

GT4 Scandinavia Sporting Regulations 2023

Version 1.03

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Abbreviations/Explanations:

FIA = Federation Internationale de l'Automobile
SBF = Swedish Automobile Sports Federation
ASN = Foreign Automobile Sports Federation
TR = SBF Technical Regulations

ISC = FIA International Sporting Code
SRO = Stephane Ratel Organization
BoP = Balance of Performance
RD = Race Director

Article 1: Preamble

GT4 Scandinavia is a racing series for GT4 Grand Tourisme cars. The organizer Björkman Engineering and SRO, hereafter termed “Organization”, calls for entries to the 2023 GT4 Scandinavia. The series shall consist of 10 Races (as of now) in 5 events. These GT4 Scandinavia regulations are approved by Racing Commission, SBF. They shall enter into force on **1 March 2023** and shall remain in force until the publication of the approved **2024** GT4 Scandinavia Sporting Regulations. They shall supersede all previous versions. Drivers and competitors (teams) shall be referred to as Participants. The headings and typeface in this document are for ease of reference only and do not form part of these Sporting Regulations. Anything not specifically approved in the present Regulations shall be prohibited.

The Organizer in cooperation with representative from the Racing Commission, SBF 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 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

2.1 The GT4 Scandinavia Championship and its Races will be conducted in compliance with the following Sporting Codes, Provisions, and Rules:

- SBF Regulations
- GT4 Scandinavia Sporting, Technical and Commercial Regulations
- Supplementary regulations of the events including modifications, and appendices
- Event bulletins and race bulletins
- The FIA ISC and its appendices

Article 3: General Terms

3.1 It shall be the Participants’ responsibility to ensure that all persons connected with their entry observe and comply with any requirements specified under Article 2. Any competitor unable to attend a GT4 Scandinavia event in person must nominate their representative in writing and communicate this nomination to the RD prior to the event.

3.2 Participants must ensure that their cars comply with the GT4 Scandinavia Sporting Regulations and the GT4 Scandinavia technical regulations at any time during a 2023 GT4 Scandinavia event. It shall be the participants' obligation to produce evidence of compliance.

3.3 A valid technical passport issued by the respective ASN for each participating car shall be required.

3.4 GT4 Scandinavia 2023 has two championships PRO/AM and AM/AM. PRO/AM eligible drivers classified according to FIA as Gold and Silver for PRO and Bronze for AM. For the AM/AM championship, you can run as a single AM driver.

Article 4: Admitted Cars

4.1: Participation in the GT4 Scandinavia Championship is allowed exclusively with the below-specified vehicles:

- GT4 homologated cars according to the following approved list within the years 2019-2023: https://european.gt4series.com/gb_en/cars

- GT4 cars only eligible if presented with GT4 homologation file and SRO GT4 certificate.

4.2: 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.

4.3: The SRO Permanent Bureau and/or the Organizations decisions regarding the weight or the ride height have immediate effect. All BoP changes or decisions must come into effect within 7 (seven) days maximum. Ref. to Article 1.

4.4: All vehicles participating in the GT4 Scandinavia series must be presented in an outer pristine condition. Any damages caused by the accident need to be repaired before the next event. The GT4 Scandinavia Regulations 2023 organization reserves itself the right to refuse vehicles, which do not meet the above-mentioned demands.

4.5: According to article 2 participants must ensure that their cars comply with the conditions of eligibility and safety throughout the event.

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

4.7: All vehicles participating in the GT4 Scandinavia series must follow the mandated noise levels of the individual tracks, ASN and events.

Article 5: Drivers and Competitors Licenses

5.1 All drivers must hold current and valid International or National Competitors' Licenses. Drivers shall be eligible to participate in the GT4 Scandinavia events only with a registered participant in the championship.

5.2 Drivers must hold current and valid International Drivers' Licenses **ITD-C** or above. In addition, the drivers must present a starting permission issued by the home country's ASN, for all events outside the home country. Drivers shall additionally be in possession of a valid medical certificate of aptitude according to ISC Appendix L.

