



2025 Series Regulations: **GT3 Legends European Challenge**

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ARTICLE 1 – ORGANISATION

The GT3 Legends European Challenge is a series of invitation races for cars as detailed in Article 3 below. Specific requirements are covered in the Sporting Regulations. The series is organised by Motor Racing Legends (“the Organisers/Organisation”) and MSVR is the Sporting Club. This Series is organised in accordance with the current ASN National Competition Rules (NCR’s),

Official Language: Only the English text is binding

Officials

Officials will be notified in the Final Instructions for the event

ARTICLE 2 – ENTRIES

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.

Calendar of Events:

- 4-6 April – Portimao
- 10-12 October - Navarra

Entry fees:

Full season entry fee (three events in GT3 Legends Series plus two events in GT3 Legends European Challenge Series):

- £9,000 for entries received prior to 1st March 2025
- £10,000 for entries received after 1st March 2025

Individual race entry fee:

- Portimao, Navarra
 - MRL Members £2,200
 - Non-members £2,400

To be considered, entries must:

- include the full entry fee
- include the full colour copy of the Technical Passport issued by the Organisation. The Technical Passport will only be validated by the Technical Scrutineer after the inspection of the car prior to its first GT3 Legends European Challenge event
- Include a copy of the drivers’ race licences (see Article 5 for minimum requirements)

The acceptance of each entry is at the Organisers' sole discretion.

Drivers will have to demonstrate to the Organisation that they have enough circuit racing experience to be deemed capable to compete in the GT3 Legends European Challenge race events. All applicants must supply a detailed resume of prior experience, together with details of any competition licences held in the last three years.

ARTICLE 3 – ELIGIBLE CARS

A) Eligibility

GT3 Legends European Challenge events are open to models that were homologated by the FIA in the GT3 category between 2006-2012 (including 2012-2015 Evo models), and which were raced, or were homologated to race in the following events/series:

- FIA European GT3
- British GT
- Super Taikyu Series
- Pirelli World Challenge
- ADAC GT Masters
- Australian GT Championship
- Blancpain GT Endurance / GT Sprint / Blancpain GT Series

Cars must be in conformity with a technical specification as set by the Organisation, depending on the series’ class chosen. Detailed information about this balance of performance system will be supplied to entrants by the Organisation upon entry prior to the event.



B) Classes

GT3 Legends European Challenge racing events will be contested using the following classes:

- Class GT3A : GT3 cars that raced between 2006-2009
- Class GT3B : GT3 cars that raced between 2010-2012 (inc. all non-Ultra Audi R8s)
- Class GT3C : GT3 cars that raced between 2013-2015 (inc. all Audi R8 Ultra's)
- Invitation Class- An invitation to run in this class is entirely at the discretion of The Organisation.

The Invitation Class will be for cars considered by the Organisation to be of:

- Special Historical interest to the Organisation or Promoters of any of the races
- Particular benefit to the Organisation

C) Non-conformity

Any car either prepared to a specification not corresponding to the period of the class in which it has been entered, or which raced only in non-eligible series, championship or races, may be accepted at the Organiser's discretion. It will either be placed in a different class, moved to the invitation class, or excluded from the meeting if these options are not possible.

Cars competing in the Invitation class will not be eligible for any awards at prizegiving.

- If a car's technical passport has not yet been approved or there is an outstanding response to a request for proof of eligibility, the car's entry may be refused, or the car may be entered in the invitation class until proof of eligibility has been made to the organizers.
- Cars considered and/or identified as replicas or continuations will not be accepted to race.
- The decision as to whether a car is eligible to compete and in which class it is entered is at the sole discretion of the organisation, whose decision is final.
- The Organisation will be entitled to decide if a car is a replica or continuation car based on available evidence.

D) Change of car during a meeting:

A "Reserve car" will only be accepted in accordance with the ASN National Competition Rules.

ARTICLE 4 – TECHNICAL REGULATIONS

See GT3 Legends European Challenge Technical Regulations. (Appendix 1)

All cars presented to the scrutineers must wholly comply with the technical specification set by the Organisation, which should match their Technical Passport specification. All competitors will have to certify and sign the Technical Passport relating to their car. Weight, engine capacity, aerodynamic specification, ride height, restrictors and boost pressure (turbocharged cars) may be checked at any time during the event at the discretion of the eligibility Scrutineer, or the decision of the Clerk of the Course, or the Stewards as appropriate. If a car does not comply with the technical regulations or its Technical Passport, the absence of an increase in performance will not be considered as a valid exemption.

