

# Carrera M80

## Provisional Sporting Regulation

### 2020



#### Art. 1 – ORGANISATION

- 1.1 – Race Ready** with their Partners and Sponsors, will organize in 2020 a sporting event reserved to invitation, called **Carrera M80**. The general regulations applicable to all FIA events must be observed, as must the prescriptions of Appendix K to the FIA Sporting code, unless stated hereafter. All cars should have FIA HTP papers or be in specifications that allowed the certificate to be issue.
- 1.2** – The final text and language of these regulations shall be the Spanish version, which will be used should in case any dispute arises as to their interpretation. In case of a situation none expected in the regulation, as well as if any doubt in the interpretation of the regulation will be analysed and decided by the CARRERA M80 organisation committee.

#### Art. 2 – ORGANIZATION COMMITTEE

- 2.1-** The organization committee of the **CARRERA M80** is constituted by:

Diogo Ferrão  
Guillermo Velasco  
Micaela Moreira

- 2.2-** The appointed Technical eligibility scrutineer will be Mr. Manuel Moises.

#### Art. 3 – CAR ELIGIBILITY

- 3.1** – Entries are due according to invitation by the organization in accordance with the “spirit of the CARRERA M80” and comply with FIA Appendix K.

Cars with Turbo will have a coefficient of 1.4 for considering the final engine capacity.

##### 3.1.1 –Category Group 2 (GR2)

Category for any until 1982 Touring car according to FIA homologations until (31/12/1982) and FIA HTP papers or national technical passport.

**Examples:** BMW 323i, Ford Capri, Ford Escort MK2, Rover 3500 SD1, VW Golf GTI MK1, BMW 635 (gr2)

##### 3.1.2 – Category Touring Under 1400 (T1400)

Cars until 1994 homologated Touring cars in group 2, A or N under 1400cc, car according to FIA homologations until (31/12/1994).

**Examples:** Toyota Starlet, Citroen Ax, Renault 5, etc

##### 3.1.3 – Category Group 1 and N Cars (GR1/N)

Cars until 1993 homologated Group 1 Touring cars plus cars according to Portuguese Group 1 regulations, car according to FIA homologations until (31/12/1993).

**Examples:** VW Golf MK1, Datsun 1200, Ford Escort RS2000 etc

##### 3.1.4 – Category Touring under 2000 CC (T2000)

Cars until 1994 homologated as Touring Cars under 2000cc in Group A, N or Trophy specification, car according to FIA homologations until (31/12/1994).

**Examples:** VW Golf MK2, Mk3, Honda Civic, Peugeot 205 GTI

### **3.1.5 – Category Touring over 2000 CC(TMAX)**

Cars until 1990 homologated as Touring Cars group A or N over 2000cc in Group A, N or Trophy specification, car according to FIA homologations until (31/12/1990).

Examples: Rover Vitesse, BMW 635 CSL, Ford Sierra Cosworth, BMW E30 M3,

### **3.1.6 – Category GT Trophy (GTCOPA)**

Category for any pre-1993 GT Cars in Trophy specification.

Examples: Porsche 944 Cup, Porsche 964 Cup, Porsche 968 CS Cup, Ferrari 348 Challenge, Ventury Trophy

### **3.1.7 – Category H-INV (H-INV)**

This category is for Cars not allowed in any of the previous categories or cars not complaining with the Appendix K. However, some cars can be considered eligible to race if the organization committee believed it will improve the spectacle and improve the other driver's enjoyment.

## **Art. 4 – Tyres allowed**

**4.1** - Without exception, all cars cannot use "Slick" tyres".

**4.2 – All cars should use Toyo R888R or R888 tyres.**

**4.3** - Exceptionally, other DOT tyres may be used. The Carrera M80 organizing committee shall issue a written authorization before the beginning of the weekend. A time penalty will be imposed if the organizing committee considers the performance to benefit with the use of these tyres.

## **Art. 5 – COMPETITORS ELEGIBILITY**

**5.1.** All competitors and drivers must be accepted by the Organizing Committee, which reserves the right to refuse an entry without having to justify its reason.

**5.2** – Only will be allowed the participation of drivers with 2020 Competition Licenses issued by any ADN. The competitors racing licenses should allow the participation on foreign racing events with "authorized foreign participation" as called "NEAFT events".

**5.3** – All the competitors delivering their Entry forms filled agreed with the present regulation, plus all the amendment of the present regulation the CARRERA M80 committee approved.

**5.4** – The organizing committee and their partners cannot be blamed by any responsibility from accidents and their consequences.

## **Art. 6 – TEAMS**

**6.1** – Each team can have up to four drivers. Drivers are allowed to enter in more than one team.

**6.2** – Optionally, a single driver can race the whole race. It must state his wish in entry form writing "SOLO" in the second drivers name and must do the mandatory pit stop anyway.

**6.3** – Under the Gentlemen Driver spirit, each team need to have at least one Gentlemen Driver driving. However, the Gentlemen driver car can share the car with any other driver he wish. The organisation committee under the invitation rule will appoint the Gentlemen Drivers.

**6.4** – In case of a single driver doing the whole race, a 5 Seconds penalty will be added to each mandatory pit stop time.

## **Art. 7 – SPONSORS**

**7.1** – In case of Event or race sponsors, decals must be clearly displayed on cars, but these decals must only be displayed during the event to which they relate. Competitors must make available an area (of a size to be advised) on the cars for the display of the HE sponsors' decals. These decals must always be displayed during

practice periods and races.

