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1. General Rules

1.1 Rights and law

- 1.1.1** The RallyX Nordic Championship is arranged by STCC AB in cooperation with NMK Grenland, [Finnskoga MK](#), Motorsport Nord Jylland, MK Team Westom, [Tierp Arena](#) & [AKK Sports Oy](#) and with application of this Sporting and Commercial Regulations, FIA's International Sporting Code 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. FIA North European Zone Championship (NEZ Championship) with the series name "RallyX Nordic [2018](#)".
- Competitors: It is arranged an individual series in [2018](#) with denotation "RallyX Nordic [2018](#)" open to drivers/competitors with national license issued by FIA North European [Zone](#) members ASN.
- In addition to the provisions of the ISR, NSR and the organizing club's additional regulations, the championship is organized after these Regulations.
- 1.1.3** The terminology and abbreviations specified in [FIA's](#) regulations shall be used in these regulations unless otherwise stated herein. Headings in this document are for ease of reference only and do not form part of these Regulations.
- 1.1.4** Revisions and additions to these regulations will be published in a Bulletin on STCC's website and sent to all registered competitors via E-mail to the E-mail address specified on the entry form or, alternatively, given to the driver personally. All competitors, drivers, 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 drivers. A verbal question about clarification and a verbal answer are not binding and will not be made public to other drivers.
- 1.1.6** Driver's shall participate in the championship entirely at their own responsibility and at their own risk. The FIA, STCC AB, SBF, NBF, DASU, [AKK](#), SDF, the race track company, organizers, organizing club and officials relinquish all responsibility for injuries, accidents or other such events that occur during practice and race.
- 1.1.7** The event is considered to have begun as from the time scheduled for the beginning of scrutineering.
- 1.1.8** Scope of the regulations. Championship events for the classes SuperCar (SM) and [Supercar Lites](#) (SM).
- 1.1.9** The final text of these Sporting Regulations shall be the English version which will be used should any dispute arise as to their interpretation.

1.2 Championship officials

- 1.2.1** Organizer/promoter of the Championship: STCC AB.
- 1.2.2** The panel of stewards will be nominated by SBF, NBF, DASU, [AKK](#) & NEZ Rallycross committee and will be named in PM 1. [Two of its members \(including the chairman\), of a nationality different from that of the organizing country, will be designated by the NEZ RC and one by the ASN of the organizing country.](#)
- 1.2.3** Clerk of the course/assistant clerk of the course will be nominated by the organizing club in joint consultation with SBF, NBF, [DASU and AKK](#)" Rallycross committee and Promotor.
- 1.2.4** Technical delegate will be nominated by [Organizing ASN](#).
- 1.2.5** SBF/NBF/[AKK and DASU](#) observer will be nominated by [respective](#) commission.
- 1.2.6** Track observers will be nominated by the organizing club in joint consultation with [the Organizing ASN](#) Rallycross committee.
- 1.2.7** Judge of fact will be named in PM together with function.
- 1.2.8** The STCC committee for interpretation and any changes to the RallyX Nordic sporting regulations, as well as decisions regarding fees, consists of the STCC Race Director, [NEZ Rallycross Commission WG](#), SBF Rallycross commission's chairman, NBF Rallycross commission's chairman and the MD of STCC AB.

- 1.2.9 Officials as per **NEZ Rallycross Regulations §2.2**. Main officials are named according to PM from respective organizers.

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 **April 22nd, 2018**. STCC AB reserves the right to accept or reject each entry received after **April 22nd, 2018**. 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 entry fee is paid to STCC AB and the signed entry contingent liability form is provided to STCC AB. The maximum number of entries to the Championship is **25** per class and if more than **25** are entered, entries will be validated and selected. Priority at first hand to those who have scored points in **RallyX Nordic 2017**. STCC AB reserves the right to nominate maximum 4 wild-card drivers per event who have precedence. Rejected drivers can be included as reserve drivers.
The number of participants is not limited to 25 if the event is a part of a national championship.
- 1.3.2 The race numbers will be permanent for the championship. The number will be assigned in accordance with RallyX Nordic decision. The race number relate to the driver.

Allocated start numbers are valid for the duration of the championship.
The first 3 start numbers could follow the positions from **RallyX Nordic 2017** and are reserved for the whole season, newcomers receive ongoing start numbers at registration.
- 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 Driver's Licence issued by their own ASN. If a Competitor licence is stated in the entry form the competitor must hold a current and valid Competitor's Licence issued by their own ASN. Drivers with foreign licence must have start authorisation issued by their ASN.
- 1.3.5 The driver must guarantee that they and their cars satisfy the regulations and safety requirements both during practice, heats, semi-finals och final.
- 1.3.6 Driver's safety equipment. Helmets, FHR and clothing in accordance with FIA Regulations.

1.4 Championship events

Each event will compromise two free practice sessions, three qualifying heats, two Semi-Finals and the Final.

Scheduled race dates: 6 events:

Date:	Event/Track	Organizing Club	Super Car	Supercar Lites
5 - 6 may	Höljes	Finnskoga MK	X	X
2 - 3 june	Arvika	MK Team Weston	X	X
23 - 24 june	Grenland Motorsport Senter	NMK Grenland, Norge	X	X
11 - 12 august	Nysum	Motorsport Nord Jylland	X	X
25 - 26 august	Kouvola	AKK Sports Oy	X	X
6 - 7 october	Tierp Arena	Tierp	X	X

1.5 Qualifying for the final event

The first 20 drivers in SuperCar and **Supercar Lites** in the Championship are qualified for the final event. In case of a vacancy priority will be given at first hand to those who have scored points. The subsequent drivers can be included in each class as reserve drivers. RallyX Nordic reserves the right to nominate maximum 4 wild-card drivers who have precedence.

1.6 Championship results

The winner of the **FIA NEZ RallyX Nordic Championship** is the driver having scored the highest total of points in all the **2018** Championship events.

The winner of the **Swedish** Championship is the driver with Swedish Licence who have scored the highest number of points in the **2018** championship events except the championship event in Nysum and Kouvola.

Points in the Norwegian Championship will be taken in account in 2 races: NMK Grenland and Finnskoga Motorklubb.

