according to the results from the two qualifying practice sessions (Q1 & Q2). Position 1-8 will start according to the results in Q2 and position 9 etc will start according to the results in Q1.
- The final starting grid for the first race at each event will be published after the second qualifying practice session (Q2). Each competitor who withdraws from a race must inform the STCC Race Director of this as soon as possible.
- 2.5.3 If it is not possible to perform a qualifying practice due to force majeure the grid will be formed according to the driver's position in the drivers championship or via the drawing of lots if a race has yet to take place in [2016](#).
- 2.5.4 If it is not possible to perform the second qualifying (Q2) due to force majeure or if it is declared invalid, the grid will be formed according to the result of the first qualifying practice (Q1) or in accordance with article 2.4.3 if no qualifying practice has been executed.

2.6 Race start

- 2.6.1 The pit exit will be opened and the cars will be permitted to leave the pits to cover a reconnaissance lap during 5 minutes prior to the race, as per the schedule. At the end of this lap, they will stop on the starting grid in starting order with their engines stopped. If a competitor wish to cover more than one reconnaissance lap, this must be done by driving through the pit lane at a greatly reduced speed between laps. Any car which does not finish the



- reconnaissance 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.
- 2.6.2 The pit exit will close 5 minutes before the start of the formation lap. 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 formation lap and must start the race from the back of the grid. Competitors who cannot start then must remain in the pit and may start after the last car has passed the pit exit after the start.
- 2.6.3 The countdown procedure with signs and warning signals before both races shall be:
- 15 minutes before the start of the formation lap** - Warning signal: 5 minutes until the pit exit opens.
10 minutes before the start of the formation lap - Warning signal: Pit exit opens.
5 minutes before the start of the formation lap - Warning signal: Pit exit closes. Larger equipment must be removed from the grid area and wheels must be fitted on the cars.
~~The Leading Car shall be parked in front of the grid.~~
3 minutes before the start of the formation lap - Warning signal: Everyone except officials and team staff must leave the grid area. Cars must be resting on their wheels. Tyre warmers must be dismantled from the wheels.
1 minute before the start of the formation lap - Warning signal: Engines will be started. Officials and team staff leave the grid area.
15 seconds before the start of the formation lap – Sign/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 15 second sign is displayed and the officials show a yellow flag at the car. Drivers who breach the countdown procedure, as per 2.6.3, 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 5-minute signal. A Drive-through penalty will be imposed on any driver whose car was not resting on its wheels at the 3-minute signal.
- Cars may only be worked on once they have stopped at their designated grid position. Starting grid is the name for the area cars standing on during the countdown, whether it's the tracks location of the start or not.
- 2.6.4 If any car is moved from the grid after the 5 minute signal and before the formation lap it must remain into the pit lane and can rejoin the race again, as per article 2.6.2.
- 2.6.5 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.
- 2.6.6 Each competitor who is unable to start the formation lap must indicate this to the officials by indicating this to the official and it can then be pushed.
- 2.6.7 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 shall not be filled. 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.
- 2.6.8 When warming up tyres, a maximum of 50% of the track width must be used. Drivers may not fall behind in the field to carry out practice starts.
- 2.6.9 If the starter deems it is necessary to delay the start, the "START DELAYED" sign will be displayed. The countdown procedure will begin again from the 3 minute signal or earlier if the formation lap has not been completed.
- 2.6.10 Drivers who cause a Start Delayed will be moved to the last place in the grid.
- 2.6.11 Standing start according to the following procedure:
- The cars form two straight parallel lines in staggered formation behind the Leading Car at the Line.
 - ~~The Leading Car drives and~~ All of the cars drives one formation lap, maintaining a approximately distance of one car length to the vehicle in front. ~~The distance between the Leading Car and the Pole Position car can be more than five car lengths.~~
 - When the cars have come back to their respective grid positions, a green flag will be shown behind the last grid row. The starter will then show a 5-second signal, 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, after returning 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 STCC 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 end of the pit lane. Should there be more than one car involved their starting order will be determined by the order in which they reached the end of the pit lane. Every time this happens the race will be shortened by one lap.
 - If any other type of problem arises, and if the STCC 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, all engines will be stopped and the new formation lap will start 5 minutes later with the race distance reduced by one lap. The next signal will be the three-minute signal. 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.
 - If the driver is unable to start the car whilst it is being pushed, his mechanics may attempt to start it in the pit lane. 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 STCC Race Director for penalty action. In cases where a competitor breaches this rule (2.6.11) in order to patronize another competitor, both may be penalised.

2.6.12 In exceptional circumstances the race may be started behind the Safety Car. In this case, at any time before the one minute signal its orange lights will be turned on. This is the signal to the drivers that the race will be started behind the safety car. When the green flag is waved, the safety car will leave the grid with all cars following in grid order no more than 5 car lengths apart. There will be no formation lap and the race will start when the green flag is waved. Overtaking, during the first lap only, is permitted if a car is delayed when leaving its grid position and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may only overtake to re-establish the original starting order. Any driver who is delayed leaving the grid may not overtake another moving car if he was stationary after the remainder of the cars had crossed the Line, and must form up at the back of the line of cars behind the safety car. If more than one driver is affected, they must form up at the back of the field in the order they left the grid.

2.7 False starts

- 2.7.1 The STCC Race Director shall use judge of fact and can use video or other electronic means to assist him in reaching a decision regarding false starts.
- 2.7.2 A Drive Through penalty will be imposed for a false start if so reported by judges of fact.

2.8 Pit lane & Paddock

The pit lane and paddock are two separate areas.

- 2.8.1 Paddock area. The paddock is the area where the competitor and his/her team remain when the driver is not practicing or competing.
- 2.8.2 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.
- 2.8.3 The competitor must guarantee that SBF's and the arranging club's safety regulations are always complied with.
- 2.8.4 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.
- 2.8.5 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 183BC. Furthermore, all fuel that is stored in the paddock must be kept in SIS approved or UN approved receptacles. A maximum of 50 liters of fuel per car may be kept in the tents.

2.8.6 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.
- Fire gates (paddock gates) may not be blocked. Emergency services vehicles must have full access to the entire paddock area. The Clerk of the course may issue fines should these rules 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 to the driver.
- There must be a fire detector in all areas where there are personnel.

2.8.7 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 may participate in the work.
- The driver and his mechanics may not go outside of the protective boundary that delimits the pit from the track.
- The driver may call in technical assistance to start the vehicle.
- 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 for during the race and on concrete.

2.8.8 The speed limit in the pit lane is 50 km/h during the event. Except during the race, 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 Drive Through penalty.

2.8.9 The pit will be marked with "Pit Entry" and "Pit Exit" signs. The speed limit applies between these signs.

2.8.10 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.

