



GT3 LEGENDS

2024 SUPPLEMENTARY REGULATIONS

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ARTICLE 1 – ORGANISATION

Motor Racing Legends will organise a pilot race sanctioned by Motorsport UK. This race will be organised according to the International Sporting Code, as well as to the Sporting Regulations of the FIA and Motorsport UK

The name of the series is **GT3 LEGENDS**

Official Language: Only the English text approved by Motorsport UK is binding

Officials

A. Permanent officials

The officials of the event will be as follows:

- Panel of the Stewards:
 - o President
 - o Member
 - o Member
- Race director
- Deputy race director
- Chief Scrutineer
- Series Eligibility Scrutineer
- Competitor Relations Officer

B. Non-permanent officials

The following officials will be proposed by the ASN and selected by Motor Racing Legends in conjunction with the request to organise a race:

- A Steward will be chosen from the licensed members of the ASN of the country hosting the race.
- A Clerk of the Course
- A Competitors Relations Officer

C. Scrutineers

The chief scrutineer will be in charge of the scrutineering and will have full authority over the national scrutineers (Under National ASN approval). Therefore the chief scrutineer may check and scrutineer a car/entrant at any time during the event.

ARTICLE 2 – ENTRIES

It is a requirement of entry that all drivers and co-drivers must be fully paid-up members of the Motor Racing Legends Club.

- o A single-race membership is available.

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.

Entry fees:

- o £1,000 for entries received before Monday 26th August. To qualify, the Organisation must also receive a £500 expression of interest payment, with the balance due by 26th August, or the whole balance in one payment.
- o £1,500 for entries received after this date.

To be considered, entries must:

- o include the entry fee
- o 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 event
- o Include a copy of the drivers' race licences

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 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 events are open to models that were homologated by the FIA in the GT3 category between 2006-2012, 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 homologated specification as originally raced by such a model in one of the above mentioned qualifying events/series.

B) Classes

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

- Class A : GT3 cars that raced between 2006-2009
- Class B : GT3 cars that raced between 2010-2012 (inc. all non-Ultra Audi R8s)
- Class C : 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 cars technical passport has not yet been approved or there is an outstanding response to a request for proof of eligibility, the cars entry may be refused, or the cra may be entered in the invitation class until proof of eligibility has been made to the organisers.
- 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 organization, 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: upon Stewards' approval.

A "Reserve car" may be accepted provided it has successfully scrutineered. A written request must be submitted to the Clerk of the Course for approval.

If the change is accepted, the following will apply:-

This request must be made at least:

- Two hours before the start of the first qualifying.
- Two hours before the start of the second qualifying (the time from first qualifying will be cancelled)
- Two hours before the start of the race (the car will start from the back of the grid).

ARTICLE 4 – TECHNICAL REGULATIONS

See GT3 Legends Technical Regulations. (Appendix 1)

All cars presented to the scrutineers must wholly comply with a **single homologated specification for the model type** as well as 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 Appendix L of the 2024 FIA International Sporting Code.

ARTICLE 5 – TECHNICAL & ADMINISTRATIVE CHECKS

The following documents shall be presented during the verification:

- Licence : - **FIA International or ASN National**
- Technical Passport issued by the Organisation: The Organisers are free to accept a car if they have not yet provided it with a 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 Organiser's 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.
- In date safety fuel cells are mandatory (FIA Appendix J of period).
- A Valid certificate for the safety fuel cell(s) must be available at scrutineering
- Two 6KG powder fire extinguishers will be mandatory in the paddock for every car. Any failure to present an extinguisher during the scrutineering will result in the car not being able to take part in private practice.
- RFT-Hans devices are mandatory for all drivers.
- Frontal Head restraints (FHR) are mandatory for all drivers.

Onboard cameras:

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 footages from cameras installed by the Organisation or by the teams may be used for sporting purposes, asked by the Race Direction or the stewards, to study any racing incidents.

ARTICLE 6 – DRIVING CREW

- 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.
- 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 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.
- The Owner driver must start the race in the case of a two-driver crew.
- In case of change during the event, the crew will have to inform the college at least two hours before the start of the first race. If not, the team may be penalized by the stewards' panel.
- The crews not respecting these rules will be penalized by the Stewards' panel.

- The Organisation will classify the pilots 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.

ARTICLE 7 – BRIEFING

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

Any driver failing to attend the briefing could be excluded from the starting grid by decision of the Stewards. 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 briefing notes issued.

