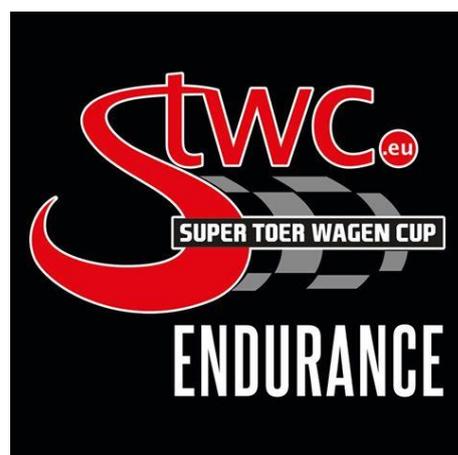


SUPER TOER WAGEN CUP ENDURANCE

SPORTIEF REGULATIONS 2019



Article 1. General:

The STWC Endurance is an initiative of STWC series BV. The STWC Endurance Championship consists of 3 races in 2019. The competitions take place in the Netherlands and / or Belgium. By participating in the races of the STWC Endurance championship, riders can earn points for the classification of the STWC Endurance championship. The rider / team that has scored the most points in the rankings after the last race will receive a championship cup for this.

Article 2: Calender:

Date	Where	Duration
22 April 2019	Circuit Zandvoort	240 minutes
16 June 2019	Circuit Assen	200 minutes
26 October 2019	Circuit Spa Belgium	200 minutes

Article 3. Organisation:

Organizer among others:

STWC Series BV

Bemerdweg 3

6621KN Dreumel

0031 6 21811006

Organization license number: 0319

Nationale Autosport Autoriteit (ASN):

KNAF (KNAF Nationale Autosport Federatie)

Duwboot 85

3991 CG Houten

Article 4. Classes:

1. The STWC Endurance Championship has the following classes for participating cars:

GT

- Touring Cars, Sport Cars en GT's with an engine capacity above 4000cc

Super Sport

- Touring Cars, Sport Cars en GT's with an engine capacity up to and including 4000cc
- Cars conform GT en TCR specs

Sport

- Touring Cars with an engine capacity up to and including 3250cc

Class 1

- Touring Cars with an engine capacity up to and including 2500cc

Rowing Class

- Minimum modified cars with a maximum engine capacity of 2500cc (to be determined by the cup organization)

Silhouettes; are permitted by the construction of this type of car, it will be placed at least 1 class higher than the specified cylinder capacity.

In the presence of pressure filling, a double turbo or compressor, the cup organization will consider the most suitable class for each individual car. This in contrast to Article Annexe J art. 252.3.1

The number of classes can be expanded with guest classes, if applicable, they will be named per event in the Supplementary regulations.

Cars that do not belong in a certain class at the discretion of the Cup Organization can be placed in a different, more suitable class. See also Article 2.6.1 for determining the engine capacity (with the exception of FIA Appendix J 251.2.3.1 and Article 252.3.1-2523.5).

2. The maximum number of teams per game is specified in the Supplementary regulations.

3. Participation in the following cars is not permitted:

- Formula cars
- Cars running on LPG or CNG.

Exceptions to this can only take place after permission from the Cup Organization and the sport commissioners.

4. The number of teams will be distributed as proportionally as possible across the classes. Free places in one class can be assigned to another class. Acceptance is based on the order of registration. Teams participating in the entire championship have priority over teams that register for an individual event.

Article 5. Noise:

With due observance of the other provisions in Article 17 Noise from the National Motor Racing General Regulations 2019 (KNAF Regulations book 2019), the maximum noise value for all Divisions is 88 dB (A). If the noise level deviates at a certain event, this is explicitly stated in the supplementary regulations of the event in question.

Article 6. Regulations:

Applicable are the following regulations:

- a. The FIA Code Sportif International and the appendices.
- b. The "KNAF Reglementen Boek 2019",
- c. The Autosport Regulations National 2019,
- d. The Sporting Regulations of this Cup

- e. The Technical Regulations of this Cup and the applicable additions
- f. Serie Bulletins
- g. Event Bulletins
- h. De Supplementary regulations.