2.8.11 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 "working area". The "working area" is the only area where any work may be carried out on a car.

2.8.12 Regulations for the fast lane

- No equipment may be left in the fast lane.
- 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, qualifying 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.

2.8.13 During the course of an official qualifying session and the time between the qualifying sessions (Q1 & Q2), as well as during the Q1 & Q2, all participating cars must remain in the pit lane whilst not on the track. Participating cars are not allowed to visit their garage or the paddock areas at any time before qualifying has ended, and the car has undergone inspection after qualifying and released from Parc Fermé, unless express permission is given by the STCC Technical Delegate.



- 2.8.14 If a driver drives past his pit spot, the car can simply be pushed back to its pit spot when it is safe to do so and without hindering other competitors. At no time may a car be reversed in the pit lane under its own power.
- 2.8.15 Access to the pit during practice, qualifying and during the race is reserved for persons with valid passes issued by STCC AB.
- 2.8.16 A maximum of 3 team members per participating car (all of whom shall have been issued with and shall 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.
- 2.8.17 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.
- 2.8.18 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.
- 2.8.19 It is forbidden to climb on the pit wall debris fences.
- 2.8.20 The following pit parking routine is obligatory during practice: Angled formation (45°) with the front of the car toward the fast lane pointing toward the pit exit.
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.
Pit formation shall be as per the sketch from STCC AB. No competing cars should enter, drive through or cross a pit occupied of (or allocated to) another team at any time during a race.
- 2.8.21 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.
- 2.8.22 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 pit, 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.
- 2.8.23 Cordless impact wrenches used for carrying out wheel changes during a race, shall be standard types and commercially available.
- 2.8.24 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.
- 2.8.25 During all practice, qualifying and races, competitors leave the pit lane at their own risk.
- 2.8.26 If a car officially retires the race in the pit, it must immediately be pushed into the assigned pit spot, to Parc Fermé or to another location specified by officials. This shall be considered an acknowledgement that the car has retired the race.

2.9 Suspending the practice or race

- 2.9.1 Should it become necessary to stop the practice, qualifying or the race due to the track being blocked by an accident or because weather or other conditions make it dangerous to continue, the STCC 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 STCC Race Director.
- 2.9.2 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.
- 2.9.3 If any car does not return to the pit during practice by using its own power, it can only participate again if the STCC Race Director gives his/her consent.
- 2.9.4 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 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 Drive Through.
 - 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 nor the timekeeping system will stop. Cars may be worked on once they have stopped behind the Line or entered the pits, but any such work must not impede the resumption of the race. Refueling and/or removing of fuel is forbidden. Only team members and officials will be permitted on the grid.
- 2.9.5 Countdown for resuming the race. The delay will be kept as short as possible. The countdown can start from 10 minutes, 5 minutes, 3 minutes or 1 minute as decided by the STCC Race Director.
- 10 minutes before the start of the formation lap** - Warning signal: The Safety Car will be driven to the front of the line of cars behind the Line.
- 5 minutes before the start of the formation lap** - Warning signal: Larger equipment must be removed from the grid area and wheels must be fitted on the cars. After the 5 minute signal, wheels may only be changed in the pit lane.
- 3 minutes before the start of the formation lap** - Warning signal: Cars must be resting on their wheels. Tyre warmers must be dismounted from the 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 Safety Car.
- 1 minute before the start of the formation lap** - Warning signal: Engines will be started. Officials and team staff leave the grid area.
- 15 seconds before the start of the formation lap** – Sign/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 15 second 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 5-minute signal. A Drive-through penalty will be imposed on any driver whose car was not resting on its wheels at the 3-minute signal.
- 2.9.6 Resuming the race
- The race resumes behind the Safety Car when the official shows the green flag in front of the leading car.
 - All drivers shall maintain the same speed as the Safety Car 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 Safety Car can be a maximum of five car lengths. When the Safety Car 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 Safety Car may dictate the pace to the Line, and the distance between the leading car and the Safety Car can be more than five car lengths. In order to avoid the likelihood of accidents before and after the safety car 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 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 Safety Car Line 1 is the point at which competing cars can pass the Safety Car 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 Drive Through.
 - Should a driver breach these rules to create an advantage for another driver, both can be penalised.
- 2.9.7 In exceptional circumstances the STCC 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 STCC 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.
- 2.9.8 In the event a race is suspended, team staff may not enter the grid area until authorised to do so by officials.



2.10 Finish

- 2.10.1 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.
- 2.10.2 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.
- 2.10.3 Should the end-of-race signal be delayed for any reason, the race will be deemed to have finished when it should have finished.
- 2.10.4 After receiving the end-of-race signal (on the track), all cars must proceed slowly and follow the car in front, 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 round the track to collect any driver who has finished in the first three but is stranded on the circuit.
- 2.10.5 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.

2.11 Results

- 2.11.1 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.
- 2.11.2 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.
- 2.11.3 The results list will be posted on the official notice board immediately after the race is over. The race results are not official until all cars have been approved during the post-race inspection and/or finished technical procedures, as well as after the end of the protest period.

2.12 Incidents/follow-up inspections

- 2.12.1 All cars that are reported as having been involved in a collision during practice, qualifying or the race, must be inspected by the STCC Technical Delegate and/or ASN Technical Delegate if so ordered by the STCC Race Director before the car may continue to participate in the race. Driver's which have been involved in a collision must always undergo a medical check-up before he/she is allowed to participate again.
- 2.12.2 If a driver is involved in a collision or incident, he may not leave the circuit without the consent of the STCC Race Director, unless he is to be taken to the hospital. The driver or drivers involved must be available during the race until the protest period concerning their event has expired. Failure to comply may result in the incident being investigated and a penalty being imposed in their absence.
- 2.12.3 A competitor's car may not be moved from the paddock during a race following inspection, except with the intention to compete in a race that is a part of the race or with express written consent by the STCC Technical Delegate and/or ASN Technical Delegate. The STCC Technical Delegate and/or ASN Technical Delegate can demand a re-inspection at any time.
- 2.12.4 Drivers are strictly forbidden to drive their car in the opposite direction to the race unless this is absolutely necessary in order to move the car from a dangerous position.
- 2.12.5 If a driver has serious mechanical difficulties during practice, qualifying or the race, he 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 with the clutch disengaged and with the steering wheel in place. Drivers shall be on site and assist with any towing operations during or after the practice/qualifying/race.
- 2.12.6 If a car stops during practice, qualifying or the 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, qualifying 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 can not continue the practice, qualifying or race.