ARTICLE 8 – PRACTICES - RACE

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

Any contact between two cars on track, at any time during the meeting, will be subject to an investigation by the race direction team. They will have the right to determine the responsible driver(s), who might suffer a penalty upon decision of the Panel of the Stewards. 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 or reckless driving, and it is not already the subject of an investigation by the race direction, the entrant must make their complaint to the panel of the stewards less than 2 hours after the end of the session if they wish for it to be formally investigated. Should the stewards determine that the competitor under investigation is responsible for the damage caused to another car, in addition to possible other formal penalties, they may be asked by the Organisation 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 20-minute Practice session where the non-qualifying driver must complete a minimum of three timed laps in the case of two-driver crews
- ✧ 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 one 50-minute race.

Track Limits Breaches

- During Qualifying:
 - 1st breach: Warning + deletion of the lap when the breach was recorded.
 - 2nd breach: Cancellation of the best time achieved during the concerned session + deletion of the lap when the breach was recorded.
 - 3rd breach: Cancellation of best three lap times achieved during the concerned session + deletion of the lap when the breach was recorded.
- During the race:
 - 1st breach: Warning.
 - 2nd breach: +5 seconds to the final race time
 - 3rd breach: +10 seconds to the final race time.
 - 4th breach: Drive through pit lane or equivalent time added to the final race time if penalty cannot be served during the race.
- Crossing of the white line at the pitlane entry or exit:
 - 1st breach: Drive through pit lane or added time equivalent to a drive through.
 - 2nd breach: 1 min penalty
 - 3rd breach: Steward's decision
- It is forbidden to pass any car after taking the chequered flag during practice or races. After examination of the situation by the Race Direction, penalties can be up to:
 - Practice: Cancellation of the best time achieved during the concerned session.

- Race: +45 seconds added to the final race time.
- It is forbidden to pass twice the chequered flag during practice or races. After examination of the situation by the Race Direction, penalties can be up to:
 - Practice: Cancellation of the best time achieved during the concerned session.
 - Race: +45 seconds added to the final race time.
- ✧ 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. Car will be held under Parc Fermé conditions (as defined by Article 2.5 of the International Sporting Code of the FIA) in each car's allocated pit or paddock garage, where they will be considered as being in Parc Fermé, with similar 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

- ✧ It will be established according to the best time set during the qualifying session in the case of a single driver crew, or according to the average of the best times set by each driver in the case of 2-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.

The cars will leave the pre-grid and do a formation lap and stop on the starting grid. Multiple reconnaissance laps are permitted providing they take place whilst the pit lane is open. The countdown procedure (minutes to the start of the Pace Lap) will be as follows:

 - 12 minutes Pit Exit opens in 2 minutes. Audible warning.
 - 10 minutes Pit Exit opened. Audible warning.
 - 7 minutes Pit Exit closes in 2 minutes. Audible warning.
 - 5 minutes Pit Exit closed. Audible warning & 5 minute board shown at start line
 - 3 minutes Clear grid of non-team personnel and equipment. Audible warning & 3 minute board shown at start line
 - 2 minutes Audible warning & 2 minute board shown at start line.
 - 1 minute Audible warning & 1 minute board shown at start line. Grid must be completely cleared.
 - 30 seconds Audible warning & 30 second board shown at start line.
 - Green Flag:

Start of the formation lap behind the pace car; the cars shall keep to their positions and remain in single file one after the other in the two formed rows.

When the lights of the pace car are switched off, it is forbidden to zigzag. Cars must stay in two rows.

- The cars will follow the leading car at an approximate speed of 70km/h to 90 km/h.
- The red light will be switched on during the formation lap.

The start of the race will be given with the green light on

- Overtaking will be forbidden until crossing the time keeping line.

Penalty – 60 seconds per overtaken position in the row to be added to the race time.

ARTICLE 12 – PIT STOPS

12.1 Pitlane Speed Limit

The speed limit in the pitlane will be announced during the Drivers' briefing.

Penalties

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

- Speed >10km/h <=15km/h: 1min penalty
- Speed >15km/h: 1min30' penalty

12.2 Refueling: Strictly prohibited during the race.

12.3 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.

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

13.1 Responsibility:

The Clerk of the Course is solely entitled to decide upon the neutralisation of the race using the "Safety-Car" procedure.