Article 6: GT4 Scandinavia Events

6.1 The **2023** GT4 Scandinavia is open only to cars complying fully with the requirements of the GT4 Scandinavia technical regulations and with the requirements of the **2023** GT4 homologations including any evolutions. The usage of the tank system, which is homologated for VLN as well as for the Nürburgring 24h race, is allowed. Exceptions shall be subject to the approval of the GT4 Scandinavia organization.

6.2 A GT4 Scandinavia event shall include the following elements: – two Free Practice sessions of 30 to 60 minutes each, – one qualifying session divided into two parts of 15 minutes each, – two Races of minimum 50 and maximum 60 minutes each, plus one 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),

6.3 A drivers' briefing shall take place on the day of the first Free Practice. The exact location and time for the drivers' briefing will be published in the Special Regulations (PM) for each event. The drivers of the cars eligible to start in an event as well as the participant (or their appointed representatives) must be present throughout the entire briefing. Any absence, late arrival, or early departure will be subject to penalty.

6.4 A change of driver is obligatory during the pit stop. If an AM driver is driving alone it is required to leave the car completely, close the door and then re-enter the vehicle.

6.5 There will be one 30-minute qualifying practice session which is divided into two parts. 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. AM/AM competitors may choose freely which driver takes part in the sessions. If the team only has a single driver, competing with AM license, the driver must drive in both qualifying sessions.

6.6 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.

6.7 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 in race 2. Teams with two AM drivers - Bronze or no FIA categorization - need to nominate which driver to run qualification together with the PRO drivers. This needs to be communicated when registering for the championship or race. The nominated PRO driver must take the start in race 1 and the nominated AM driver must take the start in race 2. There will be a rolling start. Throughout the event, no more than two drivers may drive one and the same car.

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

6.9 The Finish Line (time-measuring line) is a single line running through both the track and the pit lane. The Finish Line shall be the reference point for determining lap times.

6.10 The table below represents the **2023** GT4 Scandinavia schedule. A standard timetable will be issued for each GT4 Scandinavia Event. Modifications of this event timetable shall be done in cooperation with the organizing club concerned and will be published in an event bulletin, if applicable.

2023 Calendar

TBC Official Test Mantorp Park, Sweden

6-7/5 Mantorp Park, Sweden

3-4/6 Paul Ricard, France

30/7 - 1/8 Spa, Belgium

4-6/9 Rudskogen, Norway

25-27/9 Anderstorp, Sweden

Article 7: Pitstop

7.1 The mandatory pitstop time will be checked by the pit-in and pit-out times.

7.2 Individual GT4 Teams may receive an additional pit stop time adjustment at the discretion of the organizers.

7.3 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.

7.4 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.

7.5 The pit stop for 60-minute races, must be carried out by passing the pit lane entry timing loop between the 25th and 35th minutes respectively of the race (not before 25m.00s.000 and not after 35m.59s.999). These times will be counted from the start of the race (green light or extinguishing of the red light).

7.6 The pit stop for 50-minute races, must be carried out by passing the pit lane entry timing loop between the 20th and 30th minutes respectively of the race (not before 20m.00s.000 and not after 30m.59s.999). These times will be counted from the start of the race (green light or extinguishing of the red light).

7.7 In case there has not been made an obligatory pit stop at all, the drivers of the car concerned will be penalized by adding 165 seconds. The maximum speed in the pitlane is 50 km/h. The minimum speed in the fast lane is 40 km/h.

7.8 The following Stop & Go Penalties can be applied if there is a breach of article 7.

1. The time between the two pit lane timing loops under the published time: a. 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: b. Drive Through (engine must not be stopped)
3. All speeding over the limit of 50 km/h in the pit lane: c. Drive Through (engine must not be stopped)
4. Start or end of the obligatory pit stop outside the obligatory times: d. Stop & Go of the equivalent time outside the scheduled time.

7.9 Should any of the penalties under article 7.8 1-4 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).

7.10 It is the responsibility of the competitor to release his car after a pit stop only when it is safe to do so. It is not allowed to release the car in such a manner that it impedes or obstruct another competitor during any official session.

7.11 Cars in the fast lane have priority over those leaving the working lane.

7.12 Refueling is not allowed during the practices, qualifying and races.

7.13 During all pitstops no more than three (3) persons may work on the car. During the mandatory pit stop (60 & 50 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.

