

Accepted cars

Mass produced cars designed for general traffic on public roads within the EU and EEA areas are accepted as Touring car. There must have been manufactured at least 100 specimens of the car during a period of 12 months. Manufactured “cup cars” which one wants to have approved must have a complete chassis, look like the street car variation and cannot have a “skyline” or “proto type” looking body. In class GT4 old cup - or touring class cars like STCC, NTCC, WTCC and similar, will not be allowed even though these may seem to classify with an eye on calculations. When in doubt, one must apply to NBF to have the car classified 6 weeks before the league starts at the latest.

For safety reasons, cars which are originally manufactured without top/roof, doors, windows and a complete body not allowed in the Touring Car class. Cars with a technically approved, originally delivered hard top and T-top may be approved.

The driver

Drivers aged 15 to 18 (turned) may compete in the GT TC-B class with cars which have a engine volume of max 2000 cc. All other class the driver must be age 18 or older.

1. Body and framework

It is free to lighten and/or strengthen the body and/or the framework. The floor may not be raised / lifted above the level of the doorstep. The original wheel base must be kept (+/- 5%). The doorway must have the original dimension in terms of front axle and rear axle. Strengthenings / reinforcements may only be made from metallic material.

2. Wheel systems

2.1 Wheel and tyres

Maximum width of tyres is 13” (325mm), four-wheel drive 11” (280mm). Four-wheel drive may use 12” (305mm) when adding 100 kg in weight

The tyres may be checked at a no-load point. Beyond that, free.

2.2 Wheel guard. Mud flaps

Free

2.3 Springs and wheel suspension

Free, included fastening points. Data controlled springing is however, prohibited to use

2.5. Control system

Free

3. Drive train

3.1 Engine

Free, but the engine block must be manufactured in at least 200 units within a period of 12 months. The (calculated) engine effect must be maximum 500 h.p. Only 1 engine per car will be allowed. It is allowed to alter the position of the engine in the car, e.g. rebuild to mid-engine. The engine must originate from a mass produced car. It is not allowed to install engines from formula cars or boats.

Calculating of engine size.

Cars in GT TC-A is to be weight / effect between 3,2 and 4,5 kg/hk

Cars in GT TC-B weight / effect over 4,5 kg/hk

The car should also have volume / weight with the following scala:

The highest weighth of these to calculations will give the cars race weight

Engine volume	Weight incl. Driver	TC-A	TC-B
1,5 – 2,0		900 kg	1050 kg
2,1 – 2,5		950 kg	1100 kg
2,6 – 3,0		1000 kg	1150 kg
3,1 – 3,5		1050 kg	1200 kg
3,6 - 4,0		1100 kg	1250 kg
4,1 - 4,5		1150 kg	1300 kg
4,6 - 5,0		1200 kg	1350 kg
5,1 –		1300 kg	1450 kg
Max.weight with max.effect (500 HK)		1560 kg	2250 kg.

Engine volume is calculated with the following additions:

2 valves per cylinder x volume with factor 1,0

Several valves x volume with factor 1,3 for TC-A and 1,2 for TC-B

Excess charge 2 valves x volume with factor 1,7

Excess charge several valves x volume with factor 2,1

The opportunity is given to choose using restrictor on cars with excess charge to be able to drive with a lighter car than what the scale above requires.

	Simple restrictor	Doble restrictor
Restrictor in mm	Calculated volum	Calculated volum doble
28	3,0	5,0
32	3,5	6,5
34	4,0	7,0
37	5,0	8,5
50	7,5	

3.2 Fuel system

The car must have a safety tank when competing in Nordic competitions. In national competition, according to National Technical Regulation. Fuel must be according to NSR § 307Q. Fuel with ethanol added, for ex. E85 may be used. Diesel may be used. Cars using diesel (as fuel) must be approved for classifying in their respective classes, GT3, GT4. One must count on the possibility that a restrictor must be installed. Cars using fuel with ethanol or diesel must mark this on the rear side windows. (ref §307Q).

3.3 Cooling system

Free, but must be installed within the body's limitations and not inside the cabin. Antifreeze with glycol is not / permitted.

3.4 Exhaust (system)

If the exhaust pipe inside a conduit in the coupé and/or the doors, it must face downwards. The exhaust stub may end at the side of the car behind the front door. Noise is limited to 100dB(A) measured in accordance with NSR § 303. NBF may, in cases, grant exemption from the measuring method.

3.5 Battery and electric

The electric system is free. The battery must be attached with an over and an under frame which are secured with bolts of minimum 8 mm and plates on the underside of the floor of minimum 20 cm². If the battery is installed inside the coupé, it must be protected by a insulating and liquid proof hatch.