13.2 Identification of the "Safety-Car":

a/ A "Safety-Car" is used on the racetrack;

b/ The "Safety-Car" bears on the boot and on each side a "Safety-Car" inscription

13.3 Procedure:

13.3.1 – On the order of the Clerk of the Course, all Marshals will display waved yellow flags until the end of the "Safety-Car" intervention. Flashing yellow lights will be switched on at the starting grid and along the track;

13.3.2 – From the beginning of the intervention on, a "SC." ("Safety-Car") board will be presented at each marshal's post;

13.3.3 – The "Safety-Car", yellow flashing lights switched on, will join the track, preferably ahead the leading racing car. All the racing cars shall line up behind the "Safety-Car";

13.3.4 – All competing cars will form up in line behind the Safety Car, and maintain a gap of 5 to 10 car lengths behind each car. Any car maintaining a distance greater than 10 car lengths behind the car in front will be given a 1 minute time penalty. Any overtaking on the track is forbidden, unless a car is signaled to do so by the Safety Car.

13.3.5 – The pit lane exit will be closed and reopened a few seconds after the group of cars following the Safety Car has passed the pit exit.

13.4 Pit Stops:

13.4.1 – During the "Safety-Car" intervention, cars are allowed to make a pit stop, but may only re-join the race when lights at the end of the pit lane are green after the last car queuing behind the "Safety-Car" has passed.

13.4.2 – A car re-joining the race will catch up to the line of cars following the "Safety-Car".

13.5 End of Intervention:

13.5.1 – The end of the "Safety-Car" procedure is under the Clerk of the Course's sole responsibility.

13.5.2 – When the Clerk of the course calls in the Safety Car, the latter will extinguish its lights. This will be the signal to the drivers that it will leave the track to the pit lane at the end of that lap. At this point the first car in line behind the Safety Car may dictate the pace and, if necessary, leave more than 5 cars lengths behind the following car. As the Safety Car is approaching the pit lane, the yellow flags and the "SC" boards at the Marshals posts will be withdrawn and waving green flags will be displayed for no more than one lap.

13.5.3 – Overtaking is strictly prohibited until the cars go through the green lights/flags located on the timekeeping line.

13.5.4 – Each lap achieved during the "Safety-Car" procedure is considered as part of the race.

Overtaking is forbidden under the Safety-Car:

✧ Penalties:

- Qualifying: 4 places grid penalty
- Race: penalty equivalent in time to a drive-through according to pitlane length, unless the Steward's decide otherwise.

13.6 Red flag:

Before the end of the second lap, and for any reason, if the race is interrupted, the red flag will be shown waved to competitors.

Vehicles resumed their places on the starting grid according to the original starting grid.

After more than 2 laps and less than 75% of the race, cars stop in front of the starting line at the location indicated by the marshals, then resumed their places on the starting grid according to the classification lap before stopping.

In both cases, teams are only allowed to work on the cars after marshals show the sign "Stop Engine" and the process resumes at the presentation of the panel "Engine".

13.7 **Yellow flag:**

A waved yellow flag is shown to the drivers on the instructions of the Race Director. The yellow flag indicates a danger. It can be shown in two distinct manners:

- One waved yellow flag: Danger on the side of the track: reduce speed, overtaking is prohibited, be prepared to change direction,
- Two waved yellow flags: Danger on the track, marshals working on the track: reduce speed drastically, overtaking is prohibited, be prepared to change direction or stop.

Overtaking is strictly prohibited between the first yellow flag and the green flag waved after the incident area.

- o Penalties

- o Qualifying: 4 place grid penalty
- o Race: penalty equivalent in time to a drive-through according to pitlane length, unless the Steward's decide otherwise.

13.8 **Full Course Yellow:**

Only during practice or qualifying session:

Should it be necessary for safety reasons, whenever a car is stopped in a dangerous location, whenever track vehicles are working near the track, marshals are working close to the track or other similar situations, the Race Director will declare a Full Course Yellow period. The message FCY will be displayed on the monitors. Waved yellow flags and FCY boards will be shown at all marshal posts, at the Line and at pit exit. All cars must immediately slow down to 80 km/h. Overtaking, except for safety reasons accepted as such by the Race Director or Stewards of the Meeting, is forbidden. Cars must proceed at a constant speed in single file.

Speeds will be monitored and any car exceeding the given speed will be reported to the Stewards of the Meeting and a penalty may be given. The pit lane entry and exit will remain open. Cars entering the pit lane may overtake cars that are on the track once they cross Safety Car Line 1. Cars exiting the pit lane may overtake other cars until they reach Safety Car Line 2. Once the problem is resolved, the track will return to Green and the information will be given on the monitors. Alternatively, should the problem not be resolved, the Safety Car may be deployed.

ARTICLE 14 – FINISH

The Chequered Flag will be presented to the leading car after 50 minutes of racing

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 part of the classification, the car must have covered at least 75% of the distance covered by the winner.

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

2024 GT3 LEGENDS TECHNICAL REGULATIONS

All cars should be raced in an original homologated specification. Adhering to period specifications is a fundamental pillar of GT3 Legends. 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.