7.14 No change of tyres is allowed during the race, with the exception of changeable weather conditions (rain tyres) or damage to tyre (puncture or similar).

7.15 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 "work lane", will be considered as working on the car, as well a driver if he performs any work on the car, and counted as a mechanic.

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

7.17 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 track and is in contact with the ground on its complete wheels.

7.18 Replenishment of lubricant and various fluids, except fuel, are allowed during the practice, qualifying and race.

7.19 The mandatory pit stop for driver change will still be allowed during the pit stop window when the safety car is deployed unless RD closes the pit entry.

7.20 Id/Armbands

The following armbands will be issued for use during pit stops. Per car, the following will be issued:

- Three red armbands for mechanics.
- White armbands will be issued to industry personnel. Industry personnel must abide by the pit lane clothing instructions.
- Pink armbands will be issued to Manufacturer representatives. They must abide by the pit lane clothing instructions.

Armbands may only be worn on the arm. Only one armband may be worn at any time. Any infractions may be reported to the RD or Stewards of the Meeting (just events outside Sweden).

Article 8: Registration and Entry

8.1 All drivers, competitors, and teams must submit an application to GT4 Scandinavia prior to the championship. A complete application on web address <https://www.gt4series.se/anmalan> must have been received by GT4 Scandinavia organization before **31st March 2023**. By completing the registration you agree to pay the starting fee and any fines that may occur during the season.

8.2 The registration fee shall be due for payment immediately upon registration. The registration fee of SEK **149.000** (+6 % VAT), will be invoiced by GT4 Scandinavia and should be paid no later than 30 days after registration or received invoice. This championship fee includes the race number fee, one environment absorb mat, one connection of electricity 230 Volt, 10 amp at all events, the registration fee to all events in the championship and a media package with coverage on social media, press, and homepage, and access to the GT4 Lounge area.

8.3 Entries for single events must fill in the application on <https://www.gt4series.se/annalan-2023/> and leave a comment on what specific race they would like to participate in. The single event fee is SEK 34 000 (+6 % VAT). This single event fee includes the race number fee, one connection of electricity 230 Volt, 10 amp at the specific event. The single event fee must be paid in full no later than 10 days prior to the start of the event. Bankgiro 5613-6559 or account number, SEB 5173-10 282 61.

8.4 With the submission of the registration application, all drivers and entrants agree that GT4 Scandinavia may use all of their rights in moving pictures and publicity in connection with their participation in the GT4 Scandinavia for the promotion of GT4 Scandinavia free of charge, even beyond 2023.

8.5 By entering, participants undertake to participate in each and every 2023 GT4 Scandinavia event. If not reported to the GT4 Scandinavia before drivers briefing of the event a fine (commercial) may be issued up to a maximum of 10 000 SEK.

8.6 If an event is canceled by the organizer, or organizing track, a replacement event shall be found. If a replacement cannot be found the participant shall be compensated. The compensation amount shall be a minimum of 10% of the starting fee paid by the participant for the championship.

8.7 GT4 Scandinavia reserves the right to accept or decline applications that arrive late.

8.8 In case of season-ending damage to the car (conditioned by the organization's technical delegate), or government regulations that prohibit participation in an event(s), an amount of the starting fee can be reclaimed by the participant. The amount shall firstly be regulated by the expenses inflicted on the organizer.

Article 9: Driver Registration

9.1 A car can be shared between a Professional (PRO) and an Amateur (AM) driver or by 2 Amateur drivers, or a single AM driver.

- Amateur (AM) driver's category: All bronze category drivers are classified as amateur (AM) drivers.
- Professional (PRO) driver's category: All Gold, Platinum, and Silver category drivers are classified as professional (PRO) drivers.

9.2 Drivers wishing to compete in the GT4 Scandinavia must be categorized by the FIA. Drivers who are not categorized must send in a record of achievements to the FIA at the latest fourteen days prior to the beginning of the first Competition in which he or she wishes to take part, using the link on the FIA website under <https://www.fia.com/fia-driver-categorisation>.

The definitions of the categories, the Driver Categorisation List, and the application form can be found on the FIA website.