2.13 Adverse weather conditions

- 2.13.1 Competitors must guarantee that the cars use tyres that are best suited to the current weather conditions. The STCC Race Director reserves the right to suspend practice, qualifying and the race due to safety reasons in the event of adverse weather conditions.
- 2.13.2 Should the STCC Race Director decide that the weather conditions have worsened during the start countdown and the cars have slicks, the "START DELAYED" board will be displayed and the competitors will be given the opportunity to change to grooved tyres in accordance with these regulations. The countdown procedure will be resumed immediately, as per article 2.6.3, from the 5-minute signal except that the pit exit will remain closed and cars in the pit can rejoin the track at that time, as per article 2.6.2.
- 2.13.3 Should weather conditions change significantly to compromise safety during a race the STCC Race Director will deploy the Safety Car to neutralize the race. If it is announced on the timing screens that the Safety Car is sent out due to bad weather conditions, cars are not allowed to enter the pit and change to grooved (wet) tyres. Should weather conditions deteriorate further, according to the STCC Race Director's assessment, the red flag/signal will be shown at all marshal posts and the Safety Car will stop at the Line with all competitors in a staggered position behind it. At this moment it is permitted to change to grooved (wet) tyres on the grid area and the countdown process starts according to article 2.9.5. Red flag/signal regulations as per article 2.9 applies.
- 2.13.4 Should the conditions deteriorate, the cars still have slicks and reports indicate that drivers do not have full control of their vehicles, the STCC Race Director can elect to show the drivers concerned a black flag, which will require the driver concerned to enter the pit and appear in front of the STCC Race Director.
- 2.13.5 The car's white headlights, red rear lights and rear fog lights must be illuminated at all times when it is running on a track with grooved tyres fitted. It shall be at the discretion of the STCC 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 event when the fault has been remedied. The driver must have a clear view during all practice sessions and races. If the STCC Technical Delegate opinion is that a driver does not have a clear view he can, at any time, order the relevant car to be stopped and inspected.

2.14 Safety Car

- 2.14.1 The STCC Race Director can deploy the Safety Car at any time during a practice, qualifying or race.
- 2.14.2 The car must be marked "Safety Car" (SC) on the rear and sides and have at least one clearly visibly yellow or orange light on the roof and a green light showing to the rear that can be operated separately.
- 2.14.3 The car shall be driven by an experienced driver who holds a racing licence and be manned by a Safety Car observer who maintains permanent radio contact with Race Control. The driver and observer shall be clothed as per SBF RA 5.15.
- 2.14.4 At all circuits two continuous, maximum 20 cm wide "Safety Car Lines" should be marked with non-skid paint, crossing the track and the pit entry and exit roads from side to side, at right angles to the track centreline, at the following places:
- Safety Car 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 safety car as it enters the pits at the end of the intervention.
 - Safety Car Line 2: at the point at which cars leaving the pits are likely to be travelling 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.
- 2.14.5 The Safety Car 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.
- 2.14.6 As soon as the order has been given to deploy the Safety Car, all marshal posts (including at the Line) will display waved yellow flags/signals and a "SC" sign, which shall be kept as long as the Safety Car is working. These signs and flags/signals will be displayed at all posts simultaneously, as soon as the order has been given to the Safety Car to go out. Until a driver has entered the yellow flag/signal area, drivers can compete as usual.
- 2.14.7 Every time the Safety Car passes a marshal post it shall wave a yellow flag/signal as long as there are cars in its sector.
- 2.14.8 The Safety Car period begins from the point a driver passes the first SC sign 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 Safety Car period (via flags/signals and SC signs) and must form up in a line behind the Safety Car, adapting



their speed to it. Overtaking the Safety Car is forbidden except if a car is given the signal to pass (green light) by the observer and can continue with a reduced speed and without overtaking until they reach the line of cars behind the Safety Car. Overtaking of any other competitor is forbidden during the Safety Car period except for when a car slows down and has an apparent problem completing the race.

- 2.14.9 The Safety Car shall be used at least until the car in the lead is behind it and all remaining cars are lined up behind the leader. When STCC Race Director decides to bring in the Safety Car, the SC sign 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 Safety Car 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 Safety Car Line 1 is the point at which competing cars can pass the Safety Car as it enters the pits at the end of the intervention. The Safety Car will not complete a full lap with the lights turned off.
- 2.14.10 A green flag will be waved at the Line and overtaking is forbidden until the green flag at the Line has been passed.
- 2.14.11 All Safety Car laps are counted as race laps.
- 2.14.12 While the Safety Car 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 Safety Car 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 Safety Car.
- 2.14.13 Under certain circumstances the STCC Race Director may ask the Safety Car 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.
- 2.14.14 All drivers shall maintain the same speed as the Safety Car 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 Safety Car can be a maximum of five car lengths. When the Safety Car has extinguished the orange lights and will enter the pit, the first car in line behind the Safety Car may dictate the pace and, if necessary, fall more than five car lengths behind it. In order to avoid the likelihood of accidents before the safety car 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 car length can be penalised with a Drive Through. Should a driver breach these rules to create an advantage for another driver, both can be penalised.
- 2.14.15 If the race ends whilst the Safety Car 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.

2.15 Parc Fermé

- 2.15.1 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 ASN Technical Delegate. However, someone responsible for the respective cars located in Parc Fermé must be in the immediate vicinity of the Parc Fermé area.
- 2.15.2 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.
- 2.15.3 Parc Fermé between the races:
- From the moment the end-of-race signal for the first race is shown, the Parc Fermé rules will apply, with the exception that, under the supervision of the marshals, electronic devices may be connected to the cars for the sole purpose of reading data. Such connecting systems are located to the inside of the cars. Team personnel must push cars to their position in the Parc Fermé, the location of which will be determined by the officials for each event according to the circumstances of the site. No work on the cars is during this period allowed, which also means that the car all the time should be resting on its wheels with all doors, bonnet and tailgate closed.
 - The Parc Fermé will end minimum 30 minutes after the preliminary results for the first race have been presented and until the Stewards and Clerk of the course announced otherwise.
 - Between the two races, any competitor who wishes the Parc Fermé rules to be neutralised must submit a written request to this effect to the STCC Race Director.



- 2.15.4 All classified cars that participated in the second race must remain in Parc Fermé at the indicated area for minimum 30 minutes after the preliminary results have been presented. The parc ferme regulations applies as soon as the end-of-race signal has been shown and until the Stewards and Clerk of the course announce otherwise. Work on any classified car is not allowed during this period.

