



Classic GP Sporting Regulations Estoril Classic 2021



Art. 1 – ORGANISATION

- 1.1 – **Estoril Classics** in partnership their Partners and Sponsors, will organise an invitation race at the Autodromo Estoril on 08/10 October, 2021 called **Classic GP** 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 Classic GP organisation committee shall be final.

Art. 2 – ORGANISATION COMMITTEE

The organisation committee of the **Estoril Classic** consists of:

- Diogo Ferrão – Estoril Classic Promoter
- Micaela Moreira – Estoril Classic Coordinator
- Antonio Lima – Motor Clube Estoril President

Art. 3 – CAR ELIGIBILITY

3.1 – Eligible cars

Eligible cars are pre-1986 Formula 1 of a type that would have competed in period divided by the following classes.

3.1.1 – Pre Ground Effect Class:

For Formula 1 build before 31.12.79 or without Ground Effect or Flat Bottom.

3.1.2 – Ground Effect and Flat Bottom Class:

For Formula 1 build before 31.12.85 with Ground Effect or Flat Bottom.

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. Avon A11 Compound only for dry weather use.
2. Avon A15 Wet Compound allowed only if declared a wet race by the race director.

Art. 4 – COMPETITOR ELEGIBILITY

4.1 – Drivers and Entrant/Drivers must be in possession of a valid 2021 International CH licence as a



minimum. National Licensed competitors, subject to him/her holding the highest national licence grade, may take part in their ASN country's event. Competitors must also be in possession of a medical certificate issued by their ASN (as per Art. 18º 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 license e.g. Germany, UK or 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 – 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 **Classic GP** committee.

6.5 – The **Classic GP** 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 **Classic GP** 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 one Free Practice, one qualifying and 2 races of 20 minutes each.

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 is compulsory. 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 standing 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 two (2) races. Each race will have 20-minute duration. The end of the race will be signalled when the leading car is shown the chequered flag at the end of 20 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.

Art. 12 – RACE CLASSIFICATION

12.1 – After each race there will be a prize giving for the following classes:

- a) Non Ground effect cars
- b) Ground effect or flat bottom cars

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 - Refuelling

Refuelling is not permitted during free practice, qualifying practice and races at the competition.

Art. 15 Reserve Cars:

C/ Change of car during a meeting: upon Stewards’ approval.

A “Reserve car” can be accepted provided it has successfully undergone the technical scrutineering.

A written request must be submitted to the Clerk of the Course for approval from the Stewards.

This request must be made at least:

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

Art. 16 – Interpretation

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

Technical Regulations

Estoril Classic 2020

1.1 – Cars and engines

- a) Must comply with the requirements of the current FIA Technical Regulations for Formula One cars (see Appendix X to FIA Appendix K).
- b) Cars using Cosworth DFV engines must have an engine rev limiter set at 10,000rpm. Original style connections must be used on the Ford DFV spark box to permit rev limiter checking.
- c) Cars must comply with the FIA Condition Testing procedure of the current year (Appendix III to FIA Appendix K) and the certificates relating to the Condition Testing must be available for inspection at each Competition.

1.2 - Ground Clearance

The minimum 40mm ride height for all cars applies at all times through a Competition and testing for compliance may take place at any time during a Competition, including when the Driver is seated, stationary in the car, with fuel and fluids.

1.3 - Aerodynamic Aids

- a) All cars must comply with Appendix X of FIA Appendix K.
- b) The number of skirts is limited, per car and per Competition, to a maximum of one set of skirts with no adjustment or replacement possible.