



Pre-1975 Algarve Sports Cars Algarve Classic Festival 2018



Art. 1 – ORGANISATION

- 1.1 – The Algarve Classic Festival with their Partners and Sponsors, will organise an invitation race at the Algarve Classic Festival on 20-22 October, 2018 called **Pre-1975 Algarve Sports Cars** run under a national permit under the jurisdiction of FPAK.
- 1.2 The general regulations applicable to all FIA events and the prescriptions of Appendix K of the FIA Sporting code, must be observed unless stated hereafter. All cars should have FIA HTP papers or be in a specification that would allow an HTP to be issue.
- 1.3 – The final text and language of these regulations shall be the Portuguese version. In case any dispute should arise as to their interpretation the decision of the Pre-1975 Algarve Sports Cars organisation committee shall be final.

Art. 2 – ORGANISATION COMMITTEE

The organisation committee of the **Pre-1975 Algarve Sports Cars** consists of:

- Diogo Ferrão – Promoter Algarve Classic Festival
- Micaela Moreira – Race coordinator Race Ready
- Historic Automobiles – Represented by Vanessa and Flavien Marçais
- Historic Motor Racing - Represented by Carol Spagg
- Manuel Moises – Technical Scrutineer

Art. 3 – CAR ELIGIBILITY

3.1 – Invited cars

Eligible cars are pre-1975 Sports Racing, GT and Touring Cars of a type that would have competed in the World Endurance Championship, European GT Championship, FIA 2 Litre Sports Car Championship or other International Competition up to 31st December 1974. Also racing within the **Pre-1975 Algarve Sports Cars** race by invitation will be a class for Sports 2000 cars built up to 31st December 1984 conforming to SRCC regulations.

3.1.1 - Class GT1:

For Touring and GT Cars built before 31.12.74 or FIA homologated continuation cars with FIA HTP papers or national technical passport.

3.1.2 – Class GT2

For Touring and GT Cars built between 01.01.75 – 31.12.79 or continuation cars with FIA homologation with FIA HTP papers or national technical passport.

3.1.3 – Class SP3

Sports Racing Cars built up to 31.12.1965 or continuation cars with FIA homologation with FIA HTP papers or national technical passport.

3.1.4 – Class SP4

For Sports Racing Cars built up to 31.12.1974 or FIA homologated continuation cars with FIA HTP papers or national technical passport. DFV engines not allowed.

3.1.5 – Class S20

A separate category for Sports 2000 cars complying with SRCC regulations built prior to 31st December 1984.

3.1.6 – Class Crosslé

For Crosslé Racing Drivers' Club cars according to their own regulation..

3.1.7 – Class INV: By special application cars complying with Appendix K but not eligible in any of the other classes will be considered if the organisation committee considers that they are in the spirit of the competition and will enhance the grid and add to the other drivers' enjoyment.

3.2 – Tyres

The only tyres allowed are:

1. Dunlop racing "M" or Dunlop Racing Post-Historic tyres
2. Avon Historic All Weather (A37 Compound only)
3. Only for Class S20 and Crosslé: As per series regulations
4. Wet tyres: If the race is declared a wet race, the choice of tyre is free.

Exceptionally, for certain cars other tyres, such as road tyres, may be used with the written approval of the Committee.

Art. 4 – COMPETITOR ELEGIBILITY

4.1 – Competitors must be in possession of a competition license and medical certificate issued by their ASN (as per Art. 18^o of the FIA International Sports Code). Regardless of their license status, they must have a proof of permission from their ASN (National Governing Body) to compete in a National Meeting with Approved Foreign Participation (FIA ISC 18). For some countries this approval is on the competitor's licence e.g. Germany and Denmark. For remaining countries this should come in the form of a letter. **Warning: It is the competitors' responsibility to have the correct permission or they will not be allowed to compete.**

Art. 5 – TEAMS

5.1 – Each team can have one or two drivers.

5.2 – Single drivers must write "SOLO" in the second driver's name on the entry form and must do the mandatory pit stop.