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

Article 7. Safety:
see technical regulations

Article 8. License:

- Participation is only open to holders of at least one EU / National or International license.
- When registering, every driver must sign a so-called indemnity clause.
- The supplementary regulations state where the license check takes place.

Article 9. Teams:
Training / competition:

For each participating car, a minimum of two and a maximum of four drivers may participate in one and the same team. At least two drivers must have participated in the training (qualification) one of these drivers must also start.

Upon request, an individual participant who has not participated in a training (qualification) may allow them to participate in the competition. In that case, the participant must start from the last starting position.

Article 10. Points:

For the individual classes, per race, regardless of the length of the race, points will be awarded based on the classification as follows:

Number of participants in class	>5	5	4	3	2	1
Classification						
1 ^e in de class	12pnt	10pnt	8pnt	6pnt	4pnt	2pnt
2 ^e in de class	10pnt	8pnt	6pnt	4pnt	2pnt	
3 ^e in de class	8pnt	6pnt	4pnt	2pnt		
4 ^e in de class	7pnt	4pnt	2pnt			
5 ^e in de class	6pnt	2pnt				
6 ^e in de class	5pnt					
7 ^e in de class	4pnt					
8 ^e in de class	3pnt					
9 ^e in de class	2pnt					
10 ^e in de class	1pnt					

The scoring and the intermediate score will be published immediately after each competition after it has become final. Points are awarded individually to the drivers and not to the teams or cars.

Article 11. Competition rules:

a) Timetable:

o The timetable provides a description of the times, duration and length of the training, qualification and race where applicable.

- o Registered drivers will receive the timetable by e-mail. The timetable is also available at the registration table and is posted on the official notice board.
- b) Starting procedure:
 - o Standing or rolling start (KNAF Regulations book 2019, Race Regulations National Car Racing 2019, Article 3.12 / 3.13). In the Supplementary regulations it is announced whether a standing or rolling start is being used.
 - o If a rider is not present at the starting position / has stopped, he may start later via the pit state. This must be reported to the race secretariat.
- c) Driving time:
 - o Minimum driving time per stint is 20 minutes and maximum driving time per stint is 120 minutes. Measured by "loop out" and "walk in" of the pit lane. The minimum number of pit stops is set in the Supplementary regulations. The first stint starts when the first car has passed the starting line.
- d) Parc Ferme:

After flagging off official qualification (s) and race (s), the cars are subject to provisions of the Parc Fermé (see the General Regulations for Motor Racing 2019).
- e) Other rules:
 - o A participant may only be registered per race and ride in one team.
 - o Teams can change composition per match.

Article 12. Pits:

- a) Training and racing:
 - o The maximum speed when entering the pit lane, during any training, qualification and race, is published in the supplementary regulations of the event in question.
- b) Pit stops:
 - o During each scheduled pit stop without refueling, a car must be stationary for at least 1 minute (60 seconds). The exception to this is replacing a flat tire, removing loose parts or securing loose parts, etc. without driver change, refueling or maintenance.
 - o If refueling is required, the entire stop (including refueling) takes at least 90 seconds. Each team keeps records of pit stops, points, refueling, which participant drives the car and other reasons that a car is in the pit lane. This administration can be checked / retrieved at any time.
- Pairing teams: Drivers with their own car who alternate by transferring the transponder must stand still for at least 1 minute (60 seconds). During this pit stop the transponder must be transferred to the other car. In case a car has stopped or crashed, the transponder may be transferred to the next car once the car has been delivered to the team in the pit lane, or after the car has been secured by marshals behind the crash barriers and the transponder by the marshals at the team has been delivered.
 - o If refueling is used first, the rider may leave his seat as soon as the fuel cap is fitted.
 - o With a driver change before refueling, the fuel cap can be removed as soon as the driver is in place.
- Tire changes on cars that are equipped with central locking should be 10 seconds extra per wheel change during the pit stop. So if 2 tires are changed and you have to stand still for 20 seconds.
- d) Smoking:
 - o During the entire event, smoking in the pit lane and pit boxes is prohibited at all times.
- e) Working on the car:
 - o The maximum number of people allowed to work on a car during a pit stop is 2, this does not include the "lollypop man" and one person who cleans the windows. The rider "off" may help the rider "in" with the clothing / seatbelts, but not during refueling. Tools may be placed behind the red line (pit lane line) but not indicated.
 - o The engine must be switched off during all work on the car. Turbo-powered cars are allowed to run the engine when changing wheels, provided that a lollypop man is present in front of the car throughout the stop.
 - o The use of pneumatic tools is permitted.

