



# EUROLEGEND CUP 2023 REGULATION



# 2023 Eurolegend Cup REGULATIONS

(V. 1.6 - 20 October 2023)

## 1 GENERAL REGULATIONS:

### 1\_1 TITLE & JURISDICTION:

### 1\_2 LICENSE FOR DRIVERS:

### 1\_3 ORGANIZATION:

### 1\_4 ELIGIBILITY:

1\_4\_1 DRIVERS MUST:

### 1\_5 CATEGORIES:

- 1\_5\_1 Open to
- 1\_5\_2 Race Numbers
- 1\_5\_3 Wild Cards
- 1\_5\_4 Classes

### 1\_6 EUROLEGEND CUP 2023

- 1\_6\_1 Dates and Place
- 1\_6\_2 Modifications

### 1\_7 SCORING AND WILD CARDS:

- 1\_7\_1 Eurolegend cup Points
- 1\_7\_2 Bonus points
- 1\_7\_3 Finals race points
- 1\_7\_4 Discard results

### 1\_8 AWARDS:

- 1\_8\_1 Per Race
- 1\_8\_2 Eurolegend cup 2023

## 2 RACE PROCEDURE and EVENT MEETING:

### 2\_1 BRIEFINGS:

- 2\_1\_1 Briefings

### 2\_2 PRACTICE/QUALIFYING:

- 2\_2\_1 Qualifying
- 2\_2\_2 Starting Grid

### 2\_3 RACES

- 2\_3\_1 Week-end
- 2\_3\_2 Pre Grid
- 2\_3\_3 Rolling Lap
- 2\_3\_4 Jump start
- 2\_3\_5 Late start

### 2\_4 RACE STOPS & PITS PADDOCK SAFTY

- 2\_4\_1 Refueling
- 2\_4\_2 Speed limit

2\_4\_3 Race stopped

2\_4\_4 Pits

2\_4\_5 Restart

### 2\_5 RACE FINISHES

- 2\_5\_1 Finish procedure
- 2\_5\_2 Technical inspection
- 2\_5\_3 Component removal

### 2\_6 TIMING MODULES

- 2\_6\_1 Transponder position
- 2\_6\_2 electronic timing

## 3 PENALTIES

3\_1\_1 Philosophy

3\_1\_2 Behavior

3\_1\_3 Respect

3\_1\_4 Safety first

## 4 TECHNICAL REGULATIONS

4\_1\_1 General

4\_1\_2 Vehicles

4\_1\_3 Updates

4\_1\_4 Modification Not allowed

4\_1\_5 Safety equipment

4\_1\_6 Race number position

4\_1\_7 Tires

4\_1\_8 Gasoline

4\_1\_9 Fuel tank

4\_1\_10 Transmission

4\_1\_11 Engines

4\_1\_12 Settings

4\_1\_13 Minimum height

4\_1\_14 Width

4\_1\_15 Wheelbase

4\_1\_16 Shock absorbers/spring

4\_1\_17 Refrigerant

4\_1\_18 Bumper

4\_1\_19 Assisted shifters

4\_1\_20 Brakes

4\_1\_21 Vehicle weight

4\_1\_22 Battery

4\_1\_23 Aerodynamics

4\_1\_24 Noise regulations

4\_1\_25 Windscreen

4\_1\_26 Advertising

4\_1\_27 Technical verifications

4\_1\_28 Repairs



## **1\_GENERAL REGULATIONS:**

### **1\_1 TITLE & JURISDICTION:**

The Eurolegend Cup is organised and administered by GP2emme S.r.l. in accordance with Euro Nascar general Regulations. The organizers reserve the right to issue additional communication updating important issues to the present rules that will be communicated to the registered drivers via e-mail. Update of the present regulations will be registered in the last version of this document. (Current Version.1.4 – 1-March-23)

### **1\_2 LICENSE FOR DRIVERS:**

All drivers, competitors and officials participating in the Series must hold current and valid license. This license can be either an International A, B, C, D as well as, where applicable, a valid license, accompanied, for foreign drivers, by an authorization issued by their ASN.

