
General

The basis car must be a mass produced or mass produced looking car which has been produced in a sufficient amount of units in order to document that the construction is tried out sufficiently for security reasons either by the Public Roads Administration or it must be documented that the car has been approved with a license for FIA licensed races or equivalent (US have licensed races outside the FIA Referring to the new FIA GT4 regulations. The car must be closed and equipped with a full scale safety cage according to FIA's regulations. If the car has had a car license previously, evaluation must be performed if, however a FIA license for the cage cannot be found, strengthening of the cage might be required to meet the requirements in NSR §304-11(FIA 253 art 8).

1. Vehicles

1.01 Class GT-A

This group allows cars which fulfill the general description above and incidentally points 2 to 8 below. It is the driver's responsibility to be able to prove that the car's construction and chassis are accordingly. Prototype cars or cars specially made for classes outside the ordinary FIA GT3 and 4 classes are not allowed. (Excepted are DTM cars until the 2005 model, Super V8 and Camaro Cup).

FIA GT3 cars manufactured after 2010 must be in accordance with international regulations (257A DTM cars until and included 2005 must be according to regulations of 2005. NO alterations beyond this is permitted./Alterations beyond this is not allowed. Older DTM cars may be upgraded to the regulations of 2005. DTM cars must weight 1150 kg. DMT cars tom 2000 must weigh 1100 and must then be according to the regulations of 2000

1.02 Class GT-B

The basis must be a mass produced saloon car or sport car which has been manufactured in at least 100 ex and which is intended to be registered for use on public roads. There is no demand to the car having been registered. Cars which are delivered from the producer as an apparently "look alike street car type", but are manufactured and/or prepared for competition use only, will not be classified in the GT-B group but in the GT-A group. It is the driver's responsibility to present necessary documentation in case of doubt. Eventually, he/she may apply down classification if it is obvious that the car is not competitive in GT-A. Original Porsche Cup cars from the 2006 model and older be classified in GT 2 without weight addition. Original Porsche Cup cars from 2007 to 2009 are classed in with a weight addition of 50 kg. Cup cars older than 2010 may be accepted in GT 2 when an application has been sent to NEZ commission and approved.

An additional weight of minimum 50 kg may be awarded. Original Ferrari 458 Challenge cars incl 2013 models class in in GT 2. Using this as a basic, it is allowed to convert and modify the engine, other drive gear, front wheel suspension and back wheel suspension, breaks and exhaust as well as modifying the body (pkt 2) (not available for cup cars as mentioned above). If the car is equipped with the originally installed modern safety type fuel tank, it may possibly be approved. Furthermore, the original seat fitting/bracket may be used if the car is of a modern type (max 10 years old). The seat must be FIA approved. In GT-B nothing but a complete FIA approved safety cage is accepted. (ref point 1. above). The carrying

frame/chassis between foremost and rear hub must be the original one (the nave in the front and the nave in the back).Tyres and rim dimensions are optional.

1.1 Chassis and framework

If making the body lighter leads to reduced safety it must not take place, especially within the car's cabin. The material in screens, bonnet, boot and doors, as well as the area in front of and behind the wheel hubs' centre are free. Inside walls towards engine and boot must be liquid proof. The car's floor and conduit put together must not be constructed so that aerodynamic "tunnel effect" is obtained. Side panels lower than the floor must not reach further towards the centre of the car than the centre line of the wheels.

2. Wheel systems

2.1. Rims and tyres

The dimension of rims and tyres is free, however, specialized racing tyres or R marked street tyres are recommended.

2.2 Wheel guard/mud flaps

Free

2.3. Suspension

The wheel suspension is free, it must however, be a springing wheel suspension with minimum spring length of 50 mm per wheel. The dimension of the wheel suspension must be in accordance with the cars speed resources. There must not be any possibility that parts of the wheel suspension may break off causing the wheels to loosen. The car must be equipped with a safety steering column.

3. Drivetrain

3.1 Engine

A car may only have one engine, the number of cylinders or the extent of tuning up the engine is optional. Lubricate and cooling system are free, however, all pressurized tubes must be of high quality to avoid liquid spillage at the racing track. The engine must be in the cars original engine room, but parts of the torpedo wall may be moved as much as 20 cm to make room for the engine. It must, however, still be adequate room for the driver inside the car. The gas wire / cable must have a retracting spring to avoid that the gas wire / cable gets caught up.

News of 2015 is the connection/relation between the volume of the engine and the weight of the car, driver incl.

Volum from	Volum up to	GT-A	GT-B
	4,590	900	1000
4,6	5,090	950	1000
5,1	5,590	1 050	1100
5,6	6,090	1 100	1150
6,1	6,590	1 200	1250
6,6	7,090	1 250	1350
7,1	7,590	1 350	1400
7,6	8,090	1 400	1500
8,1	8,500	1 500	1550

Engines which exceed 8,5 ltr estimated volume due to more valves and/or excess charge, must be fitted with a restrictor that reduces the engines capacity equivalent with 8,5 ltr. The maximum allowed engine volume after factor calculation is hereby set to 8,5 ltr

More than 2 valves per cylinder x volume with factor 1,3

Excess charge 2 valves per cylinder x volume with factor 1,7

Excess charge and more than 2 valves per cylinder x volume with factor 2.1

Wankel engine x volume with factor 2,3

Wankel engine with excess charge x volume with factor 3,5

Vankelmotor med overladning x volum med faktor 3,5

If it is obvious that a car has aerodynamic or other technical advantages which stands too much out from the rest of the cars in the group, NEZ commision may give instruction to add additional weight until 50 kg. This must be informed in writing at least ten weekdays before the start of the next race.