All decisions concerning the categorizations are taken under the authority of the FIA Drivers Categorization Committee.

The list of competitors allowed to take part in the Competition will indicate the category attributed to each driver.

9.3 The Organization retains the right to give provisional categorizations to drivers who are not categorized at the start of the Event, or to make any amendments to the FIA Categorization of any driver according to the criteria of the GT4 Scandinavia. Any drivers given temporary categorization derogation will be indicated in the entry list with an asterisk.

Any drivers receiving such derogation will be closely monitored and the derogation may be removed at any time without notice. Furthermore, pairings that include a driver holding derogation may be given additional weight or time penalties on the decision of the Organization. Any provisional categorizations will not constitute an FIA categorization.

Article 10: Classification

10.1 The title “GT4 Scandinavia PRO/AM Champion” shall be awarded to the drivers who have scored the highest number of points by the end of the last Race of the 2023 season. All the final results obtained during the GT4 Scandinavia Races of the 2023 season shall be tabulated.

10.2 The title “GT4 AM/AM Champion” shall be awarded to the driver(s) who has scored the highest total of points by the end of the last Race of the 2023 season. All the final results obtained during the GT4 Scandinavia Races of the 2023 season shall be tabulated.

10.3 Points

for the titles of PRO/AM and AM/AM Championships 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

10.4 Should a Race be suspended and not be resumed, no points shall be awarded if less than two laps have been completed since the start, half points shall be awarded if more than two laps but less than 75 % of the scheduled duration of the Race have been completed since the start and full points shall be awarded if over 75 % of the scheduled duration of the Race have been completed since the Start.

10.5 In the case of a dead heat (ex aequo), the higher standing in the GT4 Scandinavia classification shall be awarded to the competitor(s) holding the greatest number of first, then second and, if necessary, further places in the season Races. Should this procedure fail to produce a result both drivers/ teams shall share the same podium place. The next podium place shall remain vacant.

Article 11: Organizational Delegates

10.1 For each Event, the organization shall nominate the following delegates:

- Technical Delegate, in form of Class technician
- SBF Delegate, (Stewards + Technical Delegate) nominated by the Racing Commission.
- Medical Delegate, nominated by the organizing club
- Safety Delegate, nominated by the organizing club

10.2 The role of the delegates is to help the officials of the event in their duties, to see within their fields of competence that all the regulations governing the GT4 Scandinavia are respected.

Article 12: Passes

12.1 All persons in the paddocks, in the pits, in the pit lane, or on the track must always wear, in a clearly visible manner, the appropriate GT4 Scandinavia passes + Id/Armbands authorizing them to stay in the corresponding area. Additional passes issued by the event organizers, track officials or similar shall be worn in similar fashion.

Article 13: Advertising

~~13.1 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 GT4 Scandinavia sponsors. The official Sponsors of the GT4 Scandinavia are:

- TBA. Windscreen—streamer
- TBA. Space in connection with starting number
- Pirelli, tyres. On two places on each of the front and rear bumpers. With front or rear, bumper stickers must be visible from the side of the car.

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

GT4: Black digits/white plates.

13.3 All vehicles with wrong or missing stickers/logos will not pass the technical scrutineering. The organization is entitled to remove, without notice and at any time, advertising/logos displayed on vehicles, driver's equipment, and paddock assigned to GT4 Scandinavia, if judged as inconvenient (ex.: immoral, unethical, etc.).

13.4 Display of advertising/partner logos on race suits.

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. See Article 23 for further details.

Article 14: Technical Scrutineering

14.1 All GT4 Scandinavia approved vehicles must comply in all points with the Technical Regulations / Bulletins.

14.2 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.

14.3 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 RD of the event, who will decide on the sanctions to be applied.

14.4 In case of discrepancies, the aforementioned parts will be permanently withheld by the responsible persons for the GT4 Scandinavia.

14.5 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 Ferme through a self-sealing connector, fitted immediately before the injectors (see FIA technical list no 5).