### **1\_3 ORGANIZATION:**

Coordinator:	Romano Pisi	GP2emme Srl
Coordinator:	Jacopo Monti	Gp2emme Srl
EL Cup Technical Advisor:	Alain Chatton	Legend Cars Switzerland Gmbh
EL Cup Technical Advisor:	Walter Bruno	Legend Cars Italia

### **1\_4 ELIGIBILITY:**

#### **1\_4\_1 DRIVERS MUST:**

- A) Be registered to the Eurolegend cup by completed the registration form ([www.eurolegend.eu](http://www.eurolegend.eu))
- B) Signed contract with GP2emme S.r.l. ([www.eurolegend.eu](http://www.eurolegend.eu))
- C) Have issued payments in accordance to the registration form
- D) Be in possession of a valid competition license (1\_2)
- E) Drivers must ensure their cars comply with technical specification and safety rules

### **1\_5 CATEGORIES:**

**1\_5\_1** The Eurolegend Cup is open to individual drivers

**1\_5\_2** The race number for the participant to the Eurolegend Cup from 1 to 99 must be requested on the registration form and will be issued according to the availability, and based on the registration date.

**1\_5\_3** Wild Card drivers, accepted by organizers, has as specified on the registration form, will be issued numbers over 100 and will not be issued to the competition points in the race and in the general standing.





**1\_5\_4** Drivers classes are:

- A) Challenge – From age 16 to 21 years old at the day of the first race
- B) Top Class – From 21 to 45 years old at the day of the first race
- C) Star – Over 45 years old at the day of the first race

## **1\_6 EUROLEGEND CUP 2023 DATES AND PLACE:**

**1\_6\_1** Eurolegend Cup 2023 will be contested over 5 week-end and 15 races.

RACES	DATE	CIRCUIT
1-2-3	6-7 MAY	VALENCIA
4-5-6	8-9 JULY	VALLELUNGA
7-8-9	26-27AUGUST	MOST
10-11-12	23-24 SEPTEMBER	OSCHERSLEBEN
FINALS – 13-14-15	14-15 OCTOBER	ZOLDER

**1\_6\_2** Eventual modification will be communicated to the drivers by e-mail to the address specified on the registration Form.

## **1\_7 SCORING AND WILD CARDS:**

**1\_7\_1** Eurolegend Cup 2023 will be contested over 5 week-end and 15 races. The first will take 40 points and the second 35 point then from second position down reduce 1 point. To receive full points the car must complete the entire race. From position 36° to 40° and/or the cars that will not complete the race, but that has complete at list 1 round will receive 1 point

1°	40 points
2°	35 points
3°	34 points
4°	33 points
5°	32 points
6°	31 points

29°	8 points
30°	7 points
31°	6 points
32°	5 points
33°	4 points
34°	3 points
35°	2 points





**1\_7\_2** Bonus points: 2 points will be awarded to the drivers obtaining the higher numbers of position gained (minimum 4) from starting grid to the race finish position. In case of tied position gained the points will be divided between the 2 drivers with the best final placing.

**1\_7\_3** The Finals races 13-14 will be with double points 1° place 80 points 2° place 70 points 3° place 68 points and so on. The position gained bonus points will be not doubled. Wild card are not accepted for the finals races.

**1\_7\_4** Each drivers can discard the 2 of the worst results during the Eurolegend Cup.

## **1\_8 AWARDS:**

### **1\_8\_1 PER RACE:**

- A) 1° 2° 3° trophy awarded on podium
- B) 1° 2° 3° category trophy awarded at the Eurolegend Hospitality area.

### **1\_8\_2 EUROLEGEND CUP 2023:**

- A) 1° 2° 3° Cup Trophy 2023
- B) 1° Free registration to the Euro Nascar Series
- C) 1° 2° 3° Cup Free Euro Nascar test
- D) 2° 25% discount on the registration for Eurolegend 2024
- E) 3° 10% discount on the registration for Eurolegend 2024
- F) 1° 2° 3° category Cup trophy

## **2\_RACE PROCEDURE and EVENT MEETING:**

### **2\_1 BRIEFINGS:**

**2\_1\_1** In every event there will be, one or more, drivers briefings according to the Race direction, the Euro Nascar organization and the Eurolegend Cup organization requirements. Each drivers must participate to the briefing at location and hour that will be communicated day by day.

### **2\_2 PRACTICE/QUALIFYING:**

**2\_2\_1** Each Drivers has 20 minutes track time, on Saturday, for practice and race qualification to obtain, with the best lap time, the starting grid position of the first race of the week-end. The cars used in qualification must be the same used for the races.

**2\_2\_2** The starting grid position of the second race of the week-end will be determined by the order of the



best lap time, of the drivers in race 1, while in race 3 will be determined by the order of the best lap time, of the drivers in race 2.

