

Swedish GT Series

Sporting Regulations 2018, version 2.

Article 1 Organization

The Swedish GT series 2018 is open for Gran Turismo cars according to Technical Regulations as described below. STCC AB, hereafter termed "Organization", will administer the Swedish GT Series 2018.

The Organizer reserve the right to issue additional statements clarifying items in the rules and regulations and all such statements will be issued to all registered drivers and published in bulletins.

The Organization in cooperation with representative from Racing Commission, Svenska Bilsportförbundet (SBF) can:

- 1) deal with questions concerning the acceptance of drivers;
- 2) authorize a competitor to change the model of his car in the course of the season within the same category;
- 3) deliberate concerning the categorization of the status of a driver (PRO or AM);
- 4) rule on questions concerning the balance of performance.

Article 2 Validity

The present regulation of the Swedish GT series is valid for the sporting season 2018 and is approved by SBF.

The series is governed by the following standards:

- FIA International Sporting Code and its appendices
- Svenska Bilsportförbundets regler
- Tävlingsreglemente STCC Mästerskapsracing 2018.
- Swedish GT series Sporting and Technical Regulations
- Supplementary regulations of the events including modifications and appendices

Article 3 Admitted Cars

Participation to the Swedish GT series is allowed exclusively with the below specified vehicles:

- **GTB cars**, that will run with cars whose performance is similar to GT4 with an individual technical specification approved by the organizers prior to the first event entered.
- **GTA cars**, that are required to comply with the technical regulations as listed together with an individual technical specification approved by the organizers prior to the first event entered.

In exceptional circumstances the Organization reserves the right to accept "Guest" cars, which Technical Form is temporary or incomplete. These cars and their drivers will not score points.

The Organization's decisions regarding the weight or the ride height have immediate effect. The other decisions must come into effect within 7 (seven) days maximum.

All vehicles participating at the Swedish GT series must be presented in an outer pristine condition. Any damages caused through accident need to be repaired before the next race. The organization reserves itself the right to refuse vehicles, which do not meet the above mentioned demands.

Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout the event.

The presentation of a car for scrutineering will be deemed an implicit statement of conformity.

Every car must be in possession of a Technical log book issued by a ASN.

Article 4 Registration och entry

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 15 March, 2018.

The driver's championship fee SEK 75.000 (+6% VAT), will be invoiced by STCC AB and should be paid no later than **5 April, 2018. This championship fee includes the race number fee, one Unisorbmat, one connection of electricity 230 Volt, 10 amp at all events and the registration fee to all events in the championship.**

For more details please see: **Tävlingsreglemente STCC Mästerskapsracing 2018.**

Article 5 Series events

Save in exceptional circumstances, all the Championship events will be made up of one free practice sessions of maximum 60 minutes, 30 minutes qualifying session, two races (race 1 and 2) where race 1 will be with a maximum duration of **35** minutes + 1 lap with one mandatory pit stop per race (which minimum duration will be calculated from the pit lane entry to its exit, and will be communicated at each event), to be made between the **15th** and the **20th** minutes (from start signal to chequered flag, excluding the formation lap) and race 2 will be with a maximum duration of **30** minutes + 1 lap with one mandatory pit stop per race (which minimum duration will be calculated from the pit lane entry to its exit, and will be communicated at each event), to be made between the **13th** and the **17th** minutes (from start signal to chequered flag, excluding the formation lap). If a car is shared by two drivers a change of driver is obligatory during the pit stop.

There will be one 30 minute qualifying practice session which is divided in two parts. If two drivers share the wheel of a car, the PRO driver must take part in the first part of the qualifying session and the AM driver must take part in the second part of the qualifying session.



Starting order for race 1 will be determined by the best qualifying time of the first part of the qualifying. Starting order for race 2 will be determined by the best qualifying time of the second part of the qualifying.

The PRO driver of the first part of the qualifying must take the start of race 1. The AM driver of the second part of the qualifying must take the start of race team with two AM drivers - Bronze or no FIA categorization - must nominate drivers and starting order themselves at each event.

There will be a rolling start.

Throughout the event, no more than two drivers may drive one and the same car.

Any modification to the composition of the crew taking part in the event must be requested to the Clerk of the Course before the start of qualifying. During the event, a driver may not change from one car to another.

Article 6 Pit stop

The car must be standing still for a minimum of 60 seconds during the pitstop. The team will be responsible and control the time of their stop. For each event a reference time for the obligatory pit stop/neutralization will be established, taking into account the time driven with a maximum speed of 50 km/h in the pit lane from the entry timing loop to the exit timing loop and the obligatory stop or for the driver change.

