

SPR Nordic Cup

Sporting & Technical Regulations

2019

1 Introduction and official contacts

The SPR Nordic Cup-series, hereinafter called SPRNC, is announced and organized in conformity with the provisions of the National Sporting Regulations of the Swedish ASN (Svenska Bilsportförbundet - SBF) and the International Sporting Code and its appendices (the Code) The SPRNC will be run in conformity according to the SBF Common Regulations (G) and Racing Regulations (RA), unless stated otherwise in these Sporting and Technical Regulations or in the Supplementary Regulations of corresponding event. The SPRNC is administrated by SPR Nordic Management (hereinafter called SPR) in cooperation with Sportvagnsmästerskapet (hereinafter called SPVM).

Competition Status: National

Contact: Tyronne Hultén, +46 734 19 41 80

1.1 Reservation

SPR reserves the right to adjust this regulation at any time after cooperation and agreement with the Racing Commission, SBF.

1.2 Disputes/interpretations

Decisions on interpretations and any amendments to these Sporting Regulations are done by SPR. If the text does not clearly specify what can be done, the applied principle is then that it is not permissible.

1.3 Participating drivers and cars

SPRNC is open for drivers from the year the driver turns 16. Drivers must hold an applicable license and, where applicable, the starting permission from their ASN.

This class is open for prototypes made from Radical Sportscars with engines that meet the official specified numbers reported in this regulatory document.

2 Championship Registration

Drivers should sign up for SPRNC on the home page under the heading "Participation" on www.sportvagnsracing.se at the latest of **1 April before every season**. Current administration and starting fees will be notified to participants as they register. When the aforementioned administration and starting fees, related to the registered car, are paid, the participant will from thereon after also have accepted the current standing regulations. This includes, but is not limited to, the car, the driver and the team. The fee has to be paid in order to participate in SPRNC.

3 Competition

Competitors who participate in SPVM RS-class, with a Radical that is not modified, will automatically be signed to SPRNC. At the latest before taking part in the first competition, a membership registration has to be made on www.spvm.se. Registration for every race weekend has to be made to SPVM at www.spvm.se where payment methods also are shown. The registration is made according to the rules of the respective Supplementary Regulations. It is the competitor's responsibility to inform themselves on how the registrations are handled. If a change is made to the registration, it has to be made in writing to the respective competition organizer. Any changes after starting lists and PM are set are subject to an approval from the competition organizer.

3.1 Drivers meeting

The mandatory drivers briefing is held according to the Supplementary Regulations or PM from SPVM. It is the driver's responsibility to find out when and where the meeting is held.

SPR Nordic can, and may call for a separate class-meeting at scheduled times each race weekend. This meeting is mandatory for the team representative.

3.2 Starting Method

The starting method is carried out according to SPVM Regulations.

3.3 Results and points

It is allowed to share a car according to SPVM Regulations. Competitor points in the classes are calculated separately and current points and driver standings are to be found on www.sportvagnsracing.se

SPR Nordic Cup

Total score from SPR Sprint Cup & SPR Enduro Cup.

SPR Sprint Cup

The driveable length for each respective sprint heat is shown in the SPVM-series Supplementary Regulations. The total score from the SPR Sprint Cup races are counted continuously after the respective race weekend. The car whose starting number has achieved the most points after the end of the season is the winner of the SPR Sprint Cup.

SPR Enduro Cup

The driveable length for each respective Enduro heat is shown in the SPVM-series Supplementary Regulations. The total score from the SPR Enduro Cup races are counted continuously after the respective race weekend. The car whose starting number has achieved the most points after the end of the season is the winner of the SPR Enduro Cup.

Mutually applicable to SPR Sprint Cup and SPR Enduro Cup

Competitors should be registered under a named team. The team can consist of one or more drivers at each event. During registration a starting number is provided which follows the team during the current competitive season. A registered driver can only drive one car with the same starting number during the current competitive season. There are no requirements on the number of competitions in which a driver can participate under said starting number. This means that a driver cannot "jump" between different cars, which in turn means that a team can only use two named drivers on a single starting number.

SPR Fangio Cup

The cup intended for competitors aged 45 years or older, or two competitors with a combined age totaled to 90 years if two drivers share a car. Points are awarded from the moment the competitor turns 45 alternatively two drivers at totaled 90 years if this occurs during the current season.

Scoring scale

Classification	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th
Points	30	27	24	22	20	18	16	14	12	11
Classification	11th	12th	13th	14th	15th	16th	17th	18th	19th	20th
Points	10	9	8	7	6	5	4	3	2	1

The winner(s) of their respective class is the driver(s) who has the highest total score from all heats during the season. If two or more drivers has the same total score, the higher position in the class will be given to the driver with the best position in the last raceheat and then in the second last raceheat etc.