## **2\_3 RACES:**

**2\_3\_1** Each week-end foresee 3 races of 20 minutes each. The exact race schedule of the week-end will be communicated at the latest, during the briefing of Saturday morning.

**2\_3\_2** In order to take the maximum advantage of the track time, all cars should be aligned, according to the starting grid position 30 minutes before each race, allowing cars to be positioned in their respective starting place on the dummy grid (generally in the Pit Lane). At the point that the cars are released on to the grid any competitor not properly positioned will be required to start from the back of the group.

**2\_3\_3** Towards the end of the Rolling Lap(s) the pace car will leave the circuit after extinguishing its roof lights indicating that a start is imminent. Cars must maintain the speed set by the Pace Car, prior to it accelerating away to leave the circuit, which will normally be 55 km/h. Any visible increase in speed of the front row of the grid prior to the red light being turned off, will be considered an infringement and will result in a time penalty being applied. The same penalty will apply to any car breaking rank/formation before passing the start line with the exception being that any car having a problem should indicate this by putting a hand out of the window and pulling towards the side of the track which will be the sign that following drivers should pass.

**2\_3\_4** Any cars that jumped the start or judged out of position on the start will be given a 10 second time penalty which will be added to the total race time at the end of the race, thus the final standing could be changed due to this penalty. Any car creating an unnecessary gap from the car in front on a race start (or re-start) will be judged out of position and a penalty will be given.

**2\_3\_5** Any cars unable to start the Green Flag/Pace lap within 30 seconds of the Pace Car starting the rolling lap will be allowed to start from the pit exit after the last car to take the start has passed the exit point.

## **2\_4 RACE STOPS & PITS Paddock SAFETY:**

**2\_4\_1** Refueling is not allowed after the race procedure has started, this includes the alignment procedure to reach the dummy grid.

**2\_4\_2** Speed limit in the pit lane cannot exceed 55 km/hr.

**2\_4\_3** In any case a race or practice are stopped; red lights will be switched on at the Start line and red flags will be displayed at the Start line and at all Marshals around the Circuit, and, if available, showing of red lights around the circuit. This is the signal for all drivers to slow to a safe and reasonable pace and to return to the pit lane, during practice, and to the starting grid area, during a race, unless otherwise directed by officials.

**2\_4\_4** Cars may not enter the Pits unless directed to do so or repairs are necessary. Work on cars already in the Pits must cease when a race is stopped and may only continue under the control of a Technical



inspector. Cars in the Pits may not re-join the grid, will be allowed to start from the pit exit after the last car to take the re/start procedure has passed the exit point.

**2\_4\_5** In the event that a race is stopped after the leader has completed two or more laps any restart will be a rolling start, with cars in single file and there may be no overtaking until you have passed the start line after the green flag has been displayed.

## **2\_5 RACE FINISHES:**

**2\_5\_1** After taking the chequered Flag drivers are required to:

- a) progressively and safely slow down,
- b) remain behind any competitors ahead of them,
- c) return to the Pit Lane Entrance/Paddock Entrance as instructed,
- d) comply with any directions given by Marshals or Officials,
- e) keep their helmets on and harnesses done up while on the circuit or in the pit lane,
- f) if requested by circuit or organizer, place their car into the “Parc Fermé” where it must remain until released after technical inspection.
- g) Attend any podium presentation that may be required.

**2\_5\_2** After each qualifying session and race the organizers might request that the vehicles cars are presented for a technical inspection in an area identified by the Technical Advisor.

The car will be subject to “Parc Fermé” conditions and Driver or Team personnel must not enter Parc Fermé unless invited by the Technical Advisor.

**2\_5\_3** In the case the Technical Advisor requires a competitor to remove a component from a competitor’s car, then only one mechanic/team member may undertake the work, the driver may assist as well.

## **2\_6. TIMING MODULES:**

**2\_6\_1** It is the Competitors responsibility to ensure that the transponder assigned by the Organization is fitted to the vehicle in a position indicated by the Technical Advisor and the timing services.

**2\_6\_2** Competitors cannot use electronic timing equipment on race days. Only the official timing services can be used.

## **3 PENALTIES**

**3\_1\_1** Legends Cars Racing represents fun & amateur motor Sport, EURO LEGEND CUP is hosted in Premium events of the EURONASCAR Championship so it is the duty of the Organization to meet the standards experienced in past EURONASCAR events.