Article 15: Data logging / Telemetry / Camera

15.1 A data-logger with additional sensors, approved by the organization, must be installed in all cars at all Competitions. It will be the responsibility of each team to obtain this data-logger and sensors, to install the data logger, loom, and antenna, and to ensure that it is operating correctly throughout the Competition. Cars without loggers or with loggers that are not working correctly are not in conformity with the regulations and may be reported to the RD.

The data logger is available from:

Emotag e.K Matthias Holle
Robert-Bosch-Str 22 * 65582 Diez (Germany)
Mail: emotag@mathol.de
Phone : +49 6432 9197 0
Fax: +49 6432 9197 44
Mobile: +49 177 8187 226

15.2 During practice sessions and races it is forbidden to use: - All telemetry systems and associated electrical equipment.

15.3 Timing transponder; all competitors must fit a permanent time-keeping transponder. The time-keeping transponder's exact position should be in the front wheel arch. These transponders must be in place and working correctly during all official sessions.

15.4 Its mandatory to have a transponder with automatic driver switch function.

15.5 It is the responsibility of each Competitor to obtain an onboard camera system (GT4 Scandinavia Incident Camera system = GT4 SIC) and to install it in strict compliance with the relevant instructions given by the Organisation. Approved camera systems are published on GT4 Scandinavia website. The weight of the GT4 SIC is included in the minimum weight of the car.

The GT4 SIC must face the front of the car and show the track. If the GT4 SIC is linked to a data acquisition system, then the competitor must ensure that the camera footage includes a visual indication of brake application and furthermore in a manner that the camera image shows the whole steering wheel and the area ahead of the car (viewed through the windscreen).

The GT4 Scandinavia Series Technical Delegate shall be entitled to require modifications to the GT4 SIC's position and the angle of view. The competitor is responsible that the memory card is empty, the battery is charged and the camera is function/switched on as soon as the car

leaves its garage or Team awning. When all practice sessions, qualifications and races are finished, the competitor must switch off the GT4 SIC.

The data from the GT4 SIC may be used by the Race Director (Clerk of the Course) to investigate incidents and Stewards (in case of a protest). All data from GT4 SIC is/are property of the Promoter and will be returned to the team after the Event. The GT4 Scandinavian Series Officials may recover the footage after all practice sessions, qualifications and races. Until the end of the Parc Fermé after the last race, only Officials may remove memory cards.

GT4 Scandinavia has exclusive rights to produce, use, edit this material in marketing or media purpose in any way.

Cameras that do not meet the requirements according to above may be fined as follows (accumulated over the season):

- First offence: SEK 1000 (one thousand).
- Second offence: SEK 3000 (three thousand).
- From the third offence and more: SEK 5000 (five thousand) plus SEK 3000 (three thousand) for each subsequent offense.

Furthermore, the competitor may be penalized according to SBF G15, if the above is not ratified.

The competitor has also the possibility to install private cameras if it complies with TR5.22 and have passed scrutineering with approved mounting.

15.6 Lumirank

A light panel, approved by the Promoter, showing the car's race position, must be installed in each car according to the position set down in the Promoter's Graphical Charter given in Appendix 1. It will be the responsibility of each Team to obtain and install the car position light panel according to the instructions issued by the Promoter, and to ensure that it is working correctly at all times. Please see Appendix 7 for further details.

Article 16: Balance Of Performance

16.1 The SRO Technical Board is allowed to modify any parameter required to establish the SRO BoP.

16.2 Should a car not be in conformity with its SRO/GT4 Scandinavia Technical Form and/or the applicable BoP, it will be reported to the RD who may apply a penalty up to and including disqualification from the Competition.

16.3 A "BoP" list is issued by the SRO technical board before each event. It will be communicated as soon as possible before each event.

Article 17: Success Ballast/Timing System

17.1 GT4 Scandinavia implements a system of Success Time Penalties that will be allocated to drivers finishing in the top three places in PRO/AM and AM/AM in the first race of the weekend. These time penalties will be added to the minimum pit stop duration for the participant in the next GT4 Scandinavia race in the same weekend.

1st: 10 seconds

2nd: 7 seconds

3rd: 5 seconds

17.2 Success Time Penalties will correspond to that allocated to either driver entered in the car. If a driver moves from one category he/she does not carry the penalty to the new category.

