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2025 Series Regulations: **European Historic Touring Cars Cup**

The Motor Racing Legends European Historic Touring Cars Cup is a race for Group 1 and Group 1 'plus' Touring Cars that competed during the period 1966 to 1981 inclusive and for Group A and Group 2 Touring Cars that competed during the period 1966 to 1990 inclusive.. Specific requirements are covered under 'Eligibility' below. MSVR will be the Organising Club.

There will be one round in 2025:

October 10 th – 12 th	MRL Navarra Historic	60 minutes
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Code of Racing Ethics (CORE)

All drivers are expected to study, appreciate and uphold the Motor Racing Legends 'Code of Racing Ethics' and to acknowledge these values when participating in our races. The full CORE document can be found on the Motor Racing Legends website.

Race Details

The spirit of historic racing must be respected at all times. The owner must be declared upon the car's entry into each race. In case of a dispute, the decision will be taken at the Organisation's sole discretion.

Each race will be for two (or exceptionally one) driver entries, open strictly by the invitation of Motor Racing Legends, to drivers of all nationalities holding a minimum of a Race National or Race International D race licence. Exact details will be given in the SRs for each meeting.

Each race will feature a compulsory pit stop and driver change where relevant. The car must be at rest for a minimum of 60 seconds during the pit stop. A solo driver can remain in the car during the pit stop. Any car failing to remain stationary for the minimum duration will incur a Stop-and-Go penalty of 10 seconds plus the duration by which the stop was short. Any car failing to make a pit stop will be excluded from the results. Any car failing to make a pit stop within the pit window will incur a Drive-Through penalty.

The qualifying time of the owner driver will be taken for the starting position of the car.

In a double header race the starting grid for race 2 will be derived from the finishing results from race 1. For double-headers, awards will be based on the combined results of both races. Race starts will be rolling starts. Racing is permitted when the start signal is given.

Cars may be held in Parc Fermé after any qualifying and/or race session.

Completion of an on-line briefing or attendance at a physical briefing is mandatory for all drivers and Motor Racing Legends must be notified if a driver is unable to attend a briefing due to a schedule clash.

Eligibility

The European Historic Touring Cars Cup is open to Touring Cars complying with the following regulations:

- FIA Group 1 - from 1st January 1966 to 31st December 1981
- BTCC Group 1 'plus' regulations up to 1981
- Group A from 1st January 1986 to 31st December 1990
- Group A from 1st January 1982 to 31st December 1985
- Group 2 from 1st January 1970 to 31st December 1981
- Group 5 from 1st January 1966 to 31st December 1969

All cars must conform to the relevant sections of Appendix 'J' of the International Sporting Code of the period, to the technical requirements of the current Appendix 'K' of the International Sporting Code and where applicable the appropriate period regulations for the BTCC.



Each car should have a valid, current FIA Historic Technical Passport (HTP), a copy of which is to be submitted with the entry form for the series. Cars without a current, valid HTP will be considered provided they comply with the above eligibility requirements.

All cars must have a valid, signed 'MRL Engine Capacity Certificate' certifying the bore, stroke and valve sizes for the engine. Entries accepted without an Engine Capacity Certificate will be classified as Invitation and will not qualify for podium places or class awards.

All Group 1 'plus' cars must comply with the relevant Group 1 homologation and BTCC Championship regulations for the period specification claimed for the car and entries must be of a make and model homologated before 31st December 1981.

Group 1 'Plus' cars must use only the homologated rockers and comply with the BTCC regulations regarding valve lift. These items will be checked.

Group A cars built prior to 1986 may be permitted to run components homologated during 1986 by prior agreement with the Organisers.

The Organisers reserve the right to impose a Balance of Power that may include a turbo charger restrictor and/or rev limiter to specific models, or individual competitors in order to preserve performance parity.

Scrutineers: Chief Eligibility Scrutineer – John Hopwood; Assistant Eligibility Scrutineer – Howard Corbally.

Tyres: Group 1 and 1 ½ cars must run Dunlop CR65 Tyres. Group 5, Group 2 and Group A cars must run tyres from either Goodyear or Dunlop ranges in slick/dry conditions and in wet conditions tyre choice is free. In all cases tyres must be in accordance with Appendix K. The sole nominated tyre supplier & service provider for the series is HP Tyres.

Fuel: Competitors are advised to read FIA Appendix 'K' Cl. 3.9 regarding fuel specification. This regulation will be enforced.

Windows: Glass side and rear windows may be replaced with acrylic or polycarbonate, mounted in the original frames and/or rubber.

Sponsors' Decals: Race numbers will be available at each meeting. It is a condition of entry that sponsors' decals, where provided, must be applied in the approved location.

In-Car Cameras: The installation of front and rear facing cameras are strongly recommended by the Organisation. If fitted, no such camera may project outside the bodywork or be mounted on the outside of a roll cage. All such cameras must be installed prior to scrutineering where they will be checked for location and security.