3.7 Transmission (of power)

Electronic anti spin and electronic gearing are free. Cars that have been modified by replacing the original floor, must be reinforced with two safety rings over the countershaft, one in front by the gearbox house and one at the rear by the transmission. This must be at least 6mm thick and 50 mm wide. If the clutch is in connection with the driver's seat, a SFI approved clutch house must be installed, or a 6mm thick and 100 mm wide steel plate which covers the entire clutch.

3.7.1 Four-wheel drive

Four-wheel drive is only allowed if max (calculated) effect is less than 450 h.p.

4. Brake systems

4.1 Brakes

A double-acting brake system is mandatory. The brake discs must be made of a magnetic material, beyond that free.

5. Safety

5.1 Safety cage

According to the FIA regulations or technical national rules.

5.2 Driver's seat

All cars must have a FIA approved seat (App 253)

5.3 Safety belt

Six (6) points' belt is mandatory. Beyond that in accordance with FIA App.253 (NSR § 304 point 8.)

5.4 Main power switch

Main power switch according to FIA App 253 (NSR § 307A) is mandatory.

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 hooks

The car must be equipped with towing hooks in accordance with the national technical rules.

5.7 Mirrors

One internal and two external mirrors are mandatory.

5.8 FHR

In racing, FHR* is mandatory in all classes. (FIA's App L chapter III, point 3 and FIA Technical list no 25,29,33 and 41).

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

6. Body

6.1 External body

The external shape of the body must be kept, with the exception of wings/*mud guards*, doors, bonnet and aerodynamic devices. The car's width must not exceed 2100 mm. No mechanical components may protrude the outer part of the body. The car's body must be smooth and nicely varnished. The car must keep its original appearance/looks. Especially when it comes to the shape of the radiator and lights so that there is no doubt about the car's origin.

6.2 Bumpers

Free.

6.3 Cabin

The driver's seat must be placed to one of the sides of the car's centre line. The torpedo wall may be kept. It may, however, be moved maximum 200 mm measured from a perpendicular point just underneath the (wind) screen in order to make space for the engine. Local modifications may also be carried out to install the transmission. When reconstructing to a mid-engine it is a severe demand that the partition wall is strong enough to stop the engine entering the cabin by accident. A mid-engine made car should not be made from a formula car, but on the car's normal/ordinary chassis. All cars must be made on ordinary chassis (ordinary chassis being limited to the car's cabin/passenger space. Fire walls against separating the engine from the drivers compartment (room) must be liquid proof.

6.4 Doors

The material in the doors is free, *but the original form must be kept, only in middle third*. Hinges and handles are free. The original lock must be kept. It is allowed to weld the doors if the window has an opening of minimum 400 x 800 mm and is equipped with a "NARSCAR" net on the driver's side.. The doors on four-door cars may be fixed and may also be a part of the wing *bredding* at the rear.

6.5 Bonnet and hatches

If the original shape is kept, the material is free. Hinges and locks are free. There must be 4 locks which can be opened from the outside. The original lock must be removed. Openings may be made as long as none of the mechanical components are visible. Air intakes may be installed maximum 100 mm above the original exterior. Flip front may be made within the regulations in point 6.1.

6.6 Mudguards / wings

The material and shape are free, but the mudguards / wings must cover the wheels sufficiently to avoid «climbing».

6.7 Aerodynamic arrangements

6.7 Aerodynamiske arrangement

Aerodynamic devices must not exceed the car's maximum width, nor be above the top / roof of the car. 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. Diffusions and divisions / split ups are allowed in front of and behind the respective wheel centre.

6.8 Windows

The windscreen must be made of either laminated glass or polycarbonated plastic of min 3 mm thickness. There is a free choice of which material to use in the remaining windows, but the windows must be transparent and in their original size.

7. Electric

7.1 Battery and electric

The electric system is free. The battery must be attached with an over and an under frame which are secured with bolts of minimum 8 mm and plates of minimum 20 cm² underneath /on the underside of the floor. If the battery is installed inside the cabin, it must be protected by an insulating and liquid proof hatch.

7.1 Windshield wiper / windscreen wiper

The car must have at least one working wiper, otherwise free.

7.3 Brake lights / stoplights

Two symmetric lights of 21 W, or LED in accordance with § 307 are mandatory.

7.4 Lights

Two rear lights of 10 W and two headlights of 55 W, or LED in accordance with § 307 are mandatory, size free.

7.4.1 Indicator lights

Two at the rear and two in the front of 21 W are mandatory.

8. Ballast and fastening point

8.1 Ballast

The limit of ballast attached to the same fastening point is 100 kg.

8.2 Fastening point

The ballast must be sufficiently secured and be inside the outer limitation of the body. Technical controller may insist on the ballast being weighed and set further demands to the fastening.