f) Children:

o Children under the age of 16 are not allowed in the pit lane unless they have a driver's license.

Article 13. Drivers Briefing:

A mandatory driver briefing is held prior to each race. All drivers are required to attend this briefing. Where and when the briefing takes place is mentioned in the supplementary regulations of the event.

Article 14. Re-fueling:

Refueling takes place in front of the team's own pits and is carried out.

Refueling is permitted through:

1. A tank filling installation as described in art. 252.9.5 of the FIA Annexe J 2019, including all prescribed FIA approved couplings, hoses, vents and bleed tanks.
 2. 20 liters of steel jerry cans, with a fixed filling hose of max. 50 cm measured from the tap or cap, possibly with a vent valve. Refueling with funnels is not permitted.
- o For steel 20 liter cans a minimum duration of 90 seconds applies per stop.
 - o If refueling takes place with a tank installation at least other than with steel 20 liter cans as described, the same duration of 90 seconds must be observed.
 - o During refueling, the rider must remain in the car (changing drivers is not allowed) and a team member must keep their own fire extinguisher of at least 6 kg in the stop. The fire extinguishers of the circuit may not be used for this purpose.
 - o All cars that are refueled with the engine running (turbos) must be supported during refueling by 2 people in fire-resistant clothing with extinguishers of at least 6 kg. The lollypop man must stand in front of the car during refueling.
 - o Driver change and all other work is only permitted before or after refueling.
 - o All doors and windows must be closed during refueling.
 - o If a car is equipped with a so-called fast tank installation, only 1 hole of the fast tank connection may be used.
 - o Only one fuel can be added at a time.
 - o Petrol stock in the pit box must be stored in steel jerry cans or barrels of maximum 60 liters that must be placed in a liquid-tight drip tray.
 - o The organization will supervise the safety standards of the refueling systems and jerry cans.
 - o When refueling, the people responsible for refueling must be completely covered by clothing (fireproof clothing supplemented with fireproof balaclava and gloves).
 - o With each refueling with jerry cans, a container must be used to collect any leaked liquids

Article 15. Safety-car:

Contrary to Article 12 of the National Race Car Racing Regulations (KNAF Regulations book 2019), the Purple Car / Code 60 can be used in addition to the Safety Car during the race. The supplementary regulations indicate whether use is made of the Safety car or the purple flag.

Article 15.1 explanation purple flag:

If it is necessary to neutralize a race, the race leader gives the moved purple flag on the start / finish line and the track posts also show the moved purple flag. When all drivers have reached the 60-km speed, the track posts can keep the code 60 flag still. All riders are obliged to immediately reduce speed by releasing the gas (braking is discouraged) and reducing their speed to 60 km per hour. Overtaking is not permitted unless it concerns a participant who, due to mechanical or other problems, may very clearly drive slower than 60 km per hour. Overtaking in the track sections where the yellow flag is displayed remains prohibited at all times. During the Code 60 period, no green flag follows after a yellow flag. The (maximum) speed of 60 km per hour must be maintained unabatedly until the moment that the purple flags on start / finish and the track posts are (simultaneously) withdrawn. From the moment the purple flag is withdrawn, the green flag is displayed on start / finish and on all track posts, until the field has returned to racing speed. As

soon as the green flag is displayed, the race is resumed, i.e. it is possible to continue immediately at race speed and overtaking is allowed again. It is sufficient to have the green flag in sight and therefore no need to wait to speed up and / or overtake until start / finish or the track post with the green flag has passed.