**3\_1\_2** All drivers and Teams taking part to EURO LEGEND CUP are requested maintain a behavior in line with EURONASCAR standards.





The driver/Team will receive a verbal warning in case a wrong behavior is noticed, if not corrected competition point could be deducted.

**3\_1\_3** Driver/Team accept that their cars must respect the technical regulations at all times, Technical Advisor can make inspections at any time during the competition week-end, and that any infringements could be sanctioned with championship points deduction.

The technical discrepancy must be corrected before the driver/car can take part to the following race.

**3\_1\_4** Drivers must keep a “safety first” approach when racing, all the actions during practice and race should not penalize or put in danger the safety of other Drivers/Cars.

Any dangerous driving style will be verbally communicated to the driver, if not rectified a reduction competition points penalty could be applied.

## 4 TECHNICAL REGULATIONS

**4\_1\_1** General: This Technical Regulations serve to guarantee drivers maximum transparency and trust in the organization.

**4\_1\_2** Vehicles: Any Legend Car that meets the specifications listed below will be eligible to participate in the events. Cars will be accepted up to the maximum number of participants allowed by the EURONASCAR organization.

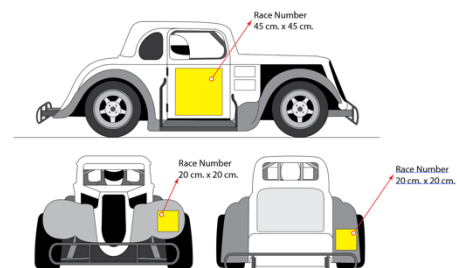
**4\_1\_3** Updates to Regulations: Updates or changes to these regulations will be communicated directly to the registered drivers registered through technical bulletins via email.

**4\_1\_4** Modifications not Allowed: Any modification, addition or tuning of a vehicle not specified by this Regulation is strictly prohibited and will result, after a technical inspection, in a point deduction penalty.

**4\_1\_5** Safety equipment: Seat, seat belts, fire extinguisher (or extinguishing system) with a valid FIA approval, FIA approved tow hooks firmly anchored to the chassis and provided with an identification sticker. Battery with an external control switch with a clearly visible identification sticker is mandatory.

Mandatory rain light. Mandatory external rear-view mirrors.

**4\_1\_6** Race numbers: Race numbers (1 to 99) will be assigned by EURO LEGEND CUP organization at the beginning of the season and for the entire season. They must be displayed on the doors (maximum size 45x45 cm) in clearly visible characters and colors and also be exposed front left fender and rear right fender (maximum size 20X20 cm.).



**4\_1\_7** Tires: the only approved tire is the "Nankang Econex Na-1" 205/60R13 sold and stamped by “Legend Cars Italy”. It is forbidden to cut or use threading tools on the tires.

It is forbidden to use electric blankets or heaters of any kind.



**4\_1\_8 Gasoline:** The only Gasoline allowed during the competition event is the exclusively sold by the EURO LEGEND organization at each circuit, each driver must purchase sufficient quantity to be used during practice, qualifications and all the races.

Additives are not permitted.

Fuel samples will be taken and tested regularly.

**4\_1\_9 Fuel tank:** Depending on the country of origin, one or two fuel tanks are installed in the car.

Those using only one tank must keep it in the original position of the car.

It is forbidden to run with the right tank only.

It is recommended to tie the cap to the tank.

**4\_1\_10 Transmission:** Reverse transmission permitted but not mandatory.

Final ratio must be as original US Legend Cars specifications.

Spool mandatory,

Differential devices prohibited.

Transmission shafts compliant with US Legend Cars original equipment.

**4\_1\_11 Engines:** It is mandatory that all engines (both 3 and 4 cylinders) are sealed by U.S. Legend Cars, Legend Cars official dealer or by Eurolegend's Technical Advisor and cannot be modified. Changes, modifications or optimizations of parts such as throttle bodies, air filters, control units, etc. are not allowed. Tampering with wiring is prohibited. Engines without plumbing/seals must be tested on a dynamometer bench by Eurolegend Technical Advisor to verify their suitability to compete. Cars without engine seals will not be accepted in the competition.



**4\_1\_12 Settings:** All adjustments obtainable through the originally installed registers are permitted.

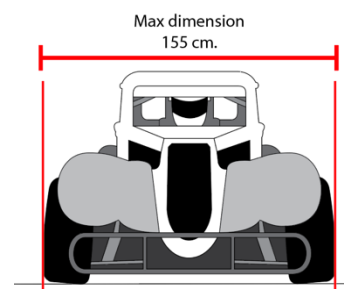
Alteration of components or attachment points is prohibited.