Drivers' equipment must conform to the 2025 NCRs.

ARTICLE 5 – TECHNICAL & ADMINISTRATIVE CHECKS

The following documents shall be presented during the verification:

- Driver Licenses : - **Minimum Motorsport UK 'Race National' or other ASN equivalent**
- Technical Passport issued by the Organisation: The Organisers are free to accept a car if they have not yet verify its Technical Passport, provided they are satisfied as to its compliance with the regulations.
- The stickers (race numbers, sponsors) provided by the Organisers during the administrative checks must be displayed on the car without cutting (except for justified reasons).
- Cars with period history may request when entering their period race number (if the number is available)
- Cars are strongly encouraged to be presented in a period livery from the car in question's history.
- Any additional advertising (save the original livery of the car) must meet the FIA Appendix K Art. 2.1.9 requirements.
- Any additional advertising (save the original livery of the car) must receive the Organisers written agreement
- Competitors' brands and sponsors competing with the official sponsors of the grid could be refused.
- Windshield stickers are forbidden (save the original livery of the car).
- Any car found in breach of the above "advertising" regulations could be refused to start the race.
- Scrutineering will be considered as an implicit statement of the car's conformity and eligibility to the present regulations.
- Safety fuel cells must comply with Article 4.5 of the Series Technical Regulations (see Appendix 1)
- Competitors/Teams are responsible for providing two 6KG powder fire extinguishers in the paddock/garage for every car. These extinguishers are mandatory and any failure to present an extinguisher during the scrutineering will result in the car not being able to take part in the event.



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- Frontal Head restraints (FHR) are mandatory for all drivers.

Onboard cameras:

All cars must be fitted with onboard camera systems, facing both front and rear. Additionally, the Organisation reserves the right to install one or more onboard cameras inside or outside the cars. The collected images may be used by the Organisation for promotional purposes and broadcasted without the agreement of the competitor and / or drivers on social networks, websites or any other means chosen by the Organisation. The Organisation reserves the right to recover the images recorded by the onboard cameras installed by the teams. The collected images may be used by the Organisation for promotional purposes and broadcasted without the agreement of the competitor and/or drivers on social networks, websites or any other means chosen by the Organisation.

The collected footage from cameras installed by the Organisation or by the teams may be used for sporting purposes and/or to study racing incidents. In these instances, teams will be requested to promptly provide footage to the officials.

ARTICLE 6 – SPECIFIC REGULATIONS

- 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 Organization's sole discretion.
- 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.
- A time penalty system will be used during the mandatory pit stop for any entries that include a driver the organisation deem as 'Elite' (see below). Drivers classified as Elite will be informed prior to the first race. Should an elite driver be the only crew for a car, they must serve a double elite penalty during the mandatory pitstop. Where both drivers are categorized as Elite, each driver's allocated penalties will be added together.
- The driving crew can consist of one or two driver(s). In the latter case, they will be designated as "Driver 1" and "Driver 2"
- A pitstop is mandatory regardless of there being a single or two driver crew
- If a team declares a two-driver crew the qualifying time of the owner driver will be taken for the starting position of the car for both races.
- In case of change of driver during the event, the crew will have to inform the Clerk of the Course/Race Director at least two hours before the start of the first race. If not, the team may be penalized.
- The crews not respecting these rules will be penalised in accordance with the NCR's.
- The Organisation will classify the pilots in the Elite category according to the conditions of the table in the Appendix: Handicaps. It will be at the Organization's sole discretion to consider whether a driver will be considered as Elite and in which Elite category they will be placed. 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.

ARTICLE 7 – BRIEFING

It is mandatory for all drivers to attend the scheduled Drivers' Briefing.

Any driver failing to attend the briefing could be subject to a fine by the Clerk of the Course/Race Director. Should a driver miss their briefing they must inform the Organisation straight away, unless they have already attended another MRL briefing. However, they must familiarise themselves with any specific GT3 Legends European Challenge briefing notes issued.

ARTICLE 8 – PRACTICES - RACE

Aggressive or dangerous behavior will not be accepted on track. A driver who is judged to be dangerous or aggressive, may be excluded from the event by the Clerk of the Course/Stewards and/or the following races by the Organisers, with no refund of entry fees.