Weight addition for equipment:

Equipment	Additional weight in kg
ABS	50
Traction control	25
Activ suspension/spring	50
Activ(e) diff	50
Ceramic breaks	50
Adjustable aerodynamic	50

If one chooses to make use of the restrictor in order to reduce the car's capacity in proportion to the engine volume to have the car classified for a lower weight group, an application has to be sent to NEZ commision for approval.

	Single restrictor	Doble restrictor
Restrictor in mm	Estimated volume	Estimated volume doble
28	3,0	5,0
32	3,5	6,5
34	4,0	7,0
37	5,0	8,5
50	7,5	

One may choose to make use of the restrictor in order to reduce the car's capacity in proportion to the engine volume to have the car classified for a lower weight group. When using a restrictor, an application must be sent to NBF by the Racing section and the car's owner will receive a confirmation as to which weight must be added to the car. One must expect that the restrictor is check before participation in the race.

3.2 Fuel system and tank

All cars must have a relay which switches off the electrical fuel pump if the engine stops.
Fuel tank: The tank must not be placed closer to the car's rear plate/board than 20 cm. If the tank contains more than 30 litres, it must be a safety type tank. The tank and hoses must be insulated from the saloon to prevent leakage into the saloon. The external filling caps etc are optional. They must, however, not protrude the body's restriction.

Fuel: Only fuel that is for sale at the open market in Norway is allowed. Fuel must be according to NSR § 307Q. E85 may be used. Diesel is not permitted/allowed.

3.3 Cooling system

Water coolers, oil coolers and inter coolers have to be placed inside the car's body. Joints on hoses and pipes inside the car's body are not permitted. Glycol type antifreeze is not permitted.

3.4 Exhaust (system)

The exhaust system must be of an adequate dimension to make sure that the sound at any time is lower than the valid noise (limit) regulations § 303. Cars in group 1, GT1 and 2 are exempted from the demand in NSR §307B stating that the exhaust pipe end behind the rear wheels.

3.7 Gear box and driving gear

The gear box is free, but the car must have a functional reverse gear. If the countershaft runs through the saloon, there must be a safety ring of minimum 10 cm diameter, 5 mm thickness and 30 mm width in front of and at the rear of the countershaft.

4. Brakes

All cars must be equipped with a 2 circuits brake system. The brake system must be dimensioned according to the car's output to ensure that there is no danger of brake failure or weak braking effect. The material in the brake disc must be magnetic cast iron in GT 2 and it is free in GT 1.

5. Safety

5.1 Safety cage

All cars must be equipped with a safety cage in accordance with §304 or FIA App 252.

5.2 Driver's seat

All cars must have a FIA approved seat (dispensation may be granted for cars with foamed or otherwise specialized seat arrangements). The seat must be attached in accordance with NSR §304-9 (FIA 252 art 16). As described in point 1.2 above (GT 2) the original anchorage point for the seat be used if the car concerned is of a modern model (max 10 years old)

5.3 Safety belt

All cars must be fitted with 6 points FIA approved central locked safety belts.

5.4 General circuit breaker

All cars must have an external and an internal general circuit breaker which cuts all power connection to the battery. The battery must be securely attached with an over and an under

frame connected with minimum 2 pieces 8 mm bolts. If the battery is inside the car, it must be placed in a liquid tight container (applies to batteries containing battery acid).

5.5 Fire-extinguisher

It is recommended that the car is equipped with automatic fire-extinguisher system from the FIA technical list n16.

5.6 Towing hook

All cars must have 1 towing hook at the front and 1 at the rear of the car. These hooks must be marked and easy to spot. They must not protrude in front of or behind the car, but the end may be a strong wire or be linked.

5.7 Mirrors

The car must be equipped with 1 or more mirrors which give(s) sufficient view rear of the car.

5.8 FHR

In racing FHR* is mandatory in all groups. (FIAs App L, chapter III, point 3 and FIA Technical list no 23, 29, 33 and 41).

*FHR = Frontal Head Restraint system. FIA standard 8858-2002 and 8858-2010

6. The body

6.0 Minimum height

No part of the body may touch the ground if 2 tyres on the same side are without air.

6.1 External body

Maximum width is 210 cm and max length is 550 cm. The wings must cover at least 2/3 of the tyre's circumference. The wheel base must be within 10 cm of the original car. At the finishing line, the lowest height allowed, with the driver seated in the car, is 90 cm.

6.4 Doors

There is no claim that the car must have doors that can be opened. The driver must, however, be able to exit from the car in maximum 10 second. (recommended with view to the driver's safety)

6.5 Bonnet and boot

The car must be fitted with a device which enables the staff to open the bonnet and boot from the outside. The device must, if necessary, be labelled with its function (push, pull, turn)

6.7 Aerodynamic

Aerodynamic equipment may not exceed the maximum width of the car nor be above the car's roof. Minimum 50% of the rear wing must be in front of the original rear point of the car. Air conduits and other devices underneath, inside and through the car is not allowed. Diffusers and splitters are allowed in front of and behind the respective wheel centre. The car's floor and conduit put together must not be constructed so that aerodynamic "tunnel

effect” is obtained. Side skirt lower than the floor must not reach further towards the centre of the car than the centre line of the wheels.

6.8 Windows

The car’s windscreen must be made of either laminated glass or leksan of minimum 3 mm thickness. The rear window may be made of harden glass or a transparent plastic material of at least 3 mm thickness. Side windows are not required, however, if the car do not have side windows, it must be equipped with a safety net on the driver’s side.