

SUPER TOER WAGEN CUP ENDURANCE

TECHNISCH REGLEMENT 2019



These Regulations are the Technical Regulations for the STWC 2019. Further clarifications or adjustments will be published by the Cup organization by means of bulletins or otherwise (after approval by the BSA and KNAF and publication on the KNAF website).

Glossary

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

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

1. Allowed Cars

Participation in the Super Touring Car Cup 2019 (hereafter Cup) is allowed with production cars, improved production cars, Silhouettes, Sport Cars and GTs that comply with the CSI Annexe J art. 277 (2019). CSI Annexe J art. 253-14 (2016) sufficient (see further 2.6.5).

2. Classes

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

- Class 1: Touring Cars with an engine capacity up to and including 2500cc
- Class Sport : Touring Cars with an engine capacity up to and including 3250cc
- Class Sport pro: Touring Cars with an engine capacity up to and including 3250cc (for fast drivers, to be determined by the cup organization)
- Class Super Sport: Touring Cars, Sport Cars en GT's with an engine capacity up to and including 4000cc. Cars conform GT en TCR specifications
- Class GT: Touring Cars, Sport Cars en GT's with an engine capacity above 4000cc
- Class GT pro (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

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).

2.1 Technical Examination

Before being admitted to the training and races, every driver / tenderer must present the car and driver's equipment to the TC for the (safety) inspection.

The time for the inspection is indicated on the official timetable. The car and driver's equipment are tested simultaneously. Cars without driver's equipment will not be tested.

2.2. Homologation

Not obligated.

2.2.1 Log

Not obligated.

2.3 Number of seats

Depending on the type of car based on model. (Touring cars 277-Class I = 4, GT-277-Class-2 seater).

2.4 Allowed or required changes and additions

All changes that are not permitted by these Rules are absolutely prohibited. A permitted change may not result in a prohibited change.

2.5 Minimum weight

FIA Appendix J Art. 277.3 is not applicable.

2.6 Engine

The engine can be completely modified for all classes. A check on the cylinder capacity can be carried out and if in doubt by dismantling (the parts of) the engine to determine the correct cylinder capacity.

2.6.1 Cylinder capacity

According to regulations and FIA Appendix J art. 251.3.1 and 252.3.1-3.5 (a factor of 1.3 will be used)

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 is in contrast to FIA Appendix J article 252.3.1 and 252.3.1-3.5.

2.6.2 Ignition of the engine

Is free.

2.6.3 Cooling

Is free.

2.6.4 Heating system

Is free, but it must be possible to demist the windscreen.

2.6.5 Fuel system

Is free. For LPG, dispensation can be requested from the KNAF.

Only a mixture may be added to the combustion space consisting of the fuel that is added to CSI Annexe J art. 252.9 and the ambient air of the car. There must always be a minimum of 3 kg of fuel to take a fuel sample.

Contrary to what is stated in Annexe J of the FIA Article 253-14 (Fuel Safety Tank), the following applies to the Netherlands:

From 1.1.2018, a safety tank as referred to in Annexe J Article 253-14 is mandatory for participants in International Championships. The safety tank is NOT required for participants in National Championships. All cars then have the choice of a recommended safety tank, as laid down in Annexe J Article 253-14 of 2016 and the standard tank equipment.

To determine which tank is allowed, it must be determined in which class the car falls. The following can be used as a guideline:

Class I = touring cars (Group N, A, TCR, WTCC, STC, if original)

Class II -SH = Silhouettes (DTM, and everything on a tube chassis with a replica body)

Class II-SC = Sportscars (GT1, GT2, GT3, GT4, LM prototypes etc)

Three examples:

A BMW 320 WTCC (originally no after construction) = Class I (and has an FT tank)

A Volvo 850 Station car = replica BTCC = Class I (may be a standard tank)

A Radical = Class II-SC (supplied from the factory with an aluminum tank filled with foam, not an FIA FT tank (a standard tank may be used = in this case the aluminum tank with filling.)

If a FIA Safety Tank is fitted as standard, it must be possible to show the valid certificate at the inspection.

2.6.6 Air filter

Is free.

2.6.7 Lubrication

Is free.

2.6.8 Cylinder head

Is free.

2.6.9 Flywheel

Is free.

2.6.10 Exhaust system

Is free provided that the applicable noise rules of the event are respected. (See Supplementary regulations).

2.6.11 Engine- and gearbox suspension

Is free.

2.7 Transmission

Is free.

2.7.1 Gearbox

Is free.

2.7.1.1 Gears

Are free.

2.7.2 Clutch

Is free.

2.7.3 Differential

Is free.

2.7.4 Drive shafts

Are free.

2.8 Wheel suspension

Is free.

2.8.1 Front wheel suspension

See 2.8 Provided the wheel / tire combination remains within the contours of the car.

2.8.2 Rear axle

See 2.8 Provided the wheel / tire combination remains within the contours of the car.

2.8.3 Wheel geometry

Is free.

2.8.4 Stabilizer

Is free.

2.8.5 Reinforcements wheel suspension

Is free.

2.8.6 Wheel bearings

Zijn vrij.

2.8.7 Spring limiter

Is free.

2.8.8 Spring Wheel Suspension

Are free.

2.8.9 Shock absorbers

Are free.

2.9 Bearing parts

Zijn vrij.

2.10 Chassis

See all above relevant articles.