This total time will be published in a Bulletin or in the Supplementary Regulations before the beginning of each event.

The pit stop must be carried out in front of the designated pit or area of each team under the responsibility of the designated Team Manager.

The pit stop for the 35 minute races, must be carried out by passing the pit lane entry timing loop between the 15th and 20th minutes respectively of the race (not before 15m00s.000 and not after 20m59s.999). These times will be counted from the start of the race (green light or extinguishing of the red light).

The pit stop for the 30 minute races, must be carried out by passing the pit lane entry timing loop between the 13th and 17th minutes respectively of the race (not before 13m00s.000 and not after 17m59s.999). These times will be counted from the start of the race (green light or extinguishing of the red light).

In case there has not been made an obligatory pit stop at all, the driver(s) of the car concerned will be penalized with 165 seconds.

The maximum speed in the pitlane is 50 km/h.

The minimum speed in the fastlane is 40 km/h.

The following Stop & Go Penalties can be applied if there is a breach of this article:

1. Time between the two pit lane timing loops under the published time:
 - Stop & Go Penalty of the time missed.
2. All stopping or driving at an abnormally slow speed after the pit stop carried out at the designated Pit/Area:
 - Drive-Through (engine must not be stopped)
3. All speeding over the limit of 50 km/h in the pit lane:
 - Drive-Through (engine must not be stopped)
4. Start or end of the obligatory pit stop outside the obligatory times:
 - Stop & Go of the equivalent time outside the scheduled time.

However, should any of the penalties under 1) to 4) above be imposed and notified during the last part of the race, or after the end of the race, a 30-second time penalty shall be added to the elapsed time of the car concerned in cases 2) and 3) and a time penalty of 30 seconds plus the original Stop & Go Penalty in cases 1) and 4).

It is the responsibility of the competitor to release his car after a pit stop only when it is safe to do so. Cars in the fast lane have priority over those leaving the working lane.

Refuelling is not allowed during the practices and races.

During **all** pitstops no more than three (3) persons may work on the car.

During the mandatory pit stop (35 & 30 minutes race) of his vehicle, the driver being replaced may help the replacement driver to install himself in the car but may not work on the car.

No change of tyres is allowed during the race, with the exception if changeable weather conditions (rain tyres) or damage to tyre (puncture or similar). A maximum of one air gun for central locked wheels or two electrical guns for wheels locked by nuts and bolts must be used.

Except when work is carried out on a car, all personnel must remain inside the pit and or on the pit wall for authorized team personnel.

All other team members standing in the working area delimited by a white or yellow strip separating the pit from the "working lane", will be considered as working on the car, as will a driver if he performs any work on the car, and counted as a mechanic.

At no time may a car be reversed in the pit lane under its own power.

During any pit stop, the driver is obliged to turn off his engine.

For any tuning or regulating, the engine may be started with the help of an auxiliary source of energy. However, when the car goes to re-join the race, the driver must start the engine from his seat, using only those means available on board. The car's engine may be restarted only when the car is about to join the race and is in contact with the ground on its complete wheels.

Replenishment of lubricant and various fluids, without fuel, is allowed during the practice and race.



Article 7 The series

Every round will present separate class results. Drivers series will be individual for GTB and GTA and all rounds in each series. The Swedish GT series Drivers' trophy winning titles will be awarded to the driver(s) who have scored the highest number of points in each class, by taking into consideration all the results obtained from all the races.

Only AM drivers may race alone in the both championships. PRO drivers must share the wheel of the car with a AM driver.

Points for the titles of Drivers' trophy are awarded at each race according to the following scale:

- 1st: 25 points
- 2nd: 18 points
- 3rd: 15 points
- 4th: 12 points
- 5th: 10 points
- 6th: 8 points
- 7th: 6 points
- 8th: 4 points
- 9th: 2 points
- 10th: 1 point

Article 8 Competitors Applications

A car can be shared between a Professional (PRO) and an Amateur (AM) driver or by 2 Amateur drivers or only with one Amateur driver.

- Amateur (AM) drivers category: All bronze and silver category drivers are classified as amateur (AM) drivers.
- Professional (PRO) drivers category: All Gold and Platinum category drivers are classified as professional (PRO) drivers.