1.7 Drivers without points in the Championship

All drivers who have started the event shall be notified in the results from the event. A starter is any driver having passed the scrutineering and crossed the start line in practice under the power of his car's engine. A Driver without points will be assigned with 0 (zero) points.

1.8 Placing with an equal number of points

If two or more drivers have the same point totals, the higher placing in the Championship shall be awarded to the driver who scored the most Championship points in the final event. If points scoring in the final event are the same, mutual placing will be determined by the next to the last event, etc.

2. Sporting regulations

2.1 Administrative check-in

During the initial administrative checking and scrutineering, which will take place on the dates and at the locations specified in the Supplementary Regulations, each Driver and each Competitor must have all required documents and information available.

2.2 Drivers briefing

Attendance by the driver at the drivers briefing is compulsory. Time will be announced via PM. An extra briefing may be called by the Clerk of the course; notice to attend the meeting will be given in writing.

2.3 Set-up to start

- It is the driver's responsibility to arrive in time at the pre-grid area and be ready for the start of their race.
- It is the driver's responsibility to ensure when he/she should be present for the start, where the starting grid is situated and how it is marked.
- If the driver is late to pre-grid area, the two-minute rule will apply.
- The organizer will go through the application of the two-minute rule at the driver's briefing.
- If a driver is not able to drive his race he/she has to inform the organizers about this before the first race of his category.

2.4 Free Practice

- 2.4.1 All drivers will be able to participate in two free practice sessions for a maximum of 4 laps each which will be performed before the qualifying heats. Cars from different categories will run separately and in reverse race number order (highest race number begins practice) according to PM.

The Joker lap can be used in practice at any moment.

A driver who did not complete a lap of the track during free practice can be allowed to participate in the qualifying heats at the discretion of the **Stewards**.

- 2.4.2 A driver who stops during free practice will not be able to rerun, this also applies to the first lap.

2.5 Qualifying Heats 1-3

There will be three qualifying Heats with maximum 5 cars starting abreast in each race over 4 laps. (Fewer cars may occur depending on the circuits licence).

1st Heat: starting positions in the races will be determined by a draw.

2nd Heat: Race starters determined according to the classification of the 1st Heat.

3rd Heat: Race starters determined according to the classification of the 2nd Heat.

The starting grid of each race should be organized on the same basis: each race with a least 5 cars, except for the first two races which will be for the slowest (or, in the 1st Heat, the Drivers drawn in those races) Drivers.

In the 1st Heat, Drivers will start in the race allocated in the draw. From the 2nd Heat, the starting grid will be determined as above, but using the result of the previous Heat instead of the drawn positions; the fastest five Drivers in the last race, the next five in the penultimate race, etc.

The driver with the highest amount of qualifying points can choose grid position first, second highest thereafter etc, (except in the 1st Heat where the Drivers will start in the race allocated in the draw).

If upon the composition of the first two races the total number of cars remaining is between 6 and 9, there will be two races, as follows:

9 cars: slowest (or last drawn) four in the first race, next five in the second race;

8 cars: slowest (or last drawn) four in the first race, next four in the second race;

7 cars: slowest (or last drawn) three in the first race, next four in the second race;

6 cars: slowest (or last drawn) three in the first race, next three in the second race.

All the qualifying Heats will be timed, and the fastest Driver in each Heat will be awarded 50 qualifying points, the second fastest 45 points, the third fastest 42 points, the fourth fastest 40 points, the fifth fastest 39 points, the sixth fastest 38 points, the seventh fastest 37 points, and so on.

Those Drivers who did not complete a Heat (DNF) will be credited with a total of points equal to the number of points that the slowest Driver would be given, less one point, supposing that all the starters in the Competition were classified.

Those Drivers who did not start the Heat (DNS) and those Drivers who were excluded (EXC) from the Heat will not be credited with any points.

Those Drivers who did not start the Heat (DNS) will be classified before Drivers who were excluded (EXC) from the Heat.

A Driver will be considered to have started the Heat once it has crossed its Start-line, following the successful start and under its own power.

These qualifying points awarded in the qualifying heats do not count as Championship points.

If a race is restarted, a Driver who started in the first or subsequent starts but was not able to start in the race that was completed, will be shown as "DNF" instead of "DNS" and will be credited with the appropriate number of points.

Known non-starters will be omitted from the published grid sheet. After the first race in a heat has started, a non-starter in a later race will only be replaced if his absence means that the race has fewer than three starters.

After the qualifying Heats, there will be an intermediate classification according to each Driver's total qualifying points scored in the three Heats. In the event of tied positions in the intermediate classification, precedence will be given to the Driver(s) who were the fastest in the 3rd Heat, and if equal thereafter the fastest in the 2nd Heat, etc.

To appear in this intermediate classification, a Driver must have crossed the finish line and been duly classified in at least one Heat.

In the event of a non-finish the classification will be decided by the last crossing of the finish line

Championship points will be awarded to the top 16 Drivers in the intermediate classification, according to the following scale:

1st	16 points
2nd	15 points
3rd	14 points
4th	13 points
5th	12 points
6th	11 points
and so on down to 16th	1 point

In each qualifying Heat, one of the laps must be the Joker Lap. Those Drivers who do not take this Joker Lap will receive a time penalty of 30 seconds.

2.6 Semi-Finals

The Semi-finals will be run over five laps.

The 12 top-scoring Drivers in the intermediate classification will qualify for the two Semi-Finals.

If 18 entries or more 3 semi final will take place so top 18 scoring drivers in intermediate classification will qualify.

If less than 15 cars are still running at the semi final stage the event will revert to 2 semi final format.

Driver's grid positions for each Semi-Final will be determined by their position in the intermediate classification.

Semifinals positions are allocated as seen below based on intermediate points in the event of a tie the highest points scored in Q3 then Q2 then Q1 will be taken as the decider, in the event of a tie remaining a draw will ensure priority.