Any contact between two cars on track, at any time during the meeting, may be subject to an investigation by the Clerk of the Course/Race Director. The drivers involved may be subject to a penalty in accordance with the NCR's. In any case the cars may be re-inspected again by the technical scrutineer.

In cases where an entrant's car has been damaged by another competitor's aggressive and/or reckless driving, and it is not already the subject of an investigation by the race direction, the entrant must make the Clerk of the Course/Race Director aware within 30 minutes after the end of the session if they wish for it to be formally investigated. Should the Race Director/Stewards determine that the competitor under investigation is responsible for the damage caused to another car, in addition to other formal penalties, they may be asked by the Organisers to bear up to 50% of the total repair costs of the other



car/s involved in the incident.

Only cars and drivers that have completed the technical and administrative checks will be accepted in the practice sessions.

- There will be one 40-minute Practice session where all non-qualifying drivers must complete a minimum of three timed laps
- There will be one 20-minute Qualifying session for the owner drivers only. In the case of a two-driver Elite crew, only the lower-ranked Elite driver is permitted to drive in the Qualifying session.
- There will be two 50-minute races

Track Limits Breaches and Crossing of the white line at the pitlane entry or exit will be penalized in accordance with NCR's.

Due to the large underlying disparity between vehicle performance and driver skills, it is required that competitors use their mirrors. In addition, in the case of an incident, the race trajectory will be used by the Race Direction should there be any responsibility to determine. Any questions regarding the race trajectory should be brought up during the briefing.

ARTICLE 9 – PARC FERMÉ

Parc Fermé conditions will be in place for a duration of 30 minutes after the chequered flag of all qualifying and after all races. Cars will be held under Parc Fermé conditions in each car's allocated pit or paddock garage, where they will be considered as being in Parc Fermé, with the same rules and obligations as a regular Parc Fermé in a dedicated area. Failure to comply may cause the car in question to be penalised. The Organisation does however reserve the right to secure any car in the event for inspection for whatever reason it sees fit.

ARTICLE 10 – STARTING GRID

- The grid will be established according to the owner's best time set during the qualifying session in the case of a single driver crew, or according to the best time set by the lower-graded Elite in the case of double Elite driver crew.
- It will be in a 2x2 in line formation. Each driver must keep the line (inside or outside) he had during the formation lap until he passes the timekeeping line.

ARTICLE 11 – STARTING PROCEDURE

- The start will be a 2 x 2 rolling start behind a Pace Car.
- Starting Procedure will be defined in the Final Instructions

ARTICLE 12 – PIT STOPS

12.1 Pitlane Speed Limit

The speed limit in the pitlane will be announced during the Drivers' briefing and/or specified in the Final Instructions.

Penalties

- Qualifying session
 - o 1st infringement: Cancellation of the best time achieved during the concerned session.
 - o 2nd infringement: Cancellation of all times achieved during the concerned session.
- Race:
 - o Speed \leq 10km/h: time equivalent to a drive through
 - o Speed >10 km/h \leq 15km/h: 1min penalty
 - o Speed >15 km/h: 1min30' penalty

12.2 Refueling: Strictly prohibited during the race.

Driver change / mandatory pit-stop:

A driver change or mandatory pitstop must take place between the 25th (25m:00s) and 35th (34m:59s) minute of the race.

Should a driver compete on his own, he still has to make a pitstop under the same conditions.

For all cars (one or two drivers) **the minimum duration of the stop will be ninety seconds stationary** + the necessary time to drive through the pitlane at the posted speed limit + any additional penalties.

This time will vary at the different circuits (varying length of the pitlane) and will be notified at the Drivers' Briefing. It will be calculated by our timekeepers, considering the distance between the entrance line and the exit line. Boards will indicate these lines.

Cars are only allowed to stop in front of their box. No other stop on the pit lane is authorized.

Penalties

- Pit stop out of the target window = 1 lap penalty



- No stop = Disqualification
- Stop shorter than announced: Penalty of 20 seconds plus the observed time difference added to total race time.

ARTICLE 13 – NEUTRALISATION - SAFETY CAR – RED FLAG

In the case of a red flag during practice or qualifying, all cars must slow down, being prepared to stop, and enter the pit lane.

In the case of a red flag during a race, all cars must slow down, being prepared to stop, and stop towards the rear of the grid. Always follow marshals' instructions.