Definitions of the drivers' categorizations:

Platinum: professional driver generally recognised as a well-known driver on the international scene, under the age of 55, and satisfying at least one of the following criteria:

- has held a Super Licence (for Formula One),
- has won the Le Mans 24 Hours outright,
- has been a works driver, paid by a car manufacturer;
- has finished in the top 10 in the general classification in F3000, CART/Champcar, IRL or GP2;
- has finished in the top 6 in the general classification of an F3 international series (British/EuroF3) or major international single-seater Championship (Example: Nissan World Series);
- is a driver whose performances and achievements, despite not being covered by one of the definitions above, may be considered as professional by the Bureau.

Gold : semi-professional driver in international series or who has distinguished himself in national Championships and satisfying at least one of the following criteria:

- driver satisfying the criteria of the Platinum category but aged 55 to 59;
- has competed competitively in karting or single-seater series and is under 35;
- has finished in the top 10 in the general classification of a secondary international single-seater series (A1 GP, Renault V6, FR2000 international...);
- has finished in the top 6 in the general classification of a national single-seater series (F3, FR2000...);
- has finished in the top 3 in the general classification of an entry level single-seater series (F-Ford, F-BMW, F-Zip, Autosport Academy...);
- has finished in the top 10 in the general classification of the Porsche Supercup;
- has finished in the top 3 in the general classification of a national or international series.
- is a driver whose performances and achievements, despite not being covered by one of the definitions above, may be considered as Gold by the Bureau.

Silver : amateur driver satisfying at least one of the following criteria:

- driver aged under 30 and not satisfying the criteria of the Platinum and Gold categories;
- driver satisfying the criteria of the Platinum category but aged 60 or over;
- driver who has finished in 1st place in the general classification of national Championships or international series in association with a professional driver according to the criteria for the platinum category;
- driver who has won a non-professional drivers' series (Ferrari Challenge, Maserati Trophéo, Lamborghini Supertrophy...).
- driver who has won a national one-make series (Clio Cup, Radical, Ginetta etc.)

Bronze : amateur driver. Any driver who was over 30 years old when his first licence was issued, and who has little or no single-seater experience. Any driver under 30 without significant race experience.



The Organization will take a decision if a driver is PRO or AM according to the driver category form filled in by the driver.

The Organization will take a decision on drivers who do not comply with these conditions but want to take part in the Amateur (AM) drivers trophy.

Article 9 Advertising

9.1 Display of advertising/partner logos on cars

Advertising on cars is allowed in so far as it does not display competing products in contrast with the official Swedish GT series sponsors.

The official Sponsors of the Swedish GT series are:

- TBA. Windscreen - streamer
- TBA. Space in connection with starting number
- Michelin, tyres. On two places on each of the front and rear bumpers.

Advertising stickers supplied by the Organization, start numbers and signatures are compulsory and must be displayed according to the official identification layout.

Starting numbers:

GTA: Black digits/white plates.

GTB: Red digits/white plates.

All vehicles with wrong or missing stickers/logos will be rejected during the technical scrutineering. The Organization is entitled to remove, without notice and at any time, advertising/logos displayed on vehicles, drivers equipment and paddock assigned to Swedish GT series, if judged as inconvenient (ex.: immoral, unethical, etc.).

9.2 Display of advertising/partner logos on race overalls.

The compulsory advertising partner logos on the race suit will be defined by the organization and must be displayed and visible at any time during the whole event in accordance with the official design artwork.

Article 10 Technical scrutineering

All Swedish GT Series approved vehicles must comply in all points with the Technical Regulations / Bulletins.

Technical Scrutineers reserve the right to carry out any technical check they might consider necessary, as well as to ask for one or more mechanical parts to be removed for examination. In this case an appropriate original spare part can be mounted.

The entrant or his/her appointed representative can mark the removed parts.

Should the driver, the entrant or his/her representative not be present during the agreed technical inspection, it will be reported to the Clerk of the course of the event, who will decide on the sanctions to be applied.

In case of discrepancies, the aforementioned parts will be permanently withheld by the responsible persons for the Swedish GT Series.

At the end of qualifying practice and of the race(s), the car must contain at least 2 kg of fuel for the taking of samples. The 2 kg of fuel must be taken in the Parc Fermé through an self-sealing connector, fitted immediately before the injectors (see technical list n°5).

Article 11 Data logging / Telemetry

During practice sessions and races it is forbidden to use:

- All telemetry systems and associated electrical equipment.

Article 12 Timing transponder

All competitors must fit a permanent time-keeping transponder. The time-keeping transponder's exact position should be in the front wheelarch. These transponders must be in place and working correctly during all of the events.