3x Semi-final Grid:

Semi 1	
1	Points winner
2	4th place points
3	7th place points
4	10th place points
5	13th place points
6	16th place points

Semi 2	
1	2 nd place points
2	5th place points
3	8th place points
4	11th place points
5	14th place points
6	17th place points

Semi 3	
1	3 rd place points
2	6th place points
3	9th place points
4	12th place points
5	15th place points
6	18th place points

2Semi final grid

Semi 1	
1	Points winner
2	3rd place points
3	5th place points
4	7th place points
5	9th place points
6	11th place points

Semi 2	
1	2 nd place points
2	4th place points
3	6th place points
4	8th place points
5	10th place points
6	12th place points

There will be six starters, arranged 2-2-2 in three rows in each Semi-final.

Drivers placed 1st, 3rd, 5th, 7th, 9th and 11th in the intermediate classification will take part in Semi-final 1.

Drivers placed 2nd, 4th, 6th, 8th, 10th and 12th in the intermediate classification will take part in Semi-final 2.

The Semi-Finals will only be run if there have been at least eight (8) cars participating in the first qualifying Heat, (a minimum of 4 cars per Semi-Final); if the Semi-Finals are not run, the 6 top-scoring Drivers in the intermediate classification will progress directly to the Final.

In the Semi-Finals Championship points will be awarded as follows:

1st	6 points
2nd	5 points
3rd	4 points
4th	3 points
5th	2 points
6th	1 points

If a Driver is unable to take his place in a Semi-Final (i.e. his car is unable to be driven under its own power to the starting grid), he will be substituted by the next qualifier (the highest placed Driver in the intermediate classification not already in the Semi-Finals). Any such substitute(s) will take the last place(s) on the grid with those ahead of them moving up to fill the place left by the non-starter(s).

The six Drivers not qualified for the final will be classified according to Championship points scored in the Competition.

Should more than one Driver have scored the same number of points in the Championship, precedence will be given to the Driver with the highest number of qualifying points, if equal precedence will be given to the Driver with the fastest time in the 3rd Heat and thereafter fastest time in the 2nd Heat, etc.

In the event of a non finish the classification will be decided by the last crossing of the finish line

A Driver who is excluded from a Semi-Final for whatever reason will receive no points for that Semi-Final.

In each Semi-Final, one of the laps must be the Joker Lap. Those Drivers who do not take the Joker Lap will be classified last in that race and will receive no points.

2.7 Final

The Final will be run over five laps.

The winner, second and third-placed (**or winner and second, if 3 semifinals is driven**) Drivers in each Semi-Final will qualify for the Final.

There will be six starters, arranged 2-2-2 in three rows in the Final.

The Semi-Final winner with the highest number of Championship points in the Competition will start on the 'pole' side of the grid, followed by the other Semi-Final winner. The same procedure will be used between the two second-placed Drivers, and two third-placed Drivers. **In case of three semifinals, like above, but winner of the third semifinal will start on row 2 on the 'pole' side. The same will continue for 2nd place with the highest championship points in position 4 on the grid 2nd highest in position 5 and 3rd highest in position 6.**

In the Final Championship points will be awarded as follows:

1st	8 points
2nd	5 points
3rd	4 points
4th	3 points
5th	2 points
6th	1 points

If a Driver is unable to take his place in the Final (i.e. his car is unable to be driven under its own power to the starting grid), he will be substituted by the next qualifier (the fourth placed Semi-finalist with the highest

Championship points score in the Competition who is not already in the Final). Any such substitute(s) will take the last place(s) on the grid with those ahead of them moving up to fill the place left by the non-starter(s).

The total Championship points scored by each Driver in the Competition (intermediate classification, Semi-Final and Final) are added to the Championship score for that Driver.

The winner of the Final will be the winner of the Competition. Positions 1 to 6 in the final classification will be according to the result of the Final. The remaining Drivers will be classified according to Championship points scored in the Competition.

In the event of a non-finish the classification will be decided by the last crossing of the finish line

A Driver who is excluded from a Final for whatever reason will receive no points for that Final

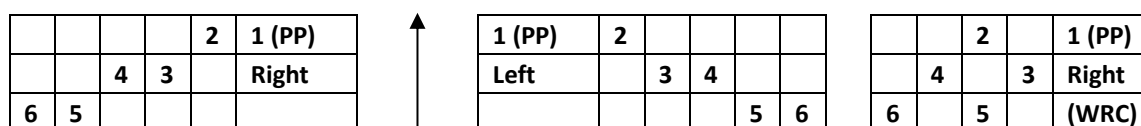
If two or more Drivers are excluded (EXC) they will be classified according to the Championship points scored in the Competition, if equal precedence will be given to the Driver with the highest number of qualifying points, if equal precedence will be given to the Driver with the fastest time in the 3rd Heat and thereafter fastest time in the 2nd Heat, etc.

In each Final, one of the laps must be the Joker Lap. Those Drivers who do not take the Joker Lap will be classified last in that race and will receive no points.

2.8 Pole Position

The side of the pole-position is depending on if the first corner is to the left or right according to the homologation of the circuit.

Starting grid according to the drawing to the right (World Rallycross Championship) when the homologation of the circuit only allows for 5 cars abreast (reversed when first corner is to the left).



2.9 Starts

2.9.1 Starting method

- Cars will be started with a starting light system.
- Only one " tyre cleaning start" per car on the starting grid is allowed.
- There will be a startofficial with a gridsign at each car.
- When the cars are placed on the grid in the correct order, no light is activated.
- When the starter gets the go-ahead signal, the red light comes on and the startofficials removes their gridsigns and check " thumbs up" with the driver.
- If a car is not placed correctly when the red lights comes on this shall be indicated with sound or light signal to the starter. This is not a False start. The starter will abort the start and then do the starting procedure all over again.
- Then the startofficials leave the starting grid.
- When the startofficials reach a predetermined position and the starter consider it is all clear to start, the sign " Ready to Race" is shown from a position at the side of the track.
- The start will be given when the green light is switched on or red light is switched off, either which will be informed at the driver's briefing. Start occurs during the time the sign " Ready to Race" is shown.
- Monitoring the start procedure can also be done with camera.

2.9.2 False starts

- False start should be indicated automatically where each car is individually monitored.
- Systems with photocells are preferred. There must be a margin of 12 cm (+/- 2 cm) between the false start system and the car. Monitoring the start procedure can also be done with camera.
- The **Judge of fact** has the right to decide a false start.