The Clerk of the Course/Race Director has the option to deploy a Safety Car for all qualifying and races. The Safety Car will be operated in accordance with the NCR's.

Circuit-specific details will be defined in the Final Instructions.

ARTICLE 14 – FINISH

The Chequered Flag will be presented to the leading car after 50 minutes of racing. All cars must return to the Pit Lane after taking the Chequered Flag. Penalties may be applied to cars passing the Chequered Flag twice.

ARTICLE 15 – CLASSIFICATION – PODIUM

A podium celebration will take place for 1st, 2nd and 3rd overall. Awards will also be given for 1st, 2nd and 3rd in each class during a separate prize giving ceremony. To be classified in the race result, a car must have covered at least 75% of the distance covered by the winner, but is not required to pass the chequered flag.

ARTICLE 16 – AMENDMENT TO THE COMPETITION, CANCELLATION OF THE EVENT

The Organisation reserves the right to undertake all necessary changes to the competition due to force majeure, or for safety reasons, or ordered by the authorities, or also to cancel the event, or individual competitions, if this is determined by extraordinary circumstances, with no refunds of entries.



APPENDIX 1

2025 GT3 LEGENDS EUROPEAN CHALLENGE TECHNICAL REGULATIONS

All cars should be raced in an original homologated specification. Adhering to period specifications is a fundamental pillar of GT3 Legends European Challenge. Checks including but not limited to weight, engine capacity, ride height and restrictor size will be carried out. Penalties may be applicable where cars do not conform. Entrants will have a specified amount of time to ensure their car's conformity, should it be in breach. Penalties could be increased up to the disqualification of the entrant/car if these this is not respected.

To ensure effective management of the Balance of Performance system, the Organisation will operate a Balance of Performance Bureau which will comprise of the following staff:

- Jacques Berger
- Pierre-Antoine Lecoutour
- Jarrah Venables

Eligibility

The GT3 Legends European Challenge series is an invitation series and entries are at the sole discretion of the Organisation. The Organisation reserves the right to accept or decline plus decide the appropriate class for cars.

All the cars must have a Technical Passport validated by the eligibility scrutineer and the Organisation.

The technical passport will specify the applicable technical regulations and year of specification claimed for the car and must include the weight of the car and the dimensions of the intake restrictor.

Eligible cars

GT3 Legends European Challenge events are open to models that were homologated by the FIA in the GT3 category between 2006-2012 (including 2012-2015 Evo models), and which were raced, or were homologated to race in the following events/series:

- FIA European GT3
- British GT
- Super Taikyu Series
- Pirelli World Challenge
- ADAC GT Masters
- Australian GT Championship
- Blancpain GT Endurance / GT Sprint / Blancpain GT Series

Classes

GT3 Legends European Challenge racing events will be contested using the following classes:

- Class GT3A : GT3 cars that raced between 2006-2009
- Class GT3B : GT3 cars that raced between 2010-2012 (inc. all non-Ultra Audi R8s)
- Class GT3C : GT3 cars that raced between 2013-2015 (inc. all Audi R8 Ultra's)
- Invitation Class- An invitation to run in this class is entirely at the discretion of The Organisation.

The Invitation Class will be for cars considered by the Organisation to be of:

- Special Historical interest to the Organisation or Promoters of any of the races
- Particular benefit to the Organisation

Non-conformity

Any car found to be out of compliance with its model's stated specification for the chosen class, or which raced only in a non-eligible series, championship or races, may be accepted at the Organisation's discretion. It will either be issued with a penalty, placed in a different class, moved to the invitation class, or excluded from the meeting if these options are not possible. The organisation reserve the right to apply any performance balancing factors that it deems appropriate.

Cars competing in the Invitation class will not be eligible for any awards at prizegiving.

- If a car's Technical passport has not yet been approved or there is an outstanding response to a request for proof of eligibility, the car's entry may be refused, or the car may be entered in the invitation class until proof of eligibility has been made to the Organisation
- Cars considered and/or identified as replicas or continuations will not be accepted to race.
- The decision of whether a car is eligible to compete and which class it is allocated to is solely at the discretion of the Organisation and that decision is final.



- The Organisation will alone be able to determine whether a car should be considered a replica or continuation.

Except for invitational class cars, all cars must have a current Technical Passport issued by the Organisation.