**4\_1\_13 Minimum height:** The height of the vehicle, without driver, measured from the road surface to the height of the chassis (with driver on board), shall be at least 90 mm and shall not be less than this on more than two verification points.

**4\_1\_14 Width:** The maximum width of the vehicle must not exceed 155cm.

**4\_1\_15 Wheelbase:** The wheelbase of the vehicle must be between 185cm and 186cm.

**4\_1\_16 Shock absorbers/springs:** It is forbidden to modify in any aspect and performance the shock absorber INEX by Bilstein or AFKO.





Only original INEX shock absorbers and “INEX springs” with a length of 10 inches can be used.

**4\_1\_17 Refrigerant:** The use of antifreeze in cooling water is prohibited.

**4\_1\_18 Bumper:** The Vehicle must be equipped with standard production front and rear Bumpers must, it is forbidden to reinforce or modify them. A safety retaining system must be used to prevent loss in the event of an impact.

**4\_1\_19 Assisted Shifters:** The use of paddles, quick-shifters and blippers is allowed as long as they have received a “Safety to Use” approval by the National L.C Importer.

**4\_1\_20 Brakes:** Factory specification braking system, disc/drum or disc/disc configuration.

Market brake pads, braking modulator allowed.

Stop light not mandatory.

Modification of discs and drums is prohibited.

**4\_1\_21 Vehicle weight:** The total weight of a Legend Car during the entire event must not be less than 560 kg, including the driver with helmet and safety equipment.

The measurement will be carried out with the scales provided by the organization

A verification can be carried out at any time by the Technical Advisor.

Ballast can only be placed in two specific areas:

-under the battery.

-in a special compartment obtained in the front area /below the transmission (see photo).







**4\_1\_22 Battery:** The position of the car battery cannot be modified from the original manufacturer positioning, held in place by the appropriate bracket. The use of lighter competition batteries may be accepted including commercial “LITHIUM-ION” as they are highly flammable and difficult to handle in case of fire. Other exotic types will not be accepted.

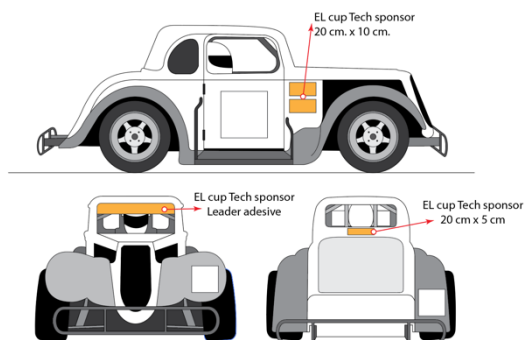
**4\_1\_23 Aerodynamics:** Modifications to cars to improve performance are not permitted.

**4\_1\_24 Noise regulations:** The exhaust line must have its exit behind the rear axle of the car and be equipped with a silencer provided by Legend Car official dealer. In the case of an abnormally noisy car, the organizer may require the driver to stop the activity until the car is restored.



**4\_1\_25 Windscreen:** Unless otherwise indicated by the race direction, cars must be equipped with a LEXAN windshield with a minimum thickness of 3mm.

**4\_1\_26 Advertising:** The organization, reserves the right to apply to all participating cars decals of event sponsors supporting the EUROLEGEND CUP in selected circuits or for the entire season. The areas reserved for these sponsors are indicated in the drawings below (in orange).



**4\_1\_27 Technical verifications:** can be requested by the Race Director Technical Advisors or by the Organization’s Technical Advisor.

In case of a private request (Pilot or Team) for technical verification of a competitor car, such request must be presented in written form and accompanied with a verification fee of €500.

The verification fee will be retained by the organizer in case the verified car (competitor) is judged regular.

In case the verified car is judged in violation with the technical regulation the verification fee will be charged to the driver in violation followed by additional penalty of €500 and disqualification from the race.

In case a car is found to be non-compliant, the driver will still 10 minutes to demonstrate the unforeseeable cause of given irregularity.

**4\_1\_28 Repairs:** If a car is involved in an accident, the EURO LEGEND Technical Advisor will evaluate the damage and confirm if the car repaired in the field is still suitable to safely continue the competition.

Date: \_\_\_\_\_ Driver Signature for Knowledge and Acceptance \_\_\_\_\_