2.16 Weighing and ground clearance

- 2.16.1 The scale that is used in the championship will be supplied by Touring Car Team Association. The scale will be calibrated before the first event. The scale is deemed as being correct throughout the entire championship. According to STCC Technical Bulletin, the minimum weights apply without any scale tolerances. All teams have access to the official scale for their own checks at preset times.
- 2.16.2 The locally appointed marked ground clearance control area is the official one. The correct placement is as marked. It is up to each team to use their own initiative to ensure that their ground clearance meets the applicable regulations of the locally appointed marked ground clearance area.
- 2.16.3 Only scrutineers and officials (and drivers of the cars that are being weighed) have the right to be in the inspection area. No intervention of any type is allowed unless it is authorised by the proper official.
- 2.16.4 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.
- 2.16.5 The weight and ground clearance may be checked at each race. Cars will be selected at random to be weighed and to undergo ground clearance checks via a signal from the officials.
- 2.16.6 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 checking ground clearance and weight.
- 2.16.7 No solid, liquid, gas 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 ASN Technical Delegate).
- 2.16.8 Procedure during and after qualifying.
The scale will be located in the area for weighing and ground clearance (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 engine must be shut off before the ground clearance check and weighing are carried out.
Ground clearance will then be checked. If the car does not pass this test, the ASN Technical Delegate will be checking that the car is correctly placed. If he's opinion is that it is not correct, the driver will be assisted in rearranging it, and then the test will be redone.
If the car is deemed as breaching the ground clearance regulation, the driver will be informed in writing. The car may not necessarily be weighed.
If the car is approved during the ground clearance control, the car will be weighed. The driver will be informed in writing if the car is not approved.
The car will be pushed off the scale and when the car stands still, the driver will be given the all clear by the ASN Technical Delegate to start the engine with no outside assistance and leave the inspection area. The driver will be informed in writing if the car fails to start.
If the driver is informed of any faults, the car will not be allowed to leave the inspection area before the ASN Technical Delegate or the STCC Technical Delegate gives their permission to immediately return to their pit or Parc Fermé. It is the responsibility of the competitor to return to the pit in a safe manner.
- 2.16.9 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 and to undergo ground clearance checks via a signal from the official. If a car is deemed as breaching the ground clearance or the weight regulation, the team will be informed of the faults in writing.
- 2.16.10 Penalty for a breach of the ground clearance and the weight regulation.
- Failure to follow directives given by officials to weigh a car/driver or failure to follow weight or ground clearance regulations or failure to start the engine 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 qualifying times for that round being omitted.



- Failure to follow directives given by officials to weigh a car/driver or failure to follow weight or ground clearance rules upon completion of a race will result in the driver being disqualified from that race. The exception is if the STCC Technical Delegate can determine that the failure resulted from an accident on the track during the course of the race.

- 2.16.11 If a competitor intentionally or through their own negligence damage the scales to the extent that they are unusable during the qualifying session the qualifying times for that round will be omitted. If a competitor damages equipment during an inspection after a race, that driver will be disqualified from the results.
- 2.16.12 If a competitor at any point damages the scales intentionally or through negligence, that competitor will, on demand, pay the costs of necessary reparations or for replacement scales. The competitor will not be allowed to participate in the championships until the entire sum has been paid.

3. Technical regulations

3.1 Approved cars

- 3.1.1 All cars competing in the SM/STCC Championship must at all times, to the point, fulfil the criteria in the [2016](#) Technical regulations concerning the STCC-Racecar and the homologation TC12. All cars must at all times fulfil all relevant sections of the [2016](#) STCC Technical Manual and the specific championship technical regulations as detailed below.

3.2 Special technical directives for the Championship

- 3.2.1 Only Technical bulletins, clarifications or directives issued by FIA and the STCC Technical Delegate will be valid during this championship.
- 3.2.2 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 Tekniskt regelverk, TCTA [2016](#). 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 STCC AB for reparations to, 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 moved. 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 driving. Time-keeping transponders can be ordered from STCC AB when submitting the entry.
- 3.2.3 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.
- 3.2.4 The towing device must have a smallest hole-diameter of 60 mm and be placed at least 25 mm ahead of the car chassis. The space 100 mm above and under this device must be free in order to allow officials to fasten straps or shackles. The towing device's design and position must be such that it can be used if the car has stopped in sand or similar. The towing device should be marked with an arrow and the word "TOW" and painted yellow, red or orange to contrast with the colour of the car. It is recommended that every car must be equipped with dual towing devices in the front of the car and dual towing devices in the rear of the car. The STCC Technical Delegate reserves the right to order a competitor to change their towing device's shape/construction.
- 3.2.5 Cars must always fulfil the [2016](#) SBF TR 4 (95 db LAF max) noise regulations. Failure to follow this during or after practice, qualifying and races is a violation of the Technical regulations.
- 3.2.6 Each team manager is required to read their SBF log book 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.
- 3.2.7 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, jacks available on the market may be used. Manually operated car jacks (that do not contain air or electricity) will be considered as lever jack and can thereby be used instead of the system onboard should it fail. Every failure of the system onboard is subject to inspection by the STCC Technical Delegate during scrutineering after the race. All cars must be equipped with a special safetyvalve that



- is activated if the air pressure in the air jack system gets too high. Plates should always be used under the car jacks except during race and on concrete.
- 3.2.8 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.
- 3.2.9 Fuel. A single supplier of fuel (**alkylatefuel Aspen+**) for the championship, designated by STCC AB, is Lantmännen Aspen Petroleum AB. Details of the specification, purchase, distribution, etc. can be obtained from **Sonny Bäck, Aspen-STCC koordinator. Tel. 0301-230012, E-mail: sonny.back@lantmannen.com**. This is the only fuel allowed to be used by competitors during the course of the championship. No alterations to the composition of this fuel and no additional substances of any type are permitted to be made to the fuel as supplied. Purchase of the fuel is the responsibility of the competitor. No fuel will be available for purchase at the circuits.
- 3.2.10 The use of a specific device, either in- or outside the car, to reduce the temperature of the fuel below the surrounding environment's natural temperature is forbidden.
- 3.2.11 During the event the STCC Technical Delegate/ASN Technical Delegate and an official appointed by the STCC Race Director have the right to freely and unimpeded by the competitor, take a fuel sample from the competitor's car and/or any container used for refuelling. Such fuel tests will be conducted in accordance with fixed rules for this procedure as set by SBF. These tests may be analysed and compared with the specified control fuel by qualified personnel using specialised testing equipment provided at the venue. Any discrepancy between these samples will result in the matter being reported to the STCC Race Director who may impose a penalty. Any further analyses will be carried out in a laboratory approved by the FIA/SBF. ~~The STCC Race Director can suspend any competitor from the championship until the case has been decided.~~
- 3.2.12 No refuelling and/or removing of fuel is permitted during practice sessions (free and qualifying), between the qualifying practices (Q1-Q2), on the starting grid, during a race, or before scrutineering after a completed race. At least 2 litres of fuel must be left in the tank after a completed qualifying or race. It must be possible to remove these 2 litres through the self-sealing connector, see paragraph 3.2.17. Failure to follow this may result in disqualification from the qualifying or the race. According to an exemption from the SBF refueling may take place in the pit lane during the break between free practice 1 and 2.
- 3.2.13 All cars must be fitted with a self-sealing connector which can be used by the scrutineers to remove fuel from the car's fuel tank. This connector must be FIA approved (see FIA Technical list No. 5) and fitted on the feed line. It must be possible for a pipe to be fitted to this connector. The sampling connector must be placed in a non-lockable area. This device once installed, may be used for the sampling and for the simulation of a pipe rupture.
- 3.2.14 Filling of fuel in the pit lane is not permitted during practice, qualifying or a race.
- 3.2.15 No signal of any kind may pass between a moving car and anyone connected with the car's entrant, team or driver save 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 AB.
- 3.2.16 Downloading/uploading data in the pit must occur through a hard link-up only. Infrared is not permitted.
- 3.2.17 The use of tape on the car's exterior is prohibited, except during 'crash reparations' 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.
- 3.2.18 The use of glycol in the cars cooling system is not allowed.
- 3.2.19 The cockpit must be designed so as to allow the driver to get out from his normal driving position in 7 seconds through the driver's door and in 9 seconds through the passenger's door.