In order for a car to be eligible, it must be in conformity with the technical specification as set by the Organisation. For each model of car the Organisation will set a technical specification for each class, which it is mandatory the car fully complies with. Where a car does not comply with the set specification of the chosen class, the Organisation reserves the right to move the car in question to a different class. Detailed information about this balance of performance system will be supplied to entrants by the Organisation prior to the event. This process will be managed by the balance of performance bureau of the series.

In the event of the entry for a meeting being over-subscribed priority may be given to cars with period racing history.

The Organisation reserves the right to withdraw the invitation to enter any car at any time should the Organisation feel that it is not being prepared to the highest technical standards, or if there are evident problems with the driver's driving standards.

All cars must be presented in good cosmetic condition with bodywork correctly painted in a period livery (i.e. with a livery and sponsor logos that the car wore when it raced in period) shown in the Tech Pass. If a car has no period history, it may be accepted with the complete livery of the same model with period racing history.

ARTICLE 4 – TECHNICAL REGULATIONS

4.1 Tyres and wheels

GT3 Legends European Challenge will exclusively use Goodyear tyres for the duration of the 2025 season. Each competitor must compete using eligible Goodyear tyres from the designated tyre provider.

The tyre provider 'HP Tyres' will be the sole provider and distributor of tyres which are eligible for GT3 Legends European Challenge in 2025

No more than two sets (8) of slick tyres may be registered at each event. The unique identifying numbers of these tyres must be entered on a tyre declaration sheet and a copy provided to the Eligibility Scrutineer before Qualifying commences. These tyres may be marked by the eligibility scrutineer. From the start of qualifying, only these two sets of tyres plus any tyres registered at a previous event may be used. Any tyres used in free practice and wet tyres are free. Exceptionally, where the tyre supplier confirms that one or more of the eight tyres declared at a meeting has a manufacturing fault, the Eligibility Scrutineer may authorise replacements. Any failure to comply with this rule will result in the application of penalties. Wheel diameters are free but are subject to prior approval by the Organisation.

Tyre warming blankets are permitted in the pre-grid/assembly area but may not be plugged in and actively heating.

4.2 Engine and capacity

Engines must be of the same capacity, type and dimension as used in period for that model. It is permitted to use any parts that were generally available in period to update the engine. It is permitted to use components from the same family of engines and modern commercially available moving parts (piston, con-rods, valves etc.) to update the engine but these parts must be of a type available in period. The onus of proof will be at all times be the responsibility of the entrant.

Data logging must be made available to the Eligibility Scrutineer when requested, this must include the engine rpm used throughout all track sessions.

If the engine configuration of a car is changed for a different type of engine that was also used in period, the car may only be permitted to compete after having its specification approved by the organisation and where a tech pass has been issued.

The use of restrictors is mandatory and the size will be specified by the Organisation prior to the season, unless an entrant wishes to change class between events.

It is allowed to upgrade the engine management system to a modern version (e.g. Life, Motec, or similar).

4.3 Turbochargers

All cars should be equipped with a turbocharger system (exhaust manifold, turbo and wastegate) in keeping with that used in period. Where period components are no longer available or where reliability can be improved, later alternatives may be used provided that the overall appearance and performance of the installation is maintained as in period.

It is mandatory for all turbocharged cars to have a boost data logger installed which can record the boost and lambda data. This data must be made available to the scrutineer at any time during the event.

4.4 Gearbox



All cars should be equipped with a gearbox complying with its period specification.

4.5 Fuel, fuel tanks and refueling

The preferred fuel supplier who will supply racing fuel and service each event will be specified in the supplementary regulations for each event.

Fuel must not contain any hydrocarbons, octane boosting additives or chemicals other than complying with FIA fuel regulations. The Eligibility Scrutineer may require a fuel sample at anytime during the event for the purposes of testing. Failure to comply may cause the car in question to be penalised.

A dry break fuel fitting take off must be fitted to the fuel system and competitors must be able to demonstrate that the car is empty of fuel and also that the system is full when required to do so for a capacity check. Officials may check a car's tank capacity at anytime.

Fuel cells older than five years must be replaced or recertified by the manufacturer. Certificates must be available to the Organisation Technical Representative upon request.

A current FIA spec 200mbar roll over / vent valve must be fitted to the fuel tank.

Any fuel system components located in the cockpit such as fuel pumps must be covered by a fuel and flame proof cover.