Eligibility

The GT3 Legends 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 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 events are open to models that were homologated by the FIA in the GT3 category between 2006-2012, 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 racing events will be contested using the following classes:

- Class A : GT3 cars that raced between 2006-2009
- Class B : GT3 cars that raced between 2010-2012 (inc. all non-Ultra Audi R8s)
- Class C : 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 either prepared to a specification not corresponding to the period of the class in which it has been entered, or which raced only in a 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. The organiser's 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, the specification of that car as detailed in the technical passport submitted must be the same as was raced by that type of car at a specific point in time, the only variations permitted are detailed elsewhere in these regulations. This is to include aero package and powertrain. To clarify, a “mix and match” of specifications from the different points in time is not permitted.

In the event of the entry for a meeting being over-subscribed priority may be 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 paintwork and sponsor logos that 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 will exclusively use Goodyear tyres for the duration of the 2024 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 in 2024

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.

Tyre warmers and tyre heating tents are permitted but may only be used in the immediate vicinity of the garage/paddock area (i.e. not on the grid or in the pre-grid assembly area).

Wheel diameters are free but are subject to prior approval by the Organisation.

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**

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

4.3 Turbochargers

All concerned 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.

4.4 Gearbox

All cars should be equipped with a gearbox complying with it's period specification.

4.5 Fuel, fuel tanks and refueling

The preferred fuel supplier who will supply racing fuel and service each event is TBC.

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 prior to the car being serviced or refueled in its garage or paddock shelter.

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 weight of the car will be set by the Organisation where there is a variation from the original specification of the chosen homologation.

The weight is defined as the weight of the car without driver or fuel, but including engine oil and engine coolant

4.8 Brakes

Braking systems are to be of the same specification that was fitted to that particular type of car as raced in period. The competitor shall bring the proof of this together with the Technical Passport of the car.

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

The mandatory minimum static ride height must be 40mm at any time, with or without driver onboard and full tanks. 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 will be free, but every effort must be made to ensure that those fitted are as far as is practicable in keeping with the original 'in Period look'.

The minimum ride height at all times is 40mm, measured with or without driver on board and full fuel tanks. 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 year of specification selected and as approved in the Tech Pass by the Technical Scrutineer. 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

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 FIA regulations that are applicable, the following safety standards must be observed:

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

4.14.3 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.

4.14.4 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.

4.14.5 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 Crack Testing and X-raying 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.

It is the teams / competitors responsibility to ensure that they maintain their cars to a high standard. 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 and wishbones
- ✧ Suspension parts and supports
- ✧ Steering columns and alloy 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 available to the Organisation's Technical Representative or official upon request. 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 following the date of certification.

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

Every competitor confirms via his registration/application form acknowledgement of the existing rules of the Organisation, the provisions of the FIA International Sporting Code and those of Motorsport UK.

PENALTIES BOARD – GT3 Legends 2024

All penalties cited below are the one presented in the present supplementary regulations. All of them will be applied by Race Control without notification unless they are modified by the Panel of the Stewards. Any penalty not figuring in the supplementary regulation or below will be decided to the sole discretion of 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		Refer to the Appendix Handicaps
7. Briefing	No show		Race start refusal
8. Practices and Race	Non-respect of the racing line	Practice	1 st breach - Warning 2 nd breach – Cancellation of the best time 3 rd breach – Cancellation of all time
		Race	1 st breach - Warning 2 nd breach – +45 seconds to the final race time 3 rd breach – +90 seconds to the final race time
	Overtaking after chequered flag	Practice	Cancellation of the best time
		Race	+45 seconds to the final race time
	Twice crossing under chequered flag	Practice	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 panel of the stewards decision
		Qualifying	1 st breach – Cancellation of the best time 2 nd breach – Cancellation of all time 3 rd breach - According to the panel of the stewards 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 panel of the stewards 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	4 place grid penalty
		Race	Time penalty equivalent to a drive through (according length of the pit lane) unless the Stewards decide otherwise
13.3.3 Safety Car	Too Slow under the Safety car procedure	Race	1 Minute time penalty

For any offense, stewards may decide to withdraw season ranking points instead of a sporting 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 Categorisation</u>	<u>Effective background in modern racing</u>	<u>Silver</u>	<u>Gold</u>	<u>Platinum</u>
<u>Age</u>					
<u>Less than 30 years old</u>		20 Seconds	25 Seconds	30 Seconds	35 Seconds
<u>Less than 40 years old</u>		20 Seconds	25 Seconds	30 Seconds	35 Seconds
<u>Less than 50 years old</u>		20 Seconds	25 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 added.