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.

- 3.2.20 Mandatory on-board camera footage recording system. Each competitor must install one camera in each of the cars he enters throughout the Championship. These cameras must be installed in strict compliance with the relevant instructions and must work (record) at all times during the Event when the car is on the track and in the pit. All competitors are themselves responsible for obtaining this system, and for the correct installation and functioning thereof. Any cost arising in connection with this system is the competitor's responsibility.

3.3 Weights

- 3.3.1 The competing car's minimum weight including the driver and camera weight for cars is: 1140 kg.
- 3.3.2 A success ballast weight handicap will be applied using success ballasts which are allocated to the three foremost drivers based on the results from the previous event (the sum of points obtained in the [qualifying practice \(Q1\)](#) and two races) and championship position as follows:

Previous event		Championship position	
1.st	+30 Kg	1.st	+30 Kg
2.nd	+20 Kg	2.nd	+20 Kg
3.rd	+10 Kg	3.rd	+10 Kg

In the case of drivers having scored the same number of points at the end of an event and/or the same number of points in the Championship, the highest success ballast fixed for the relevant positions will be applied to all; i.e. if two drivers are classified equal 2nd, they will be given the 20 kg success ballast weight for 2nd place, while the 10 kg success ballast weight for 3rd place will not be awarded.

Such success ballast weight should only be used by the assigned driver at the next event.

The maximum success ballast weight is +60 kg.

- 3.3.3 Success ballast weights should be placed in the intended box (see drawing of ballast box 1-03) which in turn should be placed in a specifically designated place (floor of the passenger side) in the car. The box's weight of 10 kg (minimum) is not included in the car's basic weight but can instead count as 10 kg of the success ballast. It should be possible to seal any success ballast in place in the intended ballast box. The ballast box is only intended for success ballast weights.

3.4 Radio

- 3.4.1 Radio frequencies used by the competitor and the team must be licensed for use within respective country. STCC AB 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 AB before using. STCC AB reserve the right to at any point during the season demand that a licence be shown so that the use of that frequency by the competitor and the team can be verified.
- 3.4.2 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 AB 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.
- 3.4.3 If a competitor and team wish to change frequency they must first have approval from STCC AB.
- 3.4.4 Distorting or coding radio transmissions in any way is prohibited.

3.5 The cars exterior

- 3.5.1 Two number stickers will be provided by STCC AB 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, as shown in diagram [1-2016](#). 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 AB.



- 3.5.2 Competitors must at all times display the driver's surname and initial of the first name on the bottom half of both front side windows and on the front and rear window of the competing car. These name stickers are supplied by STCC AB.
- 3.5.3 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 AB. No other ads visible to an in-car camera will be permitted. The on-board sign is supplied by STCC AB.
- 3.5.4 Official championship stickers must be displayed on the windscreen, rear window, the front headlights, the licence plate's usual front position and in two places on each of the front and rear bumpers (tyre supplier) as shown in diagram [1-2016](#) on each competing car. These stickers will be provided by STCC AB. 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 AB. STCC AB's advertising space on the windscreen and rear window comprises 20 cm in length and the full width of the top of the window.
- 3.5.5 Each driver should always wear the championship badge provided by STCC AB (approx. size 10 x 5 cm) and a badge from the tyre manufacturers (approx. size 13 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 [2-2016](#).
- 3.5.6 Cars in the same team that has resembled outer color scheme must have clearly different color on each car's exterior mirrors, such as in a two car team that one car has white exterior mirrors and the other has black exterior mirrors.

3.6 Scrutineering

- 3.6.1 Taking the car for scrutiny 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 log book [2016](#) upon scrutiny of every car that will compete for each race.
- 3.6.2 If a car has been selected for scrutineering by the STCC Technical Delegate and/or ASN Technical Delegate after a practice, qualifying 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/qualifying/race. Any breach of this may result in disqualification from the practice/qualifying/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.
- 3.6.3 Failure to allow or facilitate scrutineering after a practice/qualifying/race may be deemed a violation of the Regulations article 4 and may lead to disqualification from the practice/qualifying/race, as decided by the STCC Race Director.
- 3.6.4 The STCC Technical Delegate and/or ASN Technical Delegate may require that the competitors carry out necessary dismantling. Failure to do so can result in the STCC 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.
- 3.6.5 The STCC Technical Delegate and/or ASN 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.
- 3.6.6 During the season, STCC AB 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 ASN Technical Delegate for scrutiny by an analyst appointed by STCC AB. 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 AB 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 STCC Race Director.
- 3.6.7 Cars containing additional electronic equipment, other than that inspected and approved by the STCC's 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.



- 3.6.8 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 scrutiny.

3.7 Scrutineering after the race

- 3.7.1 The STCC Technical Delegate or ASN Technical Delegate may (after consultation with the STCC Race Director) select a car at random for further inspection.
- 3.7.2 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 STCC Technical Delegate or ASN 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 STCC Technical Delegate or ASN Technical Delegate.
- 3.7.3 The chosen car(s) will be transported to an appropriate designated location, under the supervision of the STCC Technical Delegate or ASN Technical Delegate.
- 3.7.4 The STCC Technical Delegate and/or ASN 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.
- 3.7.5 The STCC Technical Delegate and/or ASN 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 STCC 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.
- 3.7.6 Breaking or manipulating the seal is forbidden. The STCC Technical Delegate and/or ASN Technical Delegate or alternatively his pre-appointed representative, will report any irregularities to the STCC Race Director for evaluation and appropriate action.
- 3.7.7 Failure to allow or facilitate an inspection by the STCC Technical Delegate and/or ASN Technical Delegate will be deemed as breach of article 3.7 and may lead to the STCC Race Director to impose a punishment in accordance with article 4 of the Regulations.
- 3.7.8 Should the STCC Technical Delegate and/or ASN Technical Delegate decide that the car or any component thereof fails to conform to the Regulations, this will be reported to the STCC Race Director who, after consulting all parties concerned, will decide the matter and impose a punishment in accordance with article 4 of the Regulations.