4.5.1 Refueling (forbidden during qualifying or races)

The engine must be turned off at all stops prior to the car being serviced or refuelled. Whilst refuelling the driver must be out of the car, no other work will be allowed on the car during the refueling. A "Fireman" must be present and have a suitable fire extinguisher to hand (this can be the driver or an additional person). FIA approved refueling equipment, vent bottles and associated connectors must be used. Open caps on Refueling vent bottles are not acceptable. All refuelling equipment must be checked at the circuit for effective operation before use in the race. The Organisation's Technical delegate may check the refueling equipment at any time. If the Technical Representative determines that the refueling equipment is not of satisfactory standard the equipment may not be used. The Organisation's Technical Representative may check the refueling equipment at any time. If the Technical Representative determines that the refuelling equipment is not of satisfactory standard the equipment may not be used. Failure to comply may result in the offender's invitation to race being revoked and disqualification from the results.

4.6 Lighting and electrical equipment

Every car must be fitted with a period type of lighting system that is in good working order.

All cars must have functioning headlights, sidelights and brake lights, plus be fitted with a functioning FIA approved rain light.

4.7 Vehicle weight

The minimum weight of the car will be set by the Organisation and published ahead of each event in the Balance of Performance (BOP) document.

4.8 Brakes

Braking systems must be to the specification fitted to that particular model of car when raced in period. The competitor must have available evidence of this specification

4.9 Ride height and suspension

The minimum ride height of the car will be set by the Organisation and published ahead of each event in the Balance of Performance (BOP) document. Ride height will be measured on the designated floor area. The ride height takes every aspect of the car into account (Front Spoiler, flat bottom, exhaust and silencer). Progressive springs are only acceptable if fitted originally and any helper springs must collapse fully when the car is stationary. Dampers are free, but every effort must be made to ensure that those fitted are as far as is practicable in keeping with the original period appearance.

4.10 Body and aero package

Aero package is to be as raced during the time period of the chosen or allocated class, and must match the approved Technical Passport for each car. For this approval, the competitor must provide photos of an identical model during a championship round of the year of specification chosen where both the rear and front of the car are visible (bumpers, splitter, diffuser and wing). These photos must be attached to the Tech Pass.

Any additional dive planes / side fences etc must be as used in period

4.11 Radio equipment

Communications between driver and teams are allowed.

4.12 Transponder

GT3 Legends European Challenge 2025 Regulations



Each car registered for the full season must be fitted with an AMB transponder.

4.13 Safety

To comply with the standard technical regulations and with any ASN regulations that are applicable, the following safety standards must be observed:

4.13.1 The wearing of an FIA-approved head restraint system is mandatory

4.13.2 A currently FIA homologated fire extinguisher system for closed cockpit cars must be fitted, installed in compliance with the manufacturer's installation instructions. Installation varying in any way from that specified by the manufacturer will void the homologation of the unit. The system must be serviced by a service agent approved by the original manufacturer at the specified intervals.

4.13.3 In date FIA homologated 6-point seat belts must be worn at all times. It is the competitor's responsibility to replace belts that may have been stretched in an accident.

4.13.4 Please check the dates on all of your safety items as after the cars initial inspection it will not be the responsibility of the Organisation's Technical Representative to monitor this, however random checks will be carried out.

4.14 Condition Testing of Components

Teams and competitors are expected to be aware of the potential risk of age-related component failure and subsequently endeavour to maintain their cars to the highest possible standards by carrying out detailed component inspection at regular intervals throughout the competition life of the car. The Organisation will not be responsible for "policing" any crack testing regime or accept any liability whatsoever in this respect.

It is mandatory that the following items are checked for structural integrity and corrosion by a non-destructive test:

- Suspension arms, wishbones and supports
- Steering columns and steering elements
- Uprights and hubs
- Brake pedals
- Wheels

All of the above components must be tested and certified using a method appropriate to the material and type of construction of the component in question. Certificates must be sent or shown to the Organisation's scrutineer prior to the car's first GT3 Legends European Challenge event. Each component must be clearly listed on the certificate but it is not necessary to mark the components. In the event of an accident an additional certificate will be required to cover the new component fitted. Certificates are valid for a period of 3 seasons from the date of testing. It is strongly recommended that similar inspections should be carried out on components that are vital to the integrity of the car but which may not be contained in the list above. The tests must be carried out according to the following standards: BSI; DIN; ISO; ASTM * Penetration Flaw Detection: BS 6443 and BSM 39; DIN 54152; ISO 3452 Magnetic Particle Flaw Detection: BSM 34; ASTM 709 X-Ray Flaw Detection: BS 6072 and BSM 35; DIN 54111-1; ISO 557 Acknowledgement of the rules



PENALTIES BOARD – GT3 Legends European Challenge 2025

All penalties below can be applied by the Clerk of the Course/Race Director without notification unless they are modified by the Panel of the Stewards.