Article 13 Testing.

From the 30th April 2018 till the last event of the series, no registered competitor, applicant, driver or team or any person associated with them, may take part in any Swedish GT private test session (whether alone or not) from the time a previous event is finished and to the next event is held at the track in question for any Swedish GT series track (Ring Knutstorp, Anderstorp, Karlskoga, Rudskogen or Mantorp Park), unless it is an official Swedish GT-test day for this series.

For example, it is forbidden to test drive at Anderstorp from 6th May to the 15th June as the event at Anderstorp is the 16th-17th of June. Before the first event at Ring Knutstorp the 4th-5th of May it is forbidden to test drive from the 30th of April to the 3rd of May at Ring Knutstorp.



Swedish GT Series

Technical Regulations 2018, version 2

Anything not expressly authorized by the present Sporting and Technical Regulations and in the relevant Technical Bulletins and Documentation is strictly prohibited.

Article 1 General description

The Swedish GT series is open to cars with performance similar to GT4 that are accepted by the championship Organizers (GTB) and to GTA cars which are accepted by the championship Organizers and are included on the list of cars acceptable to the Organizers. All cars must comply with the Technical Regulations published below.

The GTA class is open for GT cars with performance and lap times similar to Porsche 997 Carrera Cup cars, Porsche 991 Carrera Cup cars and Ferrari 458 Challenge cars. It's up to the organizer to decide if a car is eligible or not. To equal performance the Organizer will introduce Balance of Performance (BoP) for GTA & GTB, which can for example be achieved by restrictor, weight, ride height or a combination of those parameters.

Article 2 Compulsory safety equipment

Conformity to FIA annex J is compulsory.

2.1 Driver safety belt

FIA homologated safety belts must be used at any time. Safety belts must be replaced after an accident or when the expiry date is no longer readable.

2.2 Battery master switch

A battery master switch is compulsory. It must be possible to operate the master switch on the inside and outside of the car. The outer control must be located at the bottom of the windscreen pillar. It must be clearly marked with a red lightning symbol in a blue triangle with a white border.

2.3 Fire extinguishers

A fire extinguisher is compulsory. Drivers are responsible for the maintenance of the fire extinguisher. It must be possible to operate the fire extinguisher on the inside and outside of the car. The outer control must be located at the bottom of the windscreen pillar. It must be clearly marked by a red letter "E" inside a white circle with red border, at least 10cm in diameter.

2.4 Seat

The driver's seat must be homologated by the FIA and not modified. Energy-absorbing and non-flammable material must be situated around the driver's head..

2.5 Rear view mirrors

The car must be fitted with two rear view mirrors, one fitted on each side of the car, in order to give an efficient view to the rear. Each mirror must have a minimum area of 100 cm². The Scrutineers must be assured through a practical demonstration that the driver, seated normally, can clearly see vehicles following him.

2.6 Towing eyes

All cars must be equipped with a rear and front towing device for all events. It shall be clearly visible and painted in yellow, red or orange and clearly marked by an arrow and the word "TOW". It must allow the passage of a cylinder with a diameter of 60 mm.

2.7 Safety cage

The safety cage must be certified or homologated by an ASN or homologated by the FIA. An authentic copy of the homologation document or certificate, approved by the ASN and signed by qualified technicians representing the manufacturer, must be presented to the event's scrutineers.

2.7.1 Protective padding:

Where the driver's helmet may come into contact with the safety cage, fire-resistant padding should be used as protection. The padding must comply with FIA standard 8857-2001.

2.8 Protective net

The use of a protective side safety net is compulsory.

2.9 Indicators – Lights – Rain lights

The exterior lighting equipment must at least ensure the following functions: Headlights, direction indicators, stop lights, rain light (see below) and rear sidelights. One rain light approved according to the ECE R38 road standard (or an equivalent or stricter standard from another country) or approved by the FIA (Technical List n°19) is compulsory at the back of the car and it must be in working order throughout the event.



The car's white headlights, red rear lights and the rain light must be illuminated at all times when it is running on a track that has been declared a "wet race". It shall be at the discretion of the Clerk of the Course to decide if a driver should be stopped because his rear light is not working. Should a car be stopped in this way, it may re-join when the fault has been remedied

Article 3 Compulsory equipment, accessories and weight

3.1 Exhaust system

The exhaust system must incorporate one or more homologated catalytic converters, which should be functioning at all times and through which all exhaust gases should pass.