- Any movement of the car inside its starting zone is not considered as a false start unless the car crosses its indicator/starting line before the green light is switched on or red light is switched off.
- A false start will be declared if a car crosses its indicator/starting line before the green light is switched on or red light is switched off.
- To abort the heat/final when a false start occurs, red flags will be shown. Eventual distributed penalties remain on the restart.
- When a false start occurs, all drivers will return to their original starting position and the starting procedure will begin again.
- The driver(s) who caused the false start must pass through the Joker Lap section twice in the race concerned. A board or flag with "2 x Jokerlap" will be shown to the driver(s) which caused the false start.
- All drivers will be notified via a black/white warning board/flag that they are under observation, and the next driver who makes a false start in the same race will be excluded from that race.

2.10 Stopping a race

2.10.1 Stopping a race and restart

Should it become necessary to stop a race due to the track being blocked by an accident, false start or because weather or other conditions make it dangerous to continue, the clerk of the course will order a red flag/signal to be shown at all marshal posts, as well as at the finish line. The decision to stop a race can only be made by the clerk of the course (in his absence the deputy clerk of the course).

This red flag indicates that Drivers must immediately cease racing and proceed slowly to the starting grid or other place as directed by the marshals. It is allowed to receive technical assistance and work on the cars when they are on the assigned position, but this work can not delay the restart. All eventual distributed penalties remain on the restart.

In a race where the time taken for the full distance is integral to calculating its results, the race will be restarted over the full distance.

When the clerk of the course deem that the track is ready, all drivers are called back to the restart and on the same time the two-minute rule applies. An official clock situated in the starting grid area is started.

Any driver who isn't at the starting grid area inside this two-minutes or isn't allowed to take restart due to technical reasons, will be denied taking the restart.

At the restart all drivers will return to their original starting position. Drivers who are unable to take the restart will not be substituted.

- ### 2.10.2 In a race where finishing position is used in calculating the result of the race: where the race has completed at least three of five laps, the result may be declared on positions recorded at the end of the last full lap before the red flag is shown.

Drivers who have not completed the Joker Lap will have a notional time added to their recorded time for the laps completed before the final order is calculated.

This notional time will be calculated separately for each category.

The fixed notional time will be the averaged difference of the fastest lap time and the Joker Lap time of the Top 5 Drivers in the last qualifying heat.

Where one or more of the Top 5 Drivers has taken the Joker Lap in the first lap of his race, his time will be disregarded and the time of the next fastest Driver (who has not taken the Joker Lap in the first lap of his race) will be considered instead.

The resulting notional time will be rounded up to the nearest tenth of a second.

The fixed notional time will be published together with the results of the last qualifying heat.

- ### 2.10.3 Re-runs will be permitted only:

- when a red flag has been shown during a race;
- when the end-of-race signal is displayed inadvertently or otherwise before the leading car completes the scheduled number of laps.

All other incidents will be treated as force majeure.

The race will be restarted over the full distance.

Driver(s) who according to the clerk of the course caused the red flag will not be permitted to take the restart.

If a driver in a race causes a re-run by crowding, obstruction or reckless driving, the driver concerned may be excluded, at the discretion of the **stewards**

The clerk of the course is entitled to assess whether a heat, semi-final or final will be re-run even after the end-of-race signal is shown, whether it is caused by a race technical mistake.

2.11 Finish

The signal indicating the end of a race shall be given on the finish line as soon as the leading car has covered the full race distance.

Should the end-of-race signal be displayed inadvertently or otherwise before the leading car completes the scheduled number of laps for that race, the clerk of the course may order that a re-run will take place.

Drivers who did not complete all laps in a race are to be considered (DNF).

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

2.12 Podium ceremony

The podium ceremony on the circuit will be held immediately after the Finals. The Top 3 finishers must be present, wearing their Competition overalls and a cap provided by the specified tyre supplier.

All drivers who attend the podium ceremony must be wearing a cap provided by the STCC AB nominated tyre supplier 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.

2.13 Paddock

There must be at least two places with high-pressure car wash equipment in the paddock.

Each organizing club will by PM announce the time you get access to the paddock. Competitors can be placed on grass, gravel or asphalt surface.

Each team can be assigned an area with a maximum of 108 square meter (rectangle eg. 12 x 9 m). If the organizing club have available space this can be ordered at a cost of 200 SEK per square metre.

Within the maximum assigned area there should be space to open any doors or similar.

Privat cars, truck tractors, motorhomes, extra transport vehicles, caravans, trailers, etc can not be parked in the paddock.

The organizer has the right to move any truck tractors, tralers etc. out of the paddock.

Generally, the team's short side of the awning is to be placed next to paddock gate.

- Any catering within the above-mentioned areas should be able to be separated from the team and be approved by authorities and organizers.

For all catering services in addition to the team's own staff, please contact the organizing club in advance.

- Parking possibilities for truck tractors, motor homes, extra transporter vehicles, etc will be arranged as close to the paddock as possible.
- Teams have access to a maximum of 1 metre of the paddock gate in front of the tent/service vehicle for use by working vehicles such as four-wheelers, tyre cart, cordoning off or similar.
- 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.
- 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.
- 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.
- 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.
- Team can the earliest start to pack up their tents and equipment at the time the finals start.

- 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.
- 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.
- Heating the transmission on rollers is not allowed. At least three jacking points on the car is required when heating the transmission.

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.

2.14 General safety

All driving on the track must be according to FIA Appendix L, Chapter IV - Code of Driving Conduct on Circuits, Article 2.

It is not allowed to use the vehicle in front as a brake, or to intentionally cause a collision with another car.

A driver may not prevent a legitimate passing manoeuvre by another driver.

After receiving the end-of-race signal, all cars must proceed the lap slowly and follow the car in front back to the paddock (parc-ferme) or follow signals from officials.

No passengers are allowed when driving on the track.

It is strictly forbidden for Drivers to drive their car in a direction opposite that of the race.

At the exit of the Joker Lap, the cars on the main track have priority.