3.8 Tyres

- 3.8.1 STCC AB's specified single tyre supplier for the Championship is Michelin (dry and wet tyres). Only tyres approved and marked by STCC AB, delivered by the specified tyre-supplier [Däckproffsen in Växjö](#) are approved for use during this championship, for practice, qualifying, warm-up and races. Front tyre dimension is 25/64-18" (24/64-18" wet tyre) and rear tyre dimension is 27/65-18". All new tyres which the competitor intends to use during an event, must be collected from the specified supplier in conjunction with that event.
- 3.8.2 Tyre limitations. Slicks/dry-weather tyres – A maximum of sixteen (16) (8 front & 8 rear tyres) tyres per driver may be used and of these sixteen (16), eight (8) (4 front & 4 rear tyres) tyres should be marked from any of the previous events. For the first event a driver participates in they are allowed to use sixteen (16) new tyres (8 front & 8 rear tyres). The tyres should not have any pattern cut, molded or hand-cut, other than a reasonable number of marks to check the tread depth molded or hand-cut by the manufacturer at the time of production. These are the only dry-weather-tyres that may be used for that particular events free practice sessions, qualifying practice sessions and races.
- 3.8.3 The tyres should be assembled on the rim and presented to STCC Technical Delegate and/or ASN Technical Delegate to mark the id-number before use. Marked tyres can NOT be exchanged. Previously marked tyres must be remarked before use in another event and may not be used on any other driver than the one for which they were previously marked. It is prohibited to use tyres that have been marked or re-marked for another driver. All the tyres marked for an event will be considered as having been used once the car's timing transponder has indicated that it has left the pit lane.
- 3.8.4 The number of grooved (wet) tyres permitted per driver and event is limited to six (6) front and six (6) rear tyres. It is prohibited to modify the supplier's declared groove pattern in any way.



- 3.8.5 The use of tyre-warmers is allowed. It is allowed to use only 1 set (4 pieces) single-make tyre-warmers per car. No chemical and/or mechanical tyre treatment is permitted. It is not permitted to apply tape or similar to the tyre/side of the tyres.
- 3.8.6 The use of hot air tyre scrapers or any similar equipment used to scrape the tyres clean at the event is not permitted.
- 3.8.7 It is forbidden to proceed from the pits to the starting grid with unmarked dry-weather tyres.
- 3.8.8 Competitors must ensure that the tyres used at each event conform to the Regulations.

3.9 Cars

- 3.9.1 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 ASN Technical Delegate. The seal number will be registered in the log book.

3.10 Engines

- 3.10.1 Engines should be prepared for sealing by drilling 2 millimetre holes in four bolts/nuts in each of the following places: cam cover/cylinder head and oilsump and in any additional place that the STCC Technical Delegate decides.
- 3.10.2 In the event of an engine needing to be replaced, the replaced engine should be kept. The STCC Technical Delegate or ASN Technical Delegate should be informed so any checks to determine conformity with regulations can be arranged.

4. Penalties

Penalties will be imposed in accordance with SBF's and STCC's regulations ([STCC only commercial](#)). ~~Drivers, competitors or officials can be penalised for breaching the regulations. Even assistants who assist drivers/competitors or officials can be penalised. This is regardless of whether the assistant is a member of a club or not. Assistants, which may constitute mechanics, managers, coaches, team staff or parents, can be penalised. If the offense of a assistant has affected or might have affected the race outcome, the driver/competitor may also be penalised.~~

4.1 Terms and Conditions

The terms set out in these regulations are fundamental to the contract between Svenska Bilspportförbundet, STCC AB 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](#)).

4.2 ASN rules

In accordance with SBF's Common Rules (G) Sporting penalties G 15 and Racing-regulations (RA) RA10. Appeals in accordance with SBF's Common rules G 15. Protests in accordance with SBF's Common rules G 15. [Federation Association](#) penalties in accordance with SBF's Common rules G 14.

- 4.2.1 STCC 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) 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 Safety Car period. Laps behind the Safety Car should be added to the maximum 2 laps (crossing the Line on the track maximum 2 times) that a driver has to act out the penalty.
 - b) A 10-second Stop & Go time penalty. The driver must enter the pit lane, stop for at least 10 seconds in front of the allocated pit spot that has been assigned to him and rejoin the race immediately, unless the engine 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 may be helped by his mechanics, solely for the purpose of starting the engine. This penalty may not be carried out during a Safety Car period. Laps behind the Safety Car should be added to the maximum 2 laps (crossing the Line on the track maximum 2 times) that a driver has to act out the penalty.

However, should either of the Drive Through penalty or 10 second Stop & Go time penalty be imposed during the last three laps, or after the end of the race, a 30-second time penalty in case of a Drive Thorough penalty and a 40-second time penalty in case of a 10 second Stop & Go time penalty shall be added to the elapsed time of the car concerned instead.



- c) A time penalty.
- d) A reprimand.
- e) A drop of a maximum of 10 grid positions for the driver in a future race.
- f) "Yellow Card". Special sanction for repeated offenses. A competitor in the SM/STCC championship that has been given a "yellow card" on two occasions during the season can be moved down the maximum of 10 grid positions at the forthcoming race starting grid. This penalty is personal.
- g) Penalty track. The driver must drive through the marked Penalty track one or several times. The Penalty track is marked as an area on the track between track edge and a painted white line. If the Penalty track isn't performed correctly or it should be carried out more than one time, the black/white board with the race number will appear until the number of Penalty tracks decided has been executed correctly. This penalty may not be carried out during a Safety Car period. Laps behind the Safety Car should be added to the maximum 2 laps (crossing the Line on the track maximum 2 times) that a driver has to act out the penalty.

If a driver doesn't carry out the Penalty track correctly during the maximum 2 laps (crossing the Line on the track maximum 2 times) allowed, there will be a 10 second time penalty added to the elapsed time of the car concerned instead.

Should the Penalty track be imposed during the last three laps, or after the end of the race, a 3-second time penalty shall be added to the elapsed time of the car concerned instead.

4.2.2 Appeals may not be made against decisions concerning the following:

- a) Penalties imposed under article 4.2.1a), b), c), d), e) or g), including those imposed during the last three laps or after the end of a race.
- b) Any penalty imposed under article 2.3.3.
- c) Any decision taken by the Race Director in relation to article 2.5
- d) Any penalty imposed under article 2.6.3 or 2.9.5.