**7.2** - The Carrera M80 Organizing Committee is the holder of the competition's image rights. Thus reserves the right to use and authorize the respective sponsors and the entities that collaborate in the organization of this sporting event, reserve the right to use freely and without limitation of time in all countries, and in all forms, participation Competitors and drivers, as well as the results obtained by them.

#### **Art. 8 – RACE ENTRIES**

**8.1** – The CARRERA M80 committee reserves the right of refuse a competitor’s entry without further details.

**8.2** – The competitors that wish to participate in a series should send the entry form fully fulfilled and full payment.

**8.3** – Each entry will have to be approved by the organisers, having in consideration the history of the car and the competitor’s behaviour in previous events. If the entry is refused, the competitor will be fully refunded.

**8.4** – A team can be refused to race, during sign on or scrutineering, if the officials believe the car or driver is unsafe to participate or don’t comply with the regulations. In this case, the race entry fee will not be refund.

#### **Art. 9 – TICKETS AND PADDOCK PASSES**

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

#### **Art. 10 - BRIEFING**

**10.1-** Drivers Briefings are compulsory at all events attended. Local ASN reserve the right to charge a cash fine for failure to attend a drivers briefing.

#### **Art. 11 – QUALIFYING**

**11.1** –Each weekend have one long qualifying session. Each drivers of every team have to drive at least one lap during practice to be allowed in the race.

**11.2** - However, the Clerk of Course can allow a driver to race without practice if safety conditions are assured. However, in this case the competitors will have to start in the back of the grid.

#### **Art. 12 – GRID POSITION**

**12.1** – The grid positions for race one will be ordered, following the best times of each competitor during qualifying. The grid for race two will be ordered using the classification of race one.

**12.2-** The start procedure in any race in any event is rolling starts. The procedure should be explained during briefing.

#### **Art. 13 – RACES**

**13.1** – Both races should have duration 40 minutes each. The end of the race sign will be showed to leading car after the race time have end.

**13.2** – In any race, to be classified, drivers have to cross the start line.

**13.3** –In accordance with Annex K, any type of communication (radio, telephone, etc.) between driver / vehicle and other equipment is not permitted.

#### **Art. 14 – MANDATORY PIT STOP – DRIVER CHANGE**

**14.1** – Each team will have a mandatory Pit stop window. The Pit Stop window will start at minute 15<sup>o</sup>.00.00 and end at minute 25<sup>o</sup>.00.00. (For Pitstop, enter the pitlane never before 15m.00s.000 minute and never after 24m.59s.999). The competitors are responsible for make sure the car will be absolutely stopped during the handicap time given.

**14.2** – During the Pit stop, the car need to stop at the pitlane. It should take between loops need to take the handicap given during the briefing.

**14.3** - The handicap given during the briefing, will be the sum of the following formula: “pitlane speed at 60KM/H + 60 seconds for driver change + additional stopping time according to the regulations)

**14.4** - Mechanical operations are allowed only inside the pits during the race.

**14.5** - In case of decisions by the clerk of the race, the timing could be modified and the leader may finish before the limit of the timing schedule. In that case Refund won't be possible.

## **Article 15 - PENALTIES**

**15.1** – Penalty to overtake yellow flags and to exceed the maximum allowed speed in PIT LANE.

**a)** during the free practice or qualifying

**a.1)** first offense: cancellation of the best time of the qualifying.

**a.2)** second offense: departure from the last place of the starting grid

**a.3)** third offense: application of a.2) and fine of 500 €

**b)** during the race:

**b.1)** first offense: passing through the Pit Lane (drive through)

**b.2)** second offense: "STOP & GO" of 0 seconds.

**b.3)** third offense: "STOP & GO" of 10 or more seconds:

**15.2** – If a team accomplishes a driver change or refuelling in less time than stipulated in this regulation it will be penalized with a drive through. However, if the noncompliance is superior to 10 seconds, the team will be penalized by a "STOP & GO" with the value corresponding to the difference between the stipulated time and the chrono time.

**15.2.1** – If the team driver's change start before or after the Driver Exchange window, the team will be penalized with a stop and go of 20 seconds.

**15.3** - In accordance with this regulation, any contact between vehicles is totally prohibited, team will be punished with a stop and go of 10 seconds. If it is a repeat offense the team will be immediately disqualified.

**15.4** - Decisions taken by the CCD regarding time lapse, grid loss, drive through application, STOP & GO, are not callable.

## **Art. 16 RACE CLASSIFICATION & PODIUM CEREMONY**

There will be a podium ceremony, where trophies to the first 3 (three) competitors will be awarded in ascending order, with national flags and anthem for the following classes:

- a)** Category Touring Group 2 (GR2)
- b)** Category Touring under 1400cc (T1400)
- c)** Category Group A & Group N (GR1/N)
- d)** Category Touring under 2000cc (T2000)
- e)** Category Touring over 2000cc (TMAX)
- f)** Category Touring GT Trophy (GTCOPA)

## **Art. 17 – CARRERA M80 “Spirit”**

The CARRERA M80 is Sport Event created to allow enthusiast's race their precious racing cars in a safe and enjoyable way. The sporting interest of any race ends in the end of the race. There is no relationship between the races and championship to gather points.

We use the “No Contact – No Cheating – No Complaining” rules. Please behave as a true Gentlemen Driver.