17.3 No time Success Time Penalties shall be transferred from the previous event weekend.

17.4 A driver weight compensation system will be used.

The average weight of the drivers in any car competing in the Series must be at least 85 kilograms. Should the average weight of the drivers in any specific car be less than 85 kg, the car will be expected to carry Driver Ballast to compensate. The following procedure will be followed:

- i. Each Competitor must declare the weight of his drivers, including personal equipment (racing suit, underwear, shoes, gloves, helmet, balaclava and HNRS), at the time of the administrative checks
- ii. The average weight of the drivers in the car will be calculated and rounded up to the nearest integer being (W)
- iii. If $W < 85$, then the Driver Ballast to be carried by the car will be $85 - W$
- iv. The Driver Ballast must be installed in the ballast box and sealed before qualifying.
- v. The Driver Ballast, as well as the individual weight of the drivers in question, may be checked at any point during the event. Any anomalies will be reported to the RD. Penalties may go as far as cancellation of times in Qualifying or Disqualification from the race.
- vi. The Driver Ballast is not included in the minimum BoP weight of the car.
- vii. For all cars, if $W > 85$ then the weight of $W - 85$ may be removed from the minimum BoP weight (if any) of the car.

Article 19: Tyres

19.1 No tyres shall be used other than those provided by the official series supplier, Psport.se / A. Åbergs Bil & Import AB. Only the tyre categories (size, construction, mixture) approved by SRO for each type of vehicle shall be used.

Tyres will only be available for purchase at official events.

Any modification or cutting of the tyre tread or the tread pattern shall be prohibited. Any chemical, mechanical or thermal treatment of the tyres shall be prohibited. This prohibition includes the use of microwaves and/or infrared systems. Exceptions: – It shall be permitted to cool the tyres with water. – Any dirt (stones/pick-up) on the tyre tread of the dry-weather tyres may only be removed by means of thermal-mechanical scrapers. Increasing tyre temperature above the ambient temperature by any device or fixture shall be prohibited. Tyres shall not be covered while vehicles line up in the starting grid. The tyres may only be filled with chemically unmodified ambient air or with nitrogen.

19.2 All dry-weather tyres shall carry a bar code label incorporated during their manufacture and allowing unambiguous identification of each tyre. Prior to the Free Practice of a GT4 Scandinavia event, the bar code labels of the dry-weather tyres eligible for that event shall be registered by the Scrutineers. The following must be respected: – All tyres to be newly registered must come from the stock of the tyre supplier present at the circuit. – The tyre supplier may not take back tyres that have already been registered by the Scrutineers. – The registered bar code numbers shall be transmitted digitally to the participants for verification. – Any discrepancies in the transmitted barcodes must be reported to the Scrutineers at least one hour before the start of the first free practice session. If there is no report to the Scrutineers, this will be deemed as implicit acceptance of the transmitted barcodes.

19.3 Dry-weather tyres:

a) Cars taking part in their first GT4 Scandinavia event shall be allocated a maximum of **four** new sets of tyres (each set consisting of two front and two rear tyres) for Free Practice, Qualifying, and the Races. Two sets are mandatory to purchase at each race event of the series. Only tyres purchased at the event may be used in official sessions see b), for subsequent events **and g), for exception**. If a car is sold and purchased by another team, by the discretion of the technical delegate, it will be considered as its first event if entered by the new team.

b) For the second and any subsequent GT4 Scandinavia event of a car, it will be allocated a maximum of **three** sets of new tyres for Free Practice, Qualifying, and the Races. Two sets of tyres that were allocated to a car at a previous event may be nominated for each car for the Free Practice sessions of an event. The bar code numbers of these previously used tyres, will be sampled randomly by the technical staff.

c) At no time may a car use dry-weather tyres on the track which was not allocated to that particular car and for that particular event.

d) Tyres assigned by the Scrutineers during a GT4 Scandinavia event, may not be changed without the proper permission of the Technical Delegate. The Technical Delegate may approve the replacement of tyres only on the basis of the manufacturer's confirmation that the tyre defect was caused during production.

e) A new set of tyres shall be used at the start of each qualifying session.

f) For rounds two and three of series (the European events) GT4 Europe Tyre regulations will apply.

g) “Green tyres”: For the first event of the season during only Free Practice one, first official 15 minutes of the session, a used dry-weather tyre set can be used that is not allocated towards the maximum allocated sets of tyres for that event. The set of “Green tyres” has to comply with 19.1 and 19.2 and cannot be used again during the first event.