Two-Driver Entries: Where two or more drivers have set a qualifying time in a specific car both drivers must then drive that car in the race, unless previously agreed with Motor Racing Legends. Failure to do so will incur a Drive-Through penalty. The owner must start the race in the case of a two-driver crew where the second driver is classified as Elite. In the case of a two driver crew, whereby one driver is Elite, the Elite may not drive more than 50% of the scheduled race duration, except in the case of a two-driver Elite crew, whereby the higher ranked elite is limited to the same 50% rule. Should an elite driver be the only crew for a car, they must serve a double elite penalty during the mandatory pitstop. The Organisation will classify the drivers in the Elite category according to the conditions of the table in the Appendix: Handicaps. Drivers classified as Elite will be informed and the handicaps will be applied during the pitstop. It will be at the Organisation's sole discretion to place a driver in the Elite category. The Organisation reserves the right to place or remove or adjust the time penalty of a driver in the Elite category at any time during the meeting and without justification. A time penalty will be added to the mandatory pitstop time for any car driven by at least one driver considered as Elite according to the scale shown on the Appendix Handicaps.

Re-fuelling: Re-fuelling is not allowed under any circumstance during qualifying or race.



Silencing: Maximum permitted noise levels are not defined in these Series Regulations. The Tony Dron Trophy has no restrictions and cars are not required to be silenced unless otherwise defined in the Supplementary Regulations for any specific event.

Awards

Awards for first, second and third place overall in the Tony Dron Trophy European Cup will be presented on the Podium immediately following the race wherever possible. In addition, Motor Racing Legends will present awards for each Class winner, plus awards for 2nd and 3rd in class subject to entries received. For double-headers, awards will only be given for the combined results of both races.

Classes

Class results for each race will be derived from the overall finishing positions. Cars will be divided into separate classes for Group 1 and Group 1 'Plus'.

- European Historic Touring Cars Cup Group 1 Cars complying with FIA Group 1 Regulations
- European Historic Touring Cars Cup Group 1½ Cars complying with BTCC Regulations to 1981 (Group '1½')
- Cars will be further divided by capacity where appropriate.*
- Class 1 Cars with capacity not exceeding 2500cc
- Class 2 Cars with capacity not exceeding 4000cc
- Class 3 Cars with capacity exceeding 4000cc
- European Historic Touring Cars Cup Class HT1 Cars complying with Group 5 regulations
- European Historic Touring Cars Cup Class HT2 Cars complying with Group 2 regulations
- European Historic Touring Cars Cup Class HT3 Cars complying with Group A regulations up to Dec 31st 1985
- European Historic Touring Cars Cup Class HT4 Cars complying with Group A regulations up to Dec 31st 1990
- European Historic Touring Cars Cup Class HT5 Cars complying with Class HT4 but fitted with all-wheel-drive

Each Period HT1 – HT5 will be further divided by capacity as follows:

Sub-class A	Cars	with	capacity	not	exceeding	2500cc
Sub-class B	Cars with capacity exceeding 2500cc					

For the purposes of classification:
 Turbo charged cars constructed prior to 1988 will have a co-efficient of 1.4 applied to their capacity.
 Turbo charged cars constructed from 1 January 1988 onwards will have a co-efficient of 1.7 applied to their capacity. Motor Racing Legends reserves the right to revise, delete or amalgamate any of the above classes, or introduce additional classes according to the entries received, or to introduce an Invitation class.

Entry Fee

The entry fee (per car) for each race is as noted on the Motor Racing Legends App & European Historic Touring Cars Cup Official Entry Form for the current season and must be paid in full at the time of submission. Preference will be given to those entering all races and single race entries may not be confirmed until four weeks prior to the event. Entries open on publication of these Regulations. Entries will not be accepted until payment has been received in full. Once an entry has been accepted, a full or partial refund will only be given at Motor Racing Legends' discretion, and in accordance with the cancellation terms stated on the official Entry Form. No refunds will be given in the event that Covid restrictions cause the cancellation of a meeting. Entries will close once all places on each respective grid are filled.

Applications for Entry

All entrants, driver and co-drivers must be fully paid-up members of the Motor Racing Legends Club prior to submitting an entry form. All those wishing to participate in the European Historic Touring Cars Cup should apply in writing or by using the online application process, on the official entry form for the current season and submitted with the total entry fee to: -

Motor Racing Legends Ltd, Registered Office, 2 Pavillion Court, 600 Pavillion Drive, Northampton, NN4 7SL

Motor Racing Legends will formally acknowledge receipt of entries. Acknowledgement of receipt of entry will not imply acceptance for any race. Acceptance will be notified for each race at the earliest opportunity.

It is a condition of entry that all entrants accept that their name, that of the nominated driver(s), along with details of the entered car will be shared with both the event organisers for the necessary management of the racing and for inclusion in event entry lists and results information made publicly available. For full details of Motor Racing Legends' Privacy Policy please visit our website at www.motorracinglegends.com