2.15 Incidents/follow-up inspections

- 2.15.1 All cars that are reported as having been involved in a collision during a race, must be inspected by the ASN Technical Delegate if so ordered by the clerk of the course 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.
- 2.15.2 If a driver is involved in a collision or incident, he may not leave the circuit without the consent of the clerk of the course, 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.
- 2.15.3 A driver's car may not be moved from the paddock during an event 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 ASN Technical Delegate. ASN Technical Delegate can demand a re-inspection at any time.
- 2.15.4 If a driver has serious mechanical difficulties during a race, he must leave the track as soon as it is safe to do so. The driver must leave the car in as safe a place as possible, 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 race.
- 2.15.5 If a car stops during a race, it must be moved as fast as possible so that it does not represent a danger or hindrance to other competitors. If a driver cannot move the car from a dangerous position, it is the responsibility of the official to assist the driver, however without endangering their own safety. Should the

assistance result in the engine starting and the driver rejoins the race, the driver can continue without a penalty. In the case the assistance occurs with technical means, for example with a towtruck, the driver can not continue the race.

2.16 Parc ferme

Any car having taken part in the Finals must be taken by its Driver to Parc Fermé immediately after the last race for which the Driver qualified.

The Parc Fermé conditions apply from the finish line to the entrance of the Parc Fermé area

Cars having not completed the race may be returned to the paddock.

The ASN Technical Delegate may (after consultation with the **Stewards**) select a car at random for further inspection.

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.

2.17 Weighing

- 2.17.1 The scale that is used in the championship will be supplied by the organizing club or the ASN. The scale will be calibrated before the first event. The scale is deemed as being correct throughout the entire championship.
- 2.17.2 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.
- 2.17.3 The weight may be checked at each race. Cars will be selected at random to be weighed via a signal from the officials.
- 2.17.4 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 the weight.
- 2.17.5 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 race or during the weighing procedure (except by the ASN Technical Delegate).
- 2.17.6 Procedure after race. The scale will be placed in the inspection area or in Parc Fermé. Cars will be selected at random to be weighed via a signal from an official.
- 2.17.7 Penalty for a breach of the weight regulation. Failure to follow directives given by officials to weigh a car/driver or failure to follow weight rules upon completion of a race will result in the driver being disqualified from that race. The exception is if the ASN Technical Delegate can determine that the failure resulted from an accident on the track during the course of the race.
- 2.17.8 If a driver damages equipment during an inspection after a race, that driver will be disqualified from the results.
- 2.17.9 If a driver at any point damages the scales intentionally or through negligence, that driver will, on demand, pay the costs of necessary reparations or for replacement scales. The driver will not be allowed to participate in the championships until the entire sum has been paid.

3. Technical regulations

3.1 Approved cars

All cars competing in must always, to the point for each class, fulfil the criteria in the **2018** Technical regulations.

Invited cars to the Championships according to article 3.1.1 & 3.1.2.

A driver may only use the car that was originally scrutineered for the event.

Cars will be marked with seals attached to parts of the car that cannot be disassembled by the ASN Technical Delegate. T-cars/spare cars are prohibited. It is not allowed to share cars.

3.1.1 SuperCar

Cars according to FIA Appendix J artikel 279 – 2016, (published on 14.12.2015 – corrected on 17.03.2016). Cars with STCC AB approved documented deviation from Art 279-2016 which instead follows Art 279 of an older version and / or cars with lapsed homologation can be allowed by decision of STCC AB. Applications for a car divergent from Art 279-2016 should be sent to STCC AB no later than 6 weeks before the first race the car is supposed to participate.

3.1.2 Supercar Lites

Cars according to [Supercar Lites – 2018](#), Technical Regulations.

3.2 Special technical directives for the Championship

- 3.2.1 All drivers must fit a permanent time-keeping MyLaps TranX 260 transponder in accordance with the ASN Technical Delegate's specifications for correct time keeping. The time-keeping transponder's exact position should be according to the technical regulations. These transponders must be in place and working correctly during all of the championship's test days, qualifying heats, semifinals and final. Adjustments and maintenance of these transponders may only be conducted by authorised RallyX Nordic time-keeping staff. Drivers will be charged by RallyX Nordic 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 Rally X Nordic when submitting the entry. If a driver doesn't have an own personal transponder or it doesn't work, it is possible to rent one at the event. The cost is SEK 800 (+25% VAT) per event, this is including a deposit fee of SEK 400 (+25% VAT) which is refunded when the transponder is returned after the event (a deposit of the drivers license instead of a deposit fee is also accepted).
- 3.2.2 Fuel Supercar. The cars must use fuels – combustives complying to FIA App J – Art 252.9 or the FIA approved fuel for Supercar. Only petrol is allowed to use as fuel. **A single fuel supplier may be appointed by RallyX Nordic details of which would then be issued in a bulletin. Details of the specification, purchase etc would be contained in said fuel bulletin.**
- 3.2.3 **Fuel Supercar Lites. A single supplier of fuel may be appointed for the championship, designated by Rally X Nordic, details of which would then be issued in a bulletin. Details of the specification, purchase etc would be contained in said fuel bulletin.**
- 3.2.4 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.
- 3.2.5 During the event the ASN Technical Delegate and an official appointed by the clerk of the course have the right to freely and unimpeded by the competitor, take a fuel sample from the driver'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 FIA. 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 clerk of the course who may impose a penalty. Any further analyses will be carried out in a laboratory approved by the FIA/SBF. The clerk of the course can suspend any driver from the championship until the case has been decided.
- 3.2.6 No refuelling and/or removing of fuel is permitted during practice, 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 race. Failure to follow this may result in disqualification from the race.
- 3.2.7 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 3.3).

- 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). This 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.
- 3.2.8 The use of tape on the car's exterior is prohibited, except during 'crash reparations' in connection with practice, 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.
- 3.2.9 Each Driver must keep the side window on his side closed, side window on passengerside can be open to max ¼.
- 3.2.10 The use of glycol in the cars cooling system is not allowed.
- 3.2.11 Cars must always fulfil the [2018 FIA](#) noise regulations.
- 3.2.12 Mandatory on-board camera footage recording system. Each driver must install one camera in the car 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. All drivers 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.
- 3.2.13 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 heats, semifinals and final 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.
- 3.2.14 The towing device must be of a belt type made of soft material and have a smallest hole-diameter of 60 mm. The towing device's design and position must be such that it can be used if the car has stopped in graveltrap 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 compulsory that every car must be equipped with one towing devices in the front of the car and one towing devices in the rear of the car. The ASN Technical Delegate reserves the right to order a driver to change their towing device's shape/construction.
- 3.2.15 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.