19.4 Wet-weather tyres:

a) There are no restrictions on the number of wet-weather tyres used. Only tyres purchased by the official supplier of the series are allowed.

b) Wet-weather tyres shall only be used during Practices, a Qualifying or a Race if the RD has declared the session a Wet Practice or Wet Race.

19.5 Tyre change.

Should a punctured tyre need to be replaced during Qualifying or a Race, the Technical Delegate or his representative must be informed immediately. The damaged tyre shall be retrieved immediately by a Scrutineer or an assistant Scrutineer.

19.6 At any time during an event, the Scrutineers and the official assistant Scrutineers may check the tyres in relation to their correct identification and for compliance with the regulations. All participants must allow such checks and provide the necessary assistance for them to be carried out.

19.7 The Technical Delegate shall have the right to exchange any tyre of a single car against a tyre from the tyre manufacturer’s stock at any time during an event until 2 hours before the Qualifying and/or the Race, at his own discretion.

19.8 Any breach of these regulations and the use of tyres without appropriate identification may result in a drop in starting grid positions or in non-classification in the Race. The RD may inflict additional penalties.

Article 20: Fuel

20.1 A single supplier of fuel for the championship, designated by the Organization, is Lantmännen Aspen Petroleum AB with the specified fuel (Aspen Racing 102). Details of the specification, purchase, distribution, etc. can be obtained from Sonny Bäck, Aspen Coordinator, Phone: +46 (0) 301-230012, E-mail: sonny.back@lantmannen.com.

20.2 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.

Article 21: Protests and Appeals

21.1 Protests and appeals shall follow, SBF and Riksidrottsförbundets standard formalities. Follow the procedure according to SBF Regulations. SBF standard protest fee applies.

21.2 In accordance with SBF Racing Regulations Article 8.0, appeals may not be made against any element of decisions resulting in the imposition of any of the following penalties:

- Drive-Through or Stop & Go penalties (including those imposed during the last laps of a race, or after the race, and converted to a time penalty);
- Time penalties (whether imposed during or after the race);
- Drop of grid positions;
- Cancellation of practice or qualifying lap times, imposed by the RD;

[21.3 For our events at Paul Ricard and Spa-Francorchamps all Protests and Appeals will follow the GT4 Europe Sporting Regulations and/or current ASN Regulations.](#)

Article 22: Disclaimer

This disclaimer regulates the responsibility between the participant and the organization.

22.1 By registration to any GT4 Scandinavia event or race, the participant confirms that he/she has read and understood in full, the applied rules and regulations, specified documents in Article 2 Validity.

22.2 By registration the participant agrees to follow any updates that may occur to any document specified in Article 2 Validity.

22.3 By registration the participant confirms their participation in the GT4 Scandinavia Championship **2023** and in any related activities is at the participant's own risk.

22.4 By registration the participant renounces any possibility to claims for damages towards the organizer, Björkman Engineering AB, SBF, track owners, Stewards, CoC, RD, or any officials. On the grounds of direct or indirect physical, economic, or material damage that may occur.

22.5 The participant must be insured against damage, loss, or third party.

22.6 The participant agrees that the organization can use information about the participant in terms of PR, marketing, social media, advertising, press releases, news, radio, television, or other digital broadcasts purposes.

22.7 The organizer, Björkman Engineering AB agrees to follow the data protection act GDPR.



22.8 By registration the participant confirms that the organizer has full rights to use film, photos, sound, or other similar media of the participant(s), manufacturers, team, team members and vehicles, for distribution by the discretion of the organizer in any media outlet. These rights may also be transferred to third party.

~~Article 23: Layout of racing suits~~

~~Below is an example of layout of championship badges~~

~~Article 24: Championship stickers Layout~~

~~Below is an example of the stickers/artwork design for the championship sponsors and partners.~~