The prescribed sound levels of 95 dB(A) measured in conformity with the SBF noise-measuring method may not be exceeded.

3.2 Minimum weight

The weight of any car may be checked at any time during the event. The Organization reserves the right to make decisions regarding the weight of the cars at any time during an event.

- **GTB:** The weight of the car must not be less than TBA kg in GTB.
The Organization reserves the right to adjust the minimum weight of any car in order to maintain the balance of performance between the cars. The minimum weight must be respected at all times during the event, in particular when the car crosses the finish line. It is permitted to complete the weight of the car by one or several units of ballast.
- **GTA:** The weight of the car must not be less than TBA kg in GTA.
The Organization reserves the right to adjust the minimum weight of any car in order to maintain the balance of performance between the cars. The minimum weight must be respected at all times during the event, in particular when the car crosses the finish line. It is permitted to complete the weight of the car by one or several units of ballast.

3.2.1 Ballast

Ballast must be secured according to the specifications of Article 253-16 concerning the dimensions and characteristics of the fixations.

The securing system must allow seals to be affixed to the ballast by the scrutineers and must be designed such that tools are required for its removal.

Any movable ballast system when the car is in motion is forbidden.

Article 4 Tyres

STCC AB's specified single tyre supplier for the Championship is Michelin (dry and wet tyres). Only tyres approved and marked by STCC AB, delivered by the specified tyre-supplier Däckproffsen in Väckjö are approved for use during this championship, for practice, qualifying, warm-up and races. All new tyres which the competitor intends to use during an event, must be collected from the specified supplier in conjunction with that event.

The list of approved tyres specifications will be published at the latest two weeks prior to the first event of the series. The hand cutting of tyres is forbidden.

A wet-weather tyre is a tyre which is designed for use on a wet track, and is grooved more than 25% symmetrically around the tyre centre-line.

Only tyres with no tread pattern are accepted as dry-weather tyres.

Any kind of tyre warming (electrical, chemical, etc.) as well as any kind of modification of the tyre tread is forbidden.

The use of pressure release valves is strictly forbidden.

Any violation of article 4 can lead to the exclusion from the point system.

4.1 Tyres

Slick tyres

Each car will be able to use a maximum of eight (8) (4 front & 4 rear tyres) new or used slick tyres registered in its name during qualifying and the races at an event. During free practice there is no limit of tyres to be used.

4.2 Tyre marking

Each car must register their eight slick tyres with the Scrutineer in charge of tyres during the times specified in the schedule documents sent out for each event. During qualifying and races they can only use the registered tyres.

4.3 Rain tyres

There is no limitation as to the number of rain tyres. These will not be marked by the technical scrutineers but must bear the mark of the Swedish GT series.



4.4 Wet Race

Wet-weather tyres may only be used after the track has been declared wet by the Clerk of the Course/the Race Director for the session (free practice, qualifying, warm-up, race). These wet-weather tyres will not be marked. During the race, in case of a tyre change (dry-weather to rain tyres or vice-versa), a mandatory stop (engine stopped, which duration will be calculated from pit lane entry to its exit, and will be communicated at each event by a bulletin or in the supplementary regulations) has to be observed.

4.5 Joker tyre

Besides the limited dry-weather new tyres authorized for each event each car is allowed to use no more than two (2) “Joker” tyres only under the following conditions:

- Definition of “Joker” tyres: A “Joker” tyre is an extra tyre additional to his permitted number of tyres, used during a previous meeting or during the free practice.

These “Joker” tyres are to be used only as a replacement for a damaged tyre after a race or qualifying incident.

- Condition for use: The use of a “Joker” tyre must be authorized by the Technical Delegate.

- Marking of “Joker” tyres: The “Joker” tyres are marked by the Technical Delegate in a specific way.

If, during the race, a defective tyre has to be changed, this can be done outside the restriction set out in Article 4. This change must be notified to the Technical Delegate or Clerk of the Course or Race Director, on pain of a sanction that may go as far as exclusion. No change of driver may be carried out during that stop.

Article 5 Fuel

A single supplier of fuel for the championship, designated by Organization, is [Circle K](#) with the specified fuel [milesPLUS 98](#). Details of the specification, purchase, distribution, etc. can be obtained from [STCC AB](#). This is the only fuel allowed to be used by competitors during the course of the championship. No alterations to the composition of this fuel and no additional substances of any type are permitted to be made to the fuel as supplied. Purchase of the fuel is the responsibility of the competitor.