Protests shall be made in accordance with article 4.2 and accompanied by a fee of SEK 5 000.

Possible protests and/or appeals do not affect the starting grid for the second race and may be heard after the second race.

4.2.3 Film material from the competitors own on-board cameras can not be used as evidence or form basis in cases involving decisions of the Race Director, Clerk of the course, officials, stewards, protests, appeals or similar.

4.3 STCC's regulations

~~STCC AB may alternatively and/or in addition to disqualifying a competitor, team or manufacturer from the event/championship, impose one or more additional consequences/fines as a condition for continued participation in the championship.~~

4.4 Forfeiture of points

~~Forfeiture of championship points (even if this results in a minus total of points).~~

4.5 Unfair advantages

If ~~STCC AB, deems~~ any competitor, team, and/or manufacturer to have 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:s Common Rules (G) and/or Racing-regulations (RA) ~~STCC AB may impose any one or more penalties/fines to even out such advantages.~~

5. Administrative regulations

5.1 Application

- 5.1.1 All drivers, competitors and teams must submit an application to STCC AB prior to the championship. A complete application on webaddress <http://anmalan.stcc.se> must have been received by STCC AB before March 13, 2016. STCC AB reserves the right to accept or reject each entry received after March 13, 2016. Should a late entry be accepted, a fee amounting to 10% extra on top of the ordinary fee will become payable. An entry is only complete as when the signed entry contingent liability form is provided to STCC AB. When the application has been approved by STCC AB it constitutes a binding contract and can only be revoked without a fee with STCC AB's approval.



5.2 Registration

- 5.2.1 SM/STCC. The driver's championship fee SEK 80 000 (+6% VAT), will be invoiced by STCC AB and should be paid no later than [3 April 2016](#). This championship fee includes the race number fee, registration fee to the Team Championship, one Unisorbmat, one connection of electricity 400 Volt, 16 amp. and the registration fee to all events in the championship.
- 5.2.2 STCC Team Championship. The Team Championship is a competition open to all teams competing in STCC.
- 5.2.3 STCC AB should always be notified of any cancellation by e-mail: anmalan@stcc.se as soon as it is known. For cancellations less than 10 days before the event, cancellations must also be submitted to each organiser. Cancellations later than Tuesday 10 days before the event result in a fee of SEK 1 000 charged by STCC AB unless an acceptable excuse can be provided.
- 5.2.4 Registration to single events. The driver/competitor may be allowed to compete in individual events of the championship if approved by STCC AB.
- 5.2.5 The championship fee or registration fee will not be refunded.

5.3 Paddock parking space

- 5.3.1 Each team can be assigned an area with the maximum dimensions (width)10,5 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 AB and the organizer 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.
- 5.3.2 Maximum area for two-car teams is (width) 21 m x (depth) 17 m. Some divergence can be allowed by STCC AB and the organizer if there are particular reasons without cost for the team. For tracks where garages or similar are used the maximum area can be revised.
- 5.3.3 Any catering within the above mentioned areas should be able to be separated from the team and be approved by authorities and organisers. If there is no space in connection to the existing awning the organiser can refer to a site in connection to the paddock or to the exhibition area, se article 5.3.13.
- 5.3.4 Parking possibilities for truck tractors, motor homes, and extra transporter vehicles will be arranged as close to the paddock as possible.
- 5.3.5 It is compulsory that each transporter vehicle has at least two 2 flag poles, 6 metres high, with flags during each event in the championship.
- 5.3.6 Teams that have cars competing in different classes will only be allowed to park the car in the other class within the area described above.
- 5.3.7 Teams have access to a maximum of 1 metre of the paddock street in front of the tent/service vehicle for use by working vehicles such as four-wheelers, tyre cart, cordoning off or similar.
- 5.3.8 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 go no faster than walking speed. Max 5 km/h. Vehicles may only be used for transporting materials. Infringement will be fined.
- 5.3.9 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 AB should be notified immediately.
- 5.3.10 Between 09.00 and 18.00 o'clock all teams should be open to the paddock street so that the public have an opportunity to gain an insight into their work.
- 5.3.11 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.
- 5.3.12 All of the teams bigger transporters as, trailers, lorrys, etc. must be parked on their respective place latest 09.00 o'clock on the day before the raceday.
- 5.3.13 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 of 65 SEK per square metre.



- 5.3.14 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.
- 5.3.15 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 signs must be erected where there is any danger to any person. It is prohibited to hammer nails into the asphalt.
- 5.3.16 The organisers will provide the requested electricity in accordance with the entry application. Electricity that was not pre-ordered can not 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.
- 5.3.17 To unload equipment please obtain a temporary entry card, issued by the paddock manager.
- 5.3.18 Each competitor is responsible for the payment of fees for all their vehicles in the paddock parking space.
- 5.3.19 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.
- 5.3.20 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.

5.4 Advertisements

Advertising should occur in accordance with the RF's, SBF's Gemensamma regler (G), G 11 and article 3.5 of these Regulations.

5.5 Environment

For us at STCC, the environment is important and we work consistently to reduce our environmental impact. Since the year 2008 STCC is environmentally certified and according to SBF's regulations all clubs, race tracks and events must be environmentally certified also.

- 5.5.1 At all events of the championship, there must be a Unisorbmat (absorption mat) under each race car when it is at its location in the paddock. These carpets suck up all the possible oil spill, but it lets water through. If maintained, it can be used multiple times. When it is consumed it should be thrown in combustible waste. One piece Unisorbmat is included in the registration fee, if they need replacement they can be collected out of STCC Race Lounge and the cost is 350:- + 25% VAT a piece, which will be invoiced by STCC AB. There will be regular checks during the season that this rule is complied with.
- 5.5.2 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.
- 5.5.3 After each event the STCC organization will check that the paddock is clean. If a competitor/team have left waste or garbage, the cost of cleaning may be charged the competitor.
- 5.5.4 Environmental regulations at each event is according to SBF Common Rules G 2.4.
- 5.5.5 Empty Aspen fuelcans should always be returned to Aspen's delivery point.



I. Commercial Regulations

II. Scope

- Races comprised in this championship should be conducted in accordance with the Sporting Regulations STCC [2016](#) and these Commercial regulations.
- If STCC AB 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, functionaries, organisers, STCC AB, and/or their functionaries and employees, or if STCC deem them to have been behaving unsportsmanlike or committed acts that may damage the championship's reputation, STCC AB can impose any of one or more penalties/fines as set out in article XII of the regulations.
- Decisions are made by STCC's board and 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 [2016](#) and all amendments or changes thereof.
- Failure to follow these regulations may be approved by STCC AB upon application. The application and outcome will be published to all teams by means of the Bulletin from STCC AB.

