

Update in 15.10.2025

Art 1. – ORGANISATION

- 1.1.** Race Ready with their Partners and Sponsors, will organize in 2025 a sporting event reserved to invitation, called Algarve 300KM Sportscars. 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 Portuguese version, which will be used should in case any dispute arise 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 Algarve 300KM Sportscars organisation committee.

Art. 2 – ORGANIZATION COMMITTEE

- 2.1.** The organization committee of the Algarve 300KM Sportscars is constituted by:
- Diogo Ferrão
Ana Esteves
Goncalo Monteiro Gomes

Art. 3 – CAR ELIGIBILITY

3.1 – Invited cars

Entries are due according to invitation by the organization in accordance with the “spirit of the Algarve 300KM Sports Cars” and comply with FIA Appendix K safety regulations for circuit racing.

3.1.1 – H-1969 Category

Category for any pre-1969 Grand Touring Prototype and Sport Cars that raced until (31/12/1969) and have a FIA HTP papers or national technical passport. A Ford GT40 is considered a GTP car.

3.1.2 – H-1972 Category under 2000cc

Category for any pre-1972 Grand Touring Prototype and Sport Cars that raced until (31/12/1972) under 2000cc and have a FIA HTP papers or national technical passport.

3.1.3 – H-1972 Category over 2000cc

Category for any pre-1972 Grand Touring Prototype and Sport Cars that raced until (31/12/1972) over 2000cc and have a FIA HTP papers or national technical passport.

3.1.4 – Class S2000

A separate category for Sports 2000 cars complying with SRCC regulations built prior to 31st December 1984 and for For Crosslé Racing Drivers’ Club cars according to their own regulations.

3.1.5 – GT Category

3.1.5.1 – Category for any pre-1980 Touring (CT), Grand Touring Cars (GTS) with FIA homologation until (31/12/1979) and FIA HTP papers or national technical passport.

Any homologation or amendment dated after 31/12/1979 is not allowed.

3.1.6 – H-C Category - Invited Competition Cars.

This category is for Cars not allowed in any of the previous categories or cars not complying 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

Dry Tyres

Class	Dry Tyre
H-1969 Category	Dunlop racing, Avon CR6ZZ or Avon/Goodyear Historic All Weather A37 Compound
H-1972 Category under 2000cc	Dunlop racing, Avon CR6ZZ or Avon/Goodyear Historic All Weather A37 Compound
H-1972 Category over 2000cc	Dunlop racing, Avon CR6ZZ or Avon/Goodyear Historic All Weather A37 Compound
GT Category	Free tyres
S2000 Category	Own regulation Tyres

Wet Tyres:

All the above plus any tyre that was previously approved by technical delegate as wet tyre

4.3 - Exceptionally, other DOT tyres may be used. The HE 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 – The races will be disputed under the rules of the Art. 18º of the FIA International Sports Code (ISC), so only will be allowed the participation of drivers with 2019 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”.

All Drivers racing should have a 2025 Drivers license that allow the participation on foreign racing events with “authorized foreign participation” as called “NEAFT events”.

This authorization should be clearly shown, having a letter from their ASN or stamped in the back of the driver's license.

5.3 – All the competitors delivering their Entry forms filled agreed with the present regulation, plus all the amendment of the present regulation the A 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.

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 has to have 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.

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 race sponsors’ decals. These decals must always be displayed during practice periods and races.

7.2 - The Algarve 300KM Sportscars 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 Algarve Sports Cars 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 – In case of the car be refused to participate by the FIA officials if they believe the car is unsafe to participate and not comply with all FIA requirements. 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 – The race will last 120 minutes. The chequered flag will be showed to the leading car after 2 Hours race.

13.2 – In any race, to be classified, drivers must complete 50% of the race distance covered by the class winner.

Art. 14 – MANDATORY PIT STOP – DRIVER CHANGE

14.1 – Each car will have 3 mandatory pit stops according to the timings described below. The competitors are responsible for making sure the car will be absolutely stopped during handicap time in the pit lane.

14.2 – If there is only the mandatory pit stop with no refuelling, the car will have to remain stopped in the pit lane for 60 seconds, meaning the time between the pit in and pit out need to be 1 Minute and 29 seconds.

14.3 – not in use

14.4 - Driver Change Timings:

a) The first mandatory stop must be between the 25 and 35 minutes (never before 25m.00s.000 minute and never after 34m.59s.999).

b) The second mandatory stop must be between 50 and 65 minutes (never before 50m.00s.000 minute and never after 64m.59s.999).

c) The third mandatory stop must be between 85 and 95 minutes (never before 85m.00s.000 minute and never after 94m.59s.999).

14.5 – For calculation if the car arrive during the Pit Stop window time above, the time considered is exact second the team enter the pitlane.

14.6 – During the pitstop and in the Pitlane, only oil and wheels checks can be done. In order to have a less busy pitlane, if a team wants to do any other mechanical work in the car, it can only be done inside a Pit always after mandatory pit stop time.

Pit Windows	
Pit Stop	Race Time
1	25 - 35 min
2	50 - 65 min
3	85 - 95 min

15 - Refuelling:

For security reasons, refuel will be made in the "refuelling area" – a secure zone that will be shown by the race director in Briefing – with the vehicle engine off.

a) The maximum number of elements in each team responsible for the refuelling operation is 1 (one), who must be equipped with full fireproof clothing (fireproof overall, gloves, long underwear, balaclava, socks and shoes). His/Their only function will be refuelling the vehicle using the event supplied fuel pump (just like commercial fuel pumps).

The organization will have Marshalls with a 5 kg fire extinguisher behind each car in case of a fire. The refuelling procedure can only start with the car engine off and no other mechanical procedures can be done at the same time.

b) Each team is responsible for their refuel procedure. All regulations measures are according to FIA regulations. If an accident or big delay happens during refuelling, no responsibility can be appointed to the organization.

c) During this operation it is not allowed to change driver. However, teams may use the same entry in the pit lane for the driver change and refuel.

d) The minimum time for refuelling is 3 minutes. Control of this rule will be made through electronic sensors placed at the beginning and end of the pit lane. From input to output of the pit lane, the vehicle will have to stop more than 4 minutes and 29 seconds, corresponding to 3 minutes of refuelling, 1 minute stop to change drivers and 29 second for the car to tour the pit lane.

e) **Even if a car don't need to refuel during the race, one of the pitstops need to take at least 4 minutes and 29 seconds between loops.**

Art. 16 - PENALTIES

16.1. 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 infraction: cancellation of the 3 best times of the timed practice session.

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.

16.2. 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.

16.2.1. 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.

16.3. 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.

16.4. Decisions taken by the Stewards Panel regarding time lapse, grid loss, drive through application, STOP & GO, are not callable.
disqualified.

Art. 17 – RACE CLASSIFICATION

17.1 – Each race will have the following classifications:

- a) H-1969 Category
- b) H-1972 Category under 2000cc
- c) H-1972 Category over 2000cc
- d) GT Category
- e) S2000 Category

Art. 18 Podium Ceremony - Prizes

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. H-1969 Category
- B. H-1972 Category under 2000cc
- C. H-1972 Category over 2000cc
- D. GT Category
- E. S2000 Category

Art. 19 - Specifics

- a) In the case of a vehicle leaving the track, it is possible to receive assistance from the marshals to continue in the race/event. This assistance includes being towed to the pits
- b) Communication between driver/team is allowed, but only by GSM communication, radios aren't allowed. Is forbidden the application of any device who change the body of the race car.

Art. 20 – Historic Racing “Spirit”

The ALGARVE SPORT CARS 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.

Art. 21– Interpretation

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