5.3 – **Sharing the car with a second driver is encouraged and in keeping with the Endurance Spirit of this race and camaraderie between team members.**

Art. 6 – JURISDICTION

6.1 – The submission of an entry form is confirmation that the drivers agree with the present regulations and all subsequent amendments-

6.2 – The organising committee and their partners bear no liability or responsibility for accidents and their consequences.

6.3- The organisers reserve the right to cancel the event, to change or amend the timing, to shorten the race length if circumstances beyond their control should arise.

6.4 – All doubts about the interpretation of the regulations will be decided by the **Pre-1975 Algarve Sports Cars** committee.

6.5 – The **Pre-1975 Algarve Sports Cars** committee has the right to exclude any competitor that does not respect the regulations, or causes significant trouble to other drivers or causes any form of harm to the organisation or their partners.

Art. 7 – SPONSORS

Competitors must make available an area (of a size to be advised) on the cars for the display of the sponsors' decals. These decals must be displayed at all times during practice periods and race.

Art. 8 – RACE ENTRIES

8.1 – The **Pre-1975 Algarve Sports Cars** committee reserves the right to accept or refuse entries at their entire discretion without having to justify themselves.

8.2 – Entries can only be confirmed once a fully filled out entry form and full payment is received. If the entry is refused, the competitor will be fully refunded.

8.3 – If a car is refused the start by the Scrutineers on safety or eligibility grounds the entry fee will not be refund.

8.4 – Included in the entry fee is 40 minutes of qualifying and two race of 40 minutes each plus pit garage and four hotel room nights per driver.

Art. 9 – TICKETS AND PADDOCK PASSES

9.1 – All tickets and paddock passes will be given during the signing on procedure.

Art. 10 - BRIEFING

Drivers Briefings are compulsory for all races. FPAK reserves the right to impose a cash fine for failure to attend a drivers briefing.

Art. 11 – Qualifying and Racing

11.1 – Practice

Each driver must complete a minimum of one lap during the qualifying session. In special circumstances the Clerk of Course can allow a driver to race without practice if safety conditions are met. In this case the competitors will start in the back of the grid.

11.2 – Grid position

The grid position for the race one will be according to the best times of each car during qualifying. The Grid positions for race two will be accordingly official results from race one.

11.3 – Start Procedure

The race will have a rolling start. The procedure will be explained in the drivers briefing following the Artº 33.1 to 33.28 of the FPAK “blue book”.

11.4 – Race

The weekend will include 2 races. Each race will have 40-minute duration. The end of the race will be signalled when the leading car is shown the chequered flag at the end of 40 minutes.

11.5 – All cars still running when the chequered flag is displayed will be classified.

11.6 - If the Race Director declares a shortened race for operational reasons refunds will not be possible.

11.7 – Mandatory Pitstop

11.7.1 – All cars must do a pit stop during the “Pit Stop Window”. They should enter the pits after the 18m.00s.000 and before 22m.59s.999 minute of the race.

11.7.2 – All cars must remain in the pit lane for a minimum of 60 seconds during the mandatory pit stop, as verified by the timekeepers. The exact location of the beginning and end of the timing loop will be announced at the drivers’ briefing.

11.7.3 - Other mechanical operations are allowed in the pits during the race.

Art. 12 – RACE CLASSIFICATION

12.1 – After each race there will be a prize giving according to the following classifications:

a) GT1, GT2, SP3, SP4, S20, Crosslé and INV

12.2 – Podiums and class trophies will be determined once the entry is in.

Art. 13 – FINAL SCRUTINEERING AND PARC FERME.

All cars must be presented in parc fermé, where the final scrutineering will be held, after qualifying and race whether or not they finish the session. If your car has been selected to be checked, please follow the marshal’s instructions.

Art. 14 – Interpretation

The rules are published in Portuguese, Spanish & English. If there is any doubt about their interpretation, only the Portuguese text will be considered as the official authentic text.