3.3 Radio

- 3.3.1 Voice radio communications between the driver and his/her team is allowed.
- 3.3.2 Radio frequencies used by the driver and the team must be licensed for use within respective country. STCC AB must be informed of which radio frequency the driver 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 driver and the team can be verified.
- 3.3.3 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 driver and their team can be penalised from practice and race till a change of frequency has been carried out.

3.3.4 If a driver and team wish to change frequency they must first have approval from RallyX Nordic.

3.3.5 Distorting or coding radio transmissions in any way is prohibited.

3.4 The cars exterior

3.4.1 Four number stickers will be provided by RallyX Nordic 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 practice or race in a championship event without displaying the stickers correctly. The stickers should be displayed on the rear side windows on both sides of the competing car and on the windscreen and rear window, as shown in diagram [RX1-2018](#). The clerk of the course 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 RallyX Nordic.

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

3.4.3 Official championship stickers must be displayed on the windscreen, rear window, the upper part of the front doors, 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 [RX1-2018](#) on each competing car. These stickers will be provided by Rally X Nordic. No car will be allowed to practice or compete in a championship event without displaying the stickers correctly. Decisions regarding such stickers' placement, size and type lie exclusively with Rally X Nordic. RallyX Nordic's advertising space on the windscreen and rear window comprises 20 cm in length and the full width of the top of the window.

3.4.4 Each driver should always wear the championship badge provided by RallyX Nordic (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 [RX2-2018](#).

3.5 Scrutineering

3.5.1 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 or race. Competitors must provide their ASN log book upon scrutiny of every car that will compete for each race.

3.5.2 If a car has been selected for scrutineering by the ASN Technical Delegate after a 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 race. Any breach of this may result in disqualification from the 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.

3.5.3 Failure to allow or facilitate scrutineering after a race may be deemed a violation of the Regulations and may lead to disqualification from the race, as decided by the [Stewards](#),

3.5.4 The ASN Technical Delegate may require that the competitors carry out necessary dismantling. Failure to do so can result in the clerk of the course 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.

3.5.5 The 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.

3.5.6 During the season, RallyX Nordic 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 ASN Technical Delegate for scrutiny by an analyst appointed by Rally X Nordic. 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 RallyX Nordic and the competitor. Failure to allow or facilitate the inspection of such electronic equipment may be deemed a violation of the Regulations, which can lead to disqualification from the championship by the **Stewards**.

- 3.5.7 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.

3.6 Scrutineering after the race

- 3.6.1 The ASN Technical Delegate may (after consultation with the **Stewards**) select a car at random for further inspection.
- 3.6.2 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 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 ASN Technical Delegate.
- 3.6.3 The chosen car(s) will be transported to an appropriate designated location, under the supervision of the ASN Technical Delegate.
- 3.6.4 The 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.
- 3.6.5 The 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 clerk of the course 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.
- 3.6.6 Breaking or manipulating the seal is forbidden. The ASN Technical Delegate or alternatively his pre-appointed representative, will report any irregularities to the **Stewards** for evaluation and appropriate action.
- 3.6.7 Failure to allow or facilitate an inspection by the ASN Technical Delegate will be deemed as breach of article 3.6 and may lead to the **Stewards** to impose a punishment in accordance with article 4 of the Regulations.
- 3.6.8 Should the ASN Technical Delegate decide that the car or any component thereof fails to conform to the Regulations, this will be reported to the **Stewards** who, after consulting all parties concerned, will decide the matter and impose a punishment in accordance with article 4 of the Regulations.

3.7 Tyres

- 3.7.1 **Rally X Nordic specified single tyre supplier for the Championship is Avon /Cooper Dealils of the 2018 Specification and supplier will be sent out in the form of a Tyre Bulletin after entries have been accepted.**
- 3.7.2 **Supercar Dry Tyre limitations.** Dry-weather tyres – A maximum of eight (8) tyres per driver may be used and of these eight (8), four (4) tyres should be marked from any of the previous events. For the first event a driver participates in they are allowed to use eight (8) new tyres. The tyres should not have any other pattern cut, molded or hand-cut, other than what is made by the manufacturer at the time of production. These are the only dry-weather-tyres that may be used for that particular event qualifying heats, semifinals and final.
- Each Supercar driver will be able to use a maximum of four (4) new or used dry-weather tyres registered in his/her name as Joker tyres during the **2018** season. These tyres ought to be registered at the first event a driver takes part and when marked could be used anytime during the seasons qualifying heats, semifinals and final. The purpose of the Joker tyres are to replace damaged or worn tyres as there will be no possibility to exchange marked tyres even if they are damaged or worn.

Supercar Wet Tyre limitations. Wet-weather tyres – A maximum of eight (8) tyres per driver may be used and of these eight (8), four (4) tyres should be marked from any of the previous events. For the first event a driver participates in they are allowed to use eight (8) new tyres. The tyres should not have any other pattern cut, molded or hand-cut, other than what is made by the manufacturer at the time of production. These are the only wet-weather-tyres that may be used for that particular event qualifying heats, semifinals and final.

3.7.3 **Supercar Lites Dry Tyre limitations.** Dry-weather tyres – A maximum of six (6) tyres per driver may be used and of these six (6), four (4) tyres should be marked from any of the previous events. For the first event a driver participates in they are allowed to use six (6) new tyres. The tyres should not have any other pattern cut, molded or hand-cut, other than what is made by the manufacturer at the time of production. These are the only dry-weather-tyres that may be used for that particular event qualifying heats, semifinals and final.

Supercar Lites Wet Tyre limitations. Wet-weather tyres – A maximum of six (6) tyres per driver may be used and of these six (6), four (4) tyres should be marked from any of the previous events. For the first event a driver participates in they are allowed to use six (6) new tyres. The tyres should not have any other pattern cut, molded or hand-cut, other than what is made by the manufacturer at the time of production. These are the only wet-weather-tyres that may be used for that particular event qualifying heats, semifinals and final

3.7.4 **The driver can freely choose between dry-weather or wet-weather tyres.** The driver must assume that the clerk of the course will not suspend the qualifying heats, semifinals and final.