Should any raceheat be reduced in length by the decision of the clerk of the course, a full score will still be awarded.

Drivers have the option to be awarded points with different cars during the season.

3.4 Penalties

Penalties are imposed according to SBF Racing Regulations.

3.5 Prize-giving ceremony

By the seasons end, the total winner, the total runner-up and total third will be rewarded in the following categories: SPR Nordic Cup, SPR Sprint Cup, SPR Enduro Cup and SPR Fangio Cup.

3.6 Radio-communication

Radio-communication between drivers and team is allowed. Two-way communication between cars on track is not permitted under any circumstances.

4 Calendar

Posted on www.sportvagnsracing.se and on www.spvm.se

5 Advertising

Cars participating in SPRNC must use decals/stickers provided by SPR and SPVM. The decals/stickers shall be placed as assigned, one or two decals/stickers on the front of the car and a decal/sticker on each respective side of the car. Any class-sponsor that is marketed by decals/stickers on the car must be applied in the appropriate place when so called for during the seasons advertised race-weekends.

6 Starting number

Starting numbers, dimensions according to SBF Racing Regulations, are to be applied to the front and on both sides of the car according to SPVM Regulations. Starting numbers are given by SPVM in connection with the membership registration. Red bottom and white numbers is to be used.

The nationality and name of drivers must be shown in connection to the cockpit. If two drivers share a car, the nationality and name of both drivers must be applied horizontally under/over each other.

7 Technical regulations

7.1 SPVM and SPR Nordic Cup

SPVM provides the technical regulations applicable to the RS class except for what is stated below and applies to cars participating in the SPR Nordic Cup. The basis of the regulation is that no modifications may be made that can affect the performance for a benefit.

7.2 Engine

For competitors in the SPRNC, the engine, gearbox and driveline are to be refurbished only by Alriksson Motorsport or RLM Racing. By the SPR designated companies renovating engines may only use parts that maintain the initial performance as specified in 7.3. Both Alriksson Motorsport and RLM Racing have the right to run engines in a dyno to control the power output. All engines are sealed by Alriksson Motorsport. Engines that are sealed in their original form from RPE may participate. Engines that do not have a seal can be sealed retroactively after a thorough checking by Alriksson Motorsport.

7.3 Engine Control Unit (ECU)

Competitors in the SPRNC may not, under any circumstance, modify the ECU where it may affect performance or car function outside the parameters set by the manufacturer in various forms. Technical controls on the ECU can be performed unannounced and at no discretion at any time during a race weekend by SBF officials, SPR officials or the organizer scrutineers. Refusal of technical controls is not permitted and may result in a non-admission to start.

7.4 Official engine types

The following are the limitations applicable to the respective engine type to be used for calculating the weight of the vehicle according to SPVM regulations. The maximum effect shown below applies to dyno testing of engines with a fault of +/-2%. Cars that do not meet the headlined power requirements may lose points earned during post-control of cubic capacity, RPM, engine power or ECU.

Engine	Type	Max Cubic	Max RPM	Max Power	Minimum weight with driver
Suzuki Hayabusa	K6 To K8	1300	10 500	200	500 kg
Suzuki Hayabusa	K6 To K8	1340	10 500	220	550 kg
Suzuki Hayabusa	K6 To K8	1500	10 500	240	600 kg

7.4 Spare parts

It is permissible to use alternative spare parts freely if it cannot be demonstrated that the parts increase the performance of the car beyond its specified numbers. The spare parts used should have the same functions and dimension as original spares.

7.5 Renovation

It is allowed to renovate the car if no form or function changes and performance of the vehicle adheres to factory specifications and the safety regulations.

7.6 SPR Nordic Cup wheels and tyres

For the competitions in SPRNC, to be run on as equal terms as possible, all participants in the SPRNC will run the Dunlop tyres that are developed or tailor ordered by SPR.

A maximum of two front tyres and two rear tyres are allowed per race weekend if you participate in the SPR Enduro Cup otherwise the number of tyres permitted for usage are covered by the SPVM regulations.

Registered tyres may be freely used during the year. Demolished tires may be changed during competition. The tyre to be replaced shall be presented and approved as well as retained by SPR official/technicians.

The number of usable rain tires is unlimited.

Wheels are free to use as many as participants would like if the correct dimensions according to specified original sizes are used.

Tyreheater, tyre tent or other technical equipment with the intended goal to heat up tyres before qualification or race is prohibited. It is not allowed to use chemicals or other technical solutions that may change the original compound of the tyres or change the way the tyre behaves outside of the tyre manufacturer's intentions.

Valves that can control the pressure on tyres is prohibited.