III. Pre-scrutineering

- Prescrutineering of registered cars will be conducted by SBF approved scrutineer who will issue an SBF Log book [2016](#) upon approved inspection. Booking a time for a prescrutineering should be made directly with the SBF approved scrutineer.

IV. Permanent entry cards

- Entry cards will be sent to the driver as soon as the registration fee has been paid to STCC AB. STCC cards remain the property of STCC AB and can be issued, changed or revoked at STCC AB's discretion.
- Each registered car will receive 15 entry cards.

V. Invitation tickets

- See the special bulletin from STCC AB "Team- och inbjudningsbiljetter [2016](#)".
- All teams own tickets to sponsors and similar may be mentioned with "VIP" and the name of the team, but the wording "All Access" and similar may not be used. The text "Gäller ej som entre till banan" must be present on the front of the ticket and shall be easily visible.

VI. Grid show

- Prior to the first race at each event the participating cars will be presented to the audience and TV viewers. Each registered driver will, before the first race, receive a grid sign displaying the driver's race number, name and sponsorship ads. Grid shows will take place at all events in the series. Only STCC AB can make decision regarding changes to the grid show. The signs and their frames may not be altered.
- The teams is responsible for making sure the grid carrier (male/female/kid) is on location at the grid show presentation throughout the season.
- Participating cars and drivers, wearing their driver overall, should on the day of the races assemble in the pit lane to participate in the grid show 10 minutes prior to the planned grid show (listed in the timeschedule for each event). The cars will be displayed after pit lane placement. Detailed implementation schedule for the grid show at the race in Solvalla will be presented in connection with the race.
- 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 in STCC Race Lounge etc. is necessary if requested by STCC AB.

VII. Television/Internet/WAP/SMS messages

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



- By entering the championship, the competitor, manufacturer and their teams are obliged to assist STCC AB 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 podium ceremony. Drivers finishing first, second and third in the final qualification in STCC must participate in a press conference in the media center immediately after the the qualifying session.
- Each team is allowed to install their own fittings for an on-board camera, which are subject to approval by the STCC Technical Delegate and/or the ASN 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 AB for acceptance. The purpose of the film material from the on-board cameras must be noted on the written application form. Decisions as to who are allowed on-board cameras rests exclusively with STCC AB, whose decisions are final. STCC AB has the right to reject an approval if there are reasons for it.
- Camera should be mounted according to SBF. TR 5.23, but external mounted cameras are not allowed.
- Film material from the competitors own on-board cameras can not be used as evidence or form basis in cases involving the officials, stewards, protests and appeals or similar.
- The TV-company nominated by STCC AB should have access to all radio communication between the team and the driver and may use this material in their coverage of the championship.

VIII. Publicity

- STCC AB 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 2 April at the latest. STCC AB 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 AB at the first event, and is valid throughout the season. Only STCC AB can approve any divergence from this order if relevant reasons exist.
- Driver name signs above/on the transporter car's tent in the paddock parking space are mandatory. These should be displayed above the competing car's tent entrance facing the paddock street. Sign will be provided by STCC AB and may not be altered.
- 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 14 days prior to the event in question. Travel allowance for participation is SEK 25 per 10 km (+25% VAT).
- All drivers qualifying for an award in accordance with article XI must attend the podium ceremony wearing their drivers safety equipment (overall) and a cap provided by the tyre supplier Michelin from the moment the car stopped in parc ferme and to the moment the press conference ends and also during the podium ceremony and during official TV interviews.
- Drivers who finish first, second and third in the SM/STCC Championship and a representative from the winning team in the STCC Team Championship, must attend the annual SBF's and STCC prize giving ceremony. In addition to this, the winner's race car should be available for STCC's show-case and during the prize giving ceremony.
- By signing the entry contingent liability form each applicant and driver allow STCC AB to use their photos, activities and successes in motor sports for commercial, publicity, PR and merchandising purposes for the **2016** 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).

IX. Merchandising

- The manufacturer/importer/team hereby authorise and give STCC AB 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 AB 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 av teams, cars, sponsors, persons, etc. in digital form regarding further sales in the shape of games and similar.

X. Miscellaneous

- Drivers, applicants, manufacturers and other team personnel and functionaries may not either individually or with any such participants or any representative or agent, procure or solicit or arrange for any supplies, gratuities, products merchandise, equipment or any other thing of value to be provided from any source whatsoever bearing or depicting the championship logo and/or any trademark and/or copyright used or associated with the championship without written consent from STCC AB.
- STCC, Scandinavian Touring Car Championship and all variations thereof, copyright, trademark and pictures used or associated with STCC, Scandinavian Touring Car Championship and/or pictures of STCC cars are protected by copyright and/or registered trademarks that belong to STCC AB. Any use without written consent is strictly prohibited during normal media reports of STCC. All questions regarding use should be directed to STCC AB directly.
- All competitors must draw up a list with it's next of kin, regarding all the teams personell that are at the racetrack during a STCC-race. This list shall be handed over to STCC AB before the first event.

XI. Prizes

- The STCC prize cups will be awarded to the competitors who finishes first, second or third in every race of the event. Prize cup to the winner of the Team Championship will be awarded in every race of the event. Presentation will take place at the STCC prize podium. Only confetti fireworks approved by STCC AB is permissible to use.

XII. Administrative Fees

- The terms in these Commercial Regulations are fundamental to the contract between STCC AB and the competitor, team and manufacturer. Any breach of these regulations may result in the competitor being disqualified. Decisions regarding qualification and disqualification are made by STCC.
- STCC AB may alternatively and/or in addition to disqualifying the competitor, team or manufacturer from the championship, impose any one or more of the following penalties/fines as a condition of continued participation in the championship.
- Fines up to SEK 100 000 can be demanded for each breach of the Regulations and the Commercial Regulations, as decided by the STCC AB board.
- Forfeiture of championship points (even if this results in a minus total of points).
- In addition to or instead of a punishment, STCC AB can demand that the competitor and/or team and/or manufacturer take such action as is reasonable to mitigate the damage done to the championship's reputation. STCC AB's decisions regarding responsibility for breaches of these regulations are final and no appeal will be permitted. Continued future participation will not be allowed until all applicable fees have been paid in full.
- If STCC AB, deems any competitor, team, and/or manufacturer to have gained unfair advantage (whether inadvertently or not) from a breach to the Commercial Regulations, either through their own actions or those of other competitor's, team's or manufacturer's, STCC AB may impose any one or more penalties/fines set out in article XII of these regulations to even out such advantages. Decision regarding the enforcement of this article will be made by STCC AB's board.