Article	Description	Session	Penalty
SPORTING			
2. Entries	Non-respect of historic racing spirit		Can lead to exclusion
5. Advertising	Non-respect of advertising rules		Up to start refusal
6. Crew	Crew composition (Driver Categorisation)		Refer to the Appendix Handicaps
7. Briefing	No show		Fine
8. Practices and Race	Non-respect of track limits	Practice & Qualifying	1 st breach - Warning 2 nd breach – Cancellation of the best time 3 rd breach – Cancellation of all time The above are awarded to the car, not individual drivers.
		Race	1 st breach - Warning 2 nd breach – Final Warning 3 rd breach – +5 seconds to the final race time 4 th breach – +10 seconds to the final race time The above are awarded to the car, not individual drivers.
	Overtaking after chequered flag	Practice & Qualifying	Cancellation of the best time
		Race	+45 seconds to the final race time
	Twice crossing under chequered flag	Practice & Qualifying	Cancellation of the best time
		Race	+45 seconds to the final race time
	Crossing of the white line at pitlane entry		1 st breach: added time equivalent to a drive through 2 nd breach: 1 minute penalty 3 rd breach: Steward's decision
11. Starting procedure	Overtaking before timekeeping line	Race	60 seconds added for each position earned
12.1 Pitlane Speed Limit	Speeding in the Pitlane	Practice	1 st breach – 30s stop in the stop&go zone – Engine on 2 nd breach – 2m stop in the stop&go zone – Engine off 3 rd breach - According to the Clerk of the Course/Race Director's decision
		Qualifying	1 st breach – Cancellation of the best time 2 nd breach – Cancellation of all times 3 rd breach - According to the Clerk of the Course/Race Director's decision
		Race	Speed <= 10km/h: time equivalent to a drive through Speed >10km/h <=15km/h: 1min penalty Speed >15km/h: 1min30' penalty
12.2 Refuelling	Forbidden	Race	Can lead to exclusion
12.3 Driver change – Mandatory Pitstop	Pitstop out of the target window	Race	+ 1 lap
	No pitstop	Race	Disqualification
	Stop in pitlane out of garages allocation	Race	According to the Clerk of the Course/Race Director's decision
	Stop shorter than the announced pitstop timing	Race	Penalty of 20 seconds plus the observed time difference added to total race time
13.7 Yellow Flag	Overtaking under yellow flag	Practice & Qualifying	4 place grid penalty
		Race	Time penalty equivalent to a drive through (according length of the pit lane) unless the Clerk of the Course/Race Director decides otherwise
13.3.3 Safety Car	Too Slow under the Safety car procedure	Race	1 Minute time penalty



In the case of time penalty application, it will be transformed into lap(s) number and in time taking as reference the best time in race of the competitor.

The classification will then be revised by subtracting the number of penalty lap(s) from the number of laps completed and adding the remaining penalty time to the total time of the race.



APPENDIX : HANDICAPS

Elite Driver Penalties

Elite Driver Rule: Any driver crew comprising of at least one driver (not the owner of the car), finding themselves in one of the categories listed in the table shown below, will have an additional time handicap applied during the compulsory pitstop in the race.

	<u>FIA</u> <u>Categorisation</u>	<u>AM+</u>	<u>Historic</u> <u>Professional</u>	<u>Effective background</u> <u>in modern / Silver</u>	<u>Gold/Platinum</u>
<u>Age</u>					
<u>Less than 30</u> <u>years old</u>		10 Seconds	20 Seconds	30 Seconds	35 Seconds
<u>Older than 30</u> <u>years old</u>		10 Seconds	20 Seconds	30 Seconds	35 Seconds

The Organisation reserves the right to add or remove a driver from the “Elite” category, or to change the time penalty applied, without justification and at all times of the meeting.

In the case of a crew composed of two drivers, not owners of the car, each finding themselves in one of the situations listed above, the handicaps will be applied per driver.