Article 16. Penalties:

- o A penalty, given by the race leader, may consist of giving a warning, time penalty, deduction of completed race laps cancellation of qualification or race laps, adjustment of starting grid position or classification position. Disqualification is reserved for sport commissioners in consultation with the competition leader.
- o Penalties are imposed on a competition number / team, the competition leader may deviate from this.
- o Time penalties given during the matches must be redeemed at the next pit stop (or at least within 90 minutes). This by standing still at a designated place which is specified in the supplementary regulations. The team is responsible for the execution of the sentence. The race secretariat will be informed before the penalty is released. If a pit stop is no longer made, the penalty will be processed in the final result. Failure (on time) to implement a penalty during the next pit stop gives 30 seconds extra time penalty.
- o If the driver is not present at the driver's briefing, this will be punished with a € 50 fine.
- o Violation of the Code 60 regulations, determined on the basis of observations from track posts, other officials and / or official time observation, is automatically subject to a time penalty. The speed / time violation will be penalized by subtracting the time driven too fast and punishing the same time. The punishment is imposed by giving notice to the team or driver. The method of redeeming the time penalty is specified in the supplementary regulations. The time penalties can also be included in the final result afterwards. A time penalty of 1 minute applies to overtaking during a purple flag situation.
- o The redemption of a time staff under code 60 is permitted, but the duration of the penalty must then be doubled. So for a time penalty of 5 seconds, 10 seconds must be stopped at the location indicated in the supplementary regulations.
- o Penalties imposed on a day other than the race day (eg in the case of technical follow-up) are communicated to the participant in writing and within 14 days after determination.
- o Some punishments are named, other violations will be determined in line with these examples.
 - o Speeding in the pit lane; 2 seconds per violation per km with the first violation, with the second violation it becomes 4 seconds, with the third 6 seconds and so on.
 - o Speeding under code 60, the time advantage per lap x 2 is imposed as a time penalty
 - o Track limits, for this a warning, time penalty or decrease of the relevant round can be imposed by the competition leader
 - o Exceeding the maximum stint duration; 60 seconds for every 5 minutes that the stint lasts too long
 - o Do not complete the minimum stint duration; if less than 20 minutes have been driven by a driver, the stint does not count.
 - o Work on the car under code red in the pit lane, 10 laps deduction.

Article 17. Changes to rules concerning the event:

All changes or additional rules concerning the event are published on the bulletin board and sent via WhatsApp to the contact numbers of the participating teams.

Article 18. Tires:

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

Art. 19. Competition number:

The competition numbers are assigned by the STWC organization.

The competition numbers must be clearly visible, namely:

1. Top right of the windscreen (co-driver's side for left-hand drive cars)
2. Top left on the rear window (driver's side for left-hand drive cars)
3. On the side of the car (preferably on the front door) there will be a surface of at least 43.5 cm wide and at 37 cm high in which the number will appear or by means of separate figures (20x9.5 cm) this in coordination with the cup organization.
4. The car must also be equipped with an STWC windshield streamer in the color of the class in which the car comes out. The maximum height of this streamer is 20 cm in the middle of the windshield.

Neither the race number nor the advertising may protrude outside the bodywork in accordance with Regulations Advertising on Vehicles at Motorsport competitions.

Art. 20 Publicity:

The publicity and advertising statements imposed by the Promoter and / or Cup organization must be placed on the designated and reserved places on the car and race overall according to a sketch made available. During all competition components, shows, sponsor / press presentations, etc., all participants and cars must perform the Cup sponsor statements. Sanctions may be imposed if the Cup sponsors are not respected.

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

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

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

Art. 20.1 Cup sponsor badges and stickers:

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

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

Article 21. Dutch text:

In addition to this Dutch text of the STWC Endurance Regulations, there is also an English text, whereby the Dutch text is binding in the event of a difference of interpretation.

Article 22. Radio communication:

Every participant, team owner, driver, team member who wants to use a radio communication device must submit a request at least 1 month before the start of the event.

The application can be obtained via the internet site

<https://www.agentschaptelecom.nl/documenten/formulieren/2017/april/4/application-form-for-the-use-of-frequencies-during-events-in-the-netherlands>

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