3.7.5 The tyres should be assembled on the rim and presented to 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 entered the track.

3.7.6 All forms of tyre heating/heating retention devices are prohibited. No chemical and/or mechanical tyre treatment is permitted. No other form of artificial heating or heat retaining of the tyre or wheels is permitted. It is not permitted to apply tape or similar to the tyre/side of the tyres. All this applies to both dry-weather and wet-weather tyres.

3.7.7 The use of hot air tyre scrapers or any similar equipment used to scrape the tyres clean at the event is not permitted.

3.7.8 Drivers must ensure that the tyres used at each event conform to the Regulations.

4. Penalties

Penalties will be imposed in accordance with **FIA Sporting Code**, RallyX Nordic regulations.

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 an 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, Rally X Nordic and the driver/competitor and team. Any breach of these regulations may result in penalties in accordance with the International Sporting Code, and these regulations point 4.3. Penalties

4.2 ASN rules

The supplementary regulations must follow each ASN's regulations.

The stewards of the meeting may impose one or more penalties, simultaneously if applicable and/or in substitution or in addition to other available penalties, on any driver involved in an incident

4.2.1 False start

The Driver(s) who caused the false start must pass through the Joker Lap section twice in the race concerned. A Driver who makes the second false starts in the same race will be excluded from that race.

4.2.2 Joker Lap

In each qualifying Heat, one of the laps must be the Joker Lap. Those Drivers who do not take this Joker Lap will receive a time penalty of 30 seconds.

In each Semi-Final and Final, one of the laps must be the Joker Lap. Those Drivers who do not take the Joker Lap will be classified last in that race and will receive no points.

The penalty for Drivers who take it more than once will be decided by **the stewards**.

4.3 Penalties

The following list of examples is not exhaustive. The stewards have overall authority concerning the penalties imposed.

INFRINGEMENT PENALTY

01 Entry of a car that does not comply with the Regulations	Start refused
02 Absence of valid Licences	Start refused
03 Absence of the ASN's permission on the entry form	Start refused
04 Failure to pay entry fees	Start refused
05 Failure to submit homologation form	Start refused
06 Car failing to conform to the Safety Measures	Decision of the stewards
07a Late arrival at the dummy grid/holding area	Start refused /Replaced in that race by next Driver
07b Failure to notify a nonstart	Decision of the stewards
08 Absence of the identification marks affixed by the scrutineers	Disqualification from the Competition
09 Moving the track markers, driving outside the circuit or breach of Appendix L, ChapterIV – Code of Driving Conduct on Circuits, Article 2	First report: black/white (warning) flag as a minimum. Next report: 5-second time penalty as a minimum. Next report: black flag

This does not prevent the race director imposing a different penalty if a ny advantage is gained, or a report to the stewards who may impose a different penalty.

10 False starts	Defined in SR, Article 4.2.1
11 Failure to respect instructions given by the flag signals	Decision of the stewards
12 Driver's equipment failing to conform to the safety measures.	Decision of the stewards
13 Any tampering with or attempt to tamper with the Identification marks. Disqualification from the Competition	
14 Infringement of the Parc Fermé rules	Decision of the stewards
15 Reporting late to scrutineering	Decision of the stewards
16a Not-taking a Joker Lap (Qualifying Heat)	Defined in SR, Article 4.2.2
16b Not-taking a Joker Lap (Semi-Final or Final)	Disqualification
17 Incorrect temperature of the tyres	Decision of the stewards
18 Any deliberate or reckless contact between Drivers/cars after the finish:	Decision of the stewards
19 Incorrect use of engines and/or turbos	Decision of the stewards
20 Competitor or Driver not attending or being late to the briefing	Decision of the stewards
21 Use of fuel or tyres other than those prescribed	Disqualification from the Competition
22 Failure to respect the speed limit in the paddock	Decision of the stewards
23 "Unsportsmanlike" behavior during a Competition	Decision of the stewards

Moreover, the stewards, either themselves or upon the proposal of the race director or clerk of the course, may decide on any point which is not provided for in the Regulations and apply penalties in conformity with the criteria of the Code, of the Championship Regulations and of the Supplementary Regulations.

17.2 Protests shall be made in accordance with the Code. Protests concerning the Semi-Finals may be heard after the Final. The Protest fee according to organizing ASN.

17.3 Time penalties and refusing the start for late arrival in the pre-grid area/starting grid are not susceptible to appeal.

17.4 The amount of the appeal is set by organizing ASN in the SR.

5. Applications

All drivers, competitors and teams must submit an application to RallyX Nordic prior to the championship. A complete application on webaddress <http://anmalan.stcc.se> must have been received by STCC AB before **April 22, 2018**. RallyX Nordic reserves the right to accept or reject each entry received after **April 22, 2018**. 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 championship fee is paid to STCC AB and the signed entry contingent liability form is provided to **RallyX Nordic**. When the application has been approved by STCC AB it constitutes a binding contract and can only be revoked without a fee with **RallyX Nordic** approval. Each driver eligible to participate in the contest of a **National Championship**, will wherever possible be given a place to participate.

5.1 Championship fee

The driver's championship fee in Supercar is **SEK 70 000 (+6% VAT)** and for **Supercar Lites** it is **SEK 55 000 (+6% VAT)**. This fee will be invoiced by STCC AB and should be paid no later than **22 April 2018**. This championship fee includes the registration fee to all events in the championship, one connection of electricity 230 Volt 10 amp, 5 entry tickets to the raceday, one Unisorbmat, startnumber fee, 6 entry cards to the teams personell, championship stickers and a sign for the awning.

The championship fee or registration fee will not be refunded.

5.2 Registration single events

The driver/competitor may be allowed to compete in individual events of the championship. if approved by STCC AB.

5.3 Withdraw an entry

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 organizer. 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.

5.4 Contact organizing clubs

Grenland Motorsport Senter	Arvika
NMK Grenland	MK Team Westom
Postboks 90	Box 285, 671 27 Arvika, Sweden
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5.5 Cancellation event

STCC AB and the organizing clubs reserve the right to cancel the competition if there are too few entries to an event. If there is fewer than 10 entries STCC AB and the organizing club reserves the right to cancel the event for the relevant class.