2.11 Wheel and Tires

2.11.1 Wheels

Are free (see 2.8.1 en 2.8.2). The confirmation is free if properly confirmed.

2.11.2 Wheel spacers

Are freej.

2.11.3 Tires

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

2.12 Ground Clearance

When the air is removed from all tires on one and the same side, no part of the car must touch the ground. The check must be carried out on a relatively flat surface under racing conditions (driver in the car), see also CSI Annexe J article 252.2.1.

2.13 Braking system

Is free, however, a diagonal braking system is mandatory.

2.14 Steering system

Is free, all do the steering lock should be removed.

2.15 Carrosserie

Is free provided that the original form is retained. Body parts must fall within the contours of the car.

2.15.1 Windows

The windscreen must be made of laminated glass or impact-resistant polycarbonate (provided that the thickness is not less than 6.0 mm and that the outer surface is treated to prevent wear). The windscreen and the rear window can be provided with metal safety strips to hold the windscreens in place. At least 1 working wiper on the driver's side is mandatory.

2.15.2 Carrosserie interieur

There must be no sharp parts within reach of the driver.

2.16 Spare tire

Not applicable.

2.17 Electrical system

2.17.1 Cabling

Is free. With due observance of the prescribed main power switch exterior and interior where the control must be within reach of the driver if it is stuck in the seat belts.

The car must be equipped with a transponder for timing.
(see article 14 of the National Race Car Racing Regulations).

The use of telemetry is free.

It is permitted to install radio communication equipment, operating in two directions, whereby the conditions stated in CSI Annexe L must be observed.

The mounting of a lap timer is permitted, if confirmed in a safe place.

2.17.1b Datalogging system

Is free.

2.17.2 Battery

Is free.

Please note that when using Lithium batteries it is advised that they are NOT placed in the passenger compartment. The plus pole must be protected against short circuits.

2.17.3 Dynamo

Is free.

2.17.4 Lighting

The front and rear lights and brake lights and direction indicators must continue to function fully.

If the original headlights are used, they must be covered with transparent tape or made of plastic. You can also use LED lighting.

Alarm lights must also function. It is not permitted to cover the rear lights and rear direction indicators and / or to provide them with a different color.

An FIA LED rain light is recommended.

2.18 Fuel

See 2.6.5

2.18.1 Fuel Tank

See 2.6.5

2.18.2 Fuel pipes

Are free.

2.18.3 Fuel pressure

Is free.

2.19 Safety features

2.19.1 Safety lock

At least two additional safety interlocks must be provided on both the front and rear doors. The original closures must be disabled or removed.

2.19.2 Chairs

A valid FIA approved seat (CSI Annexe J 253.16) with provisions for a (minimum) five-point safety belt is mandatory. The seat must be attached with a minimum of four M8 10.9 quality bolts with adequate counter plates. A maximum of 1 seat may be present in the car during the event.

2.19.3 Belts

The valid belts approved by the FIA must be used (CSI Annexe J art. 253.6).

2.19.4 Safety gage

The roll cage must at least meet the requirements according to the applicable CSI Annexe J art. 253.8. comply. A certificate must be shown at the technical inspection if it concerns a certified cage.

Where the rider may come into contact with the safety cage, it must be provided with fire-retardant material for protection (according to specification CSI Annexe J art. 253 8.4.).

In the case of damage where the TC takes the certificate (if applicable) for the roll cage, this damage may only be repaired by a certified company and which has been designated for this purpose by the roll cage manufacturer (if applicable).

Additional requirements may apply in accordance with FIA Appendix J Art for cars in the SC, SH class or Silhouttes. 277.2.2.1.1, this depends on their year of construction.

2.19.5 Fire extinguisher / fire extinguisher system

The car must be equipped with at least one hand extinguisher according to CSI Annexe J art. 253.7.

The driver must normally be seated behind the wheel with his seat belts fixed and the steering wheel in place, able to operate all extinguishers manually (Annexe J Art. 253 7.2.3). With an extinguishing system, it must also be possible to operate it from outside. The place where the extinguisher can be operated from outside must be indicated with a sticker (round shape with a red E against a white background). The confirmation of the extinguishing bottle must be able to withstand a delay of 25 G. In addition, only metal quick-fasteners (at least 2) should be used for fixing. With a fire

extinguishing system, the fixation must only be made by means of a screw-on fixation and there must be "anti torpedo tabs" on the extinguisher.

2.19.6 Window net

All cars must be equipped with an approved window net (see FIA Annexe J Art.253.11.)

2.19.7 Tow eye/loop

Each car must be equipped with 2 towing eyes / loops, one at the front of the car and one at the rear. These must be clearly visible through a strong contrasting color: yellow, orange or red. The construction must be such that the car can be towed. (CSI Annexe J Art. 253.10).

2.19.8 Fuel shot

Conform CSI Annexe J art. 253.15.

2.19.9 Main power switch

A spark-free main power switch is mandatory. The main power switch must interrupt all electrical circuits, switch off the battery, alternator, lighting, horn, ignition etc as well as the engine. This must be operable from outside. The external controls must be located on the left or right-hand side under the windscreen and must be marked by a red lightning bolt in a blue triangle with a white border. The minimum size of the triangle must be 12 cm. The rider must normally be seated behind the wheel with his seat belts tight and the steering wheel in place to be able to operate the main power switch manually.

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