5.6 Paddock

- 5.6.1 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 organizer.
- 5.6.2 The organizers 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 organizer. For prices and inquiries in excess of incoming electricity, please contact the event organizer. To connect to the organizer's electricity grid, each team should connect their own residual-current device. Connection cables to the organizer'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.
- 5.6.3 To unload equipment please obtains a temporary entry card, issued by the paddock manager.
- 5.6.4 Each competitor is responsible for the payment of fees for all their vehicles in the paddock parking space.
- 5.6.5 Race cars may only be moved in the paddock 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.
- 5.6.6 Goods sent in advance to the racetrack must be agreed with respective organizer 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.

5.7 Environment

All Swedish events in the championship shall be organized as "Grönt arrangemang" in accordance to Riksidrottsförbundets "Idrottens miljöhandbok".

- 5.7.1 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 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 at a cost of 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.
- 5.7.2 Each competitor and team are responsible for their rubbish and waste. Rubbish and waste must be submitted on the environmental stations that are located at the race track. (see information in PM).
- 5.7.3 After each event the STCC organization will check that the paddock is clean. If a competitor/team has left waste or garbage, the cost of cleaning may be charged the competitor.
- 5.7.4 Environmental regulations at each event are according to SBF/NBF/DASU/AKK Common Rules
- 5.7.5 The organizer is responsible that environmental stations are within range.
- 5.7.6 Each competitor shall also have absorbent materials for absorbing oil spills and other liquids.

5.8 Environment, competitors responsibility

Regarding the competitors/team's responsibility at events, the following applies:

- Always prevent and avoid any spills arising from vehicles.
- Hazardous waste such as oil, fuel, contaminated liquid or soil, must be taken care of by the respective competitor.
- Tight tarpaulin, absorption mat, or equivalent protection should be used during the event at all facilities / service points / paddock parking space. The protection must be so large that it even protects when large spill, thus significantly higher than the actual competition vehicle. Any spillage may not be removed to other places than that by the organizer designated location.
- Tight tarpaulin, absorption mat, or equivalent protection should also be available, if necessary, to be placed under the rest of the team's vehicles in the paddock.
- Sufficient soil protection of absorbent material shall be provided and used during the refueling of vehicles, regardless of where it occurs. Any spillage should always be collected by the one who spills.
- Collecting container shall be provided for collecting fluids. The container must accommodate at least 1½ time the amount of liquids (excl. Fuel) is in the race car, but at least 10 liters. The container must be located where the risk of spillage or leakage may occur.
- Bin bags or similar, should be brought and used, unless the organizer announced in the supplementary regulations that they provide these.
- Washing cars may only be made where there is a drain with oil separator. Should contamination occur, it must be reported immediately to the organizer.
- Each driver / team shall have the absorption / approved sanitation agents unless otherwise stated in the invitation or the respective sporting regulations. The amount must be able to absorb at least 10 liters per race car. Decontamination agents must be disposed of by the relevant driver / team and delivered to the organizer's recycling center if available. Absorption / sanitation agents can be replaced by absorbing mat if so specified in the respective sporting regulations.

I. Scope

- Races comprised in this championship should be conducted in accordance with the Sporting Regulations RallyX Nordic [2018](#) and these Commercial regulations.
- If STCC AB find any driver/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 organization, functionaries, organizers, 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 X of the regulations.
- Decisions are made by STCC's board and cannot be appealed.
- All teams, team members, drivers and persons associated with them, will through this application in accordance with 5 be bound by the Sporting Regulations RallyX Nordic [2018](#) 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.

II. Permanent entry cards

- Each registered car will receive 5 entry cards from the organizer of the event.

III. Invitation tickets

- See the special bulletin from STCC AB "Team- och inbjudningsbiljetter [2018](#)".

- All team's 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.

IV. Driver presentations

- Drivers, wearing their driver overall, must always participate in driver presentations before and during each event. Participation in autograph sessions, pit walks, press/VIP session in STCC Race Lounge etc. is necessary if requested by STCC AB.

V. 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 driver/competitor and their teams are obliged to assist STCC AB in the promotion of the championship.
- All drivers finishing first, second or third in each final, must participate in a press conference in the media center at the track immediately after the podium ceremony.
- Each team is allowed to install their own fittings for an on-board camera, which are subject to approval by the ASN Technical Delegate and the TV-company involved.
- Decisions as to who should have the TV-company on-board cameras rest exclusively with the TV-company, whose decisions are final.
- Each driver 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. Camera should be mounted when the car is scrutineered, and a note will be done in the scrutineering protocol.

VI. Publicity

- 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 IX must attend the podium ceremony wearing their driver's safety equipment (overall) and a cap provided by the specified tyre supplier 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.
- 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 **2018** 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).

VII. Merchandising

- The competitor/team hereby authorise and give STCC AB permission to use pictures and representations of the competitor/team'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.

VIII. Miscellaneous

- **Test & press days.** It is not allowed to arrange or take part in any private test session (wheter alone or not) from 14 days before the championship event is held at the track in question. Concerning media and press activities this is done in consultation with **respective organizer of the event** and Promotor.
- Drivers, competitors, 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.
- 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 RallyX Nordic event. This list shall be handed over to STCC AB before the first event.

IX. Prizes

- Prize cups will be awarded to the drivers who finishes first, second or third in every final. Presentation will take place at the STCC prize podium.
- Prize money Supercar: SEK 350.000 in total will be awarded according to the total finishing position as follows:
1st SEK 200.000.
2nd SEK 100.000.
3rd SEK 50.000.

Only drivers registered for the complete championship according to paragraph 5.1 are entitled to score prize money.

- Prizemoney **Supercar Lites**: SEK 175.000 in total will be awarded according to the total finishing position as follows:
1st SEK 100.000.
2nd SEK 50.000.
3rd SEK 25.000

X. Administrative Fees

- The terms in these Commercial Regulations are fundamental to the contract between STCC AB and the driver/competitor and team. 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 driver/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 20 000 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 driver/competitor and/or team and/or 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 driver/competitor and/or team 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 IX of these regulations to even out such advantages. Decision regarding the enforcement of this article will be made by STCC AB's board.