

CARRERA 80

Sporting Regulation 2025

Update 02.05.2025



Art. 1 - ORGANISATION

1.1. Race Ready with their Partners and Sponsors, will organize in a sporting event reserved to invitation, called “**Carrera 80**”. 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 80” organisation committee.

Art. 2 – ORGANIZATION COMMITTEE

2.1. The organization committee of the “**Carrera 80**” is constituted by:

Diogo Ferrão

Guillermo Velasco

Ana Esteves

2.2. The appointed Technical eligibility scrutineer will be nominated by organisation committee.

Art. 3 – CAR ELIGIBILITY

3.1. Entries are due according to invitation by the organization in accordance with the “spirit of the Carrera 80” 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 (Gr.2)

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 (Gr.2)

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

3.1.3. Category Group 1 and N Cars (Gr.1/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

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, Grand Touring Cars with Group 2 homologation until 1981 and BMW M3 E36 with homologation n° 5490 and 5562.

Examples: Porsche 944 Cup, Porsche 964 Cup, Porsche 968 CS Cup, Ferrari 348 Challenge, Venturi 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 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.

3.2. Car change

Each Competitor will be allowed to bring one (1) additional substitute car to each event. Its use shall be governed by the following requirements:

- a) The spare car shall be prepared in full compliance with the Technical Regulations and shall be identified by the number assigned to the Driver.
- b) It is the responsibility of each competitor to have the championship technical staff record the chassis number of the spare car and complete a full technical check before the event.
- c) The Driver may replace his main race car with the spare car if the Driver has an accident or other problem that does not allow the main race car to continue in the event. The determination as to whether the car can be repaired at the event will be the decision of the Championship Officials and cannot be appealed.
- d) A Driver may only change cars once per Event. A Driver may only drive two (2) chassis numbers during an official race weekend.
- e) If a spare car is approved for use after a Free Practice session, the spare car will receive a five (5) place grid penalty for the next race. After Free practice, in case of change of car, the spare car may never take a grid position gained by the main race car.

Art. 4 – TYRES

4.1. The tyres allowed are:

- a) **Toyo R888R**
- b) **Hankook Ventus Slick or Wet**

4.2. Time penalty depending on tyres (Handicap)

Depending on the tyres used, there will be a time penalty - Handicap - which will be communicated to

the drivers during the Briefing.

Tyres	Time penalty
Toyo R888R	0" (no time penalty)
Hankook Ventus Slick ou Wet	55"

4.3. Each car may only use 1 (one) set of new slick tyres every 2 race weekends. This will be checked at the Technical Checks or at any other time during the race by the scrutineer.

4.4. Exceptionally, if the two previous options do not have the correct measurements for the car model entered, the team may ask the organising committee by email to use other DOT or Slick tyres. The Carrera 80 organising committee must respond in writing before the start of the weekend. A time penalty will be applied if the organising committee considers that the use of these tyres gives an advantage in terms of performance.

4.5. If, for reasons of force majeure, it is necessary to change the tyres indicated in the Handicap table distributed at the briefing, the teams must request this in writing to the Stewards of the Course, and the team's Handicap time may be altered depending on the tyres used.

Art. 5 - OTHER

5.1. Braking Systems

5.1.1. Brake calipers other than those shown on the **Homologation number (FH)** may be used provided that the number of pistons does not exceed the number approved and their contact surface with the brake pad does not exceed that described in the FH;

5.1.2. Brake pads of dimensions different from those shown on the type-approval certificate may be used, provided that their friction surface does not exceed that described in the FH;

5.1.3. Brake discs of a diameter different from the FH may be used provided that their diameter and thickness is less than the approved diameter and thickness.

5.2. Car glass

5.2.1. The windscreen glass shall be laminated.

5.1.2. The side windows and rear window may be replaced by polycarbonate windows with a minimum thickness of 5 mm.

Art. 6 – COMPETITORS ELEGIBILITY

6.1. 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.

6.2. All drivers and competitors taking part in the "Carrera 80" must hold a valid National Licence B or higher, or equivalent in the case of licences issued by other ASN.

6.3. The competitors racing licenses should allow the participation on foreign racing events with "authorized foreign participation" as called "NEAFT events".

6.4. All the competitors delivering their Entry forms filled agreed with the present regulation, plus all the amendment of the present regulation the Carrera 80 committee approved.

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

Art. 7 – TEAMS

7.1. Each team may have between 1 and 4 drivers. Drivers are allowed to enter in more than one team.

7.2. 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.

7.3. Under the Gentlemen Driver spirit, each team must 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.

7.4. In case of a single driver doing the whole race, a 5 seconds penalty will be added to each mandatory Pit Stop time.

Art. 8 – ADVERTISING

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

8.2. The Carrera 80 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. 9 – RACE ENTRIES

9.1. The Carrera 80 committee reserves the right of refuse a competitor's entry without further details.

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

9.3. 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.

9.4. 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. 10 – TICKETS AND PADDOCK PASSES

All tickets and paddock passes will be given during the Sign On procedure.

Art. 11 - BRIEFING

The briefing for the riders is compulsory at all events. Local ASN reserve the right to charge a cash fine for failure to attend a driver's briefing.

Art. 12 – QUALIFYING

12.1. Each weekend has one long qualifying session. Each driver of every team have to drive at least one lap during practice to be allowed in the race.

12.2. 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. 13 – START GRID

13.1. 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, any changes to this procedure will be clarified at the briefing.

13.2. The starting grid for the 2nd (second) race will be drawn up according to the results of the 1st (first) race and will be published 60 minutes before its start. If the final results have not been determined, the grid will be drawn up according to the provisional results at the time of the 60 minutes of racing.

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

13.4. Engines may be left running on the starting grid.

Art. 14 – RACE

14.1. Being Carrera los 80 is a sports event reserved for guests; the event will have the following format: 2 (two) x 40 minutes race

The end of the race sign will be showed to leading car after the race time have end.

14.2. In any race, to be classified, drivers must cross the start line.

14.3. 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. 15 – MANDATORY PIT STOP – DRIVER CHANGE

15.1. Each team will have a mandatory Pit Stop window during the race(s). The competitors are responsible for make sure the car will be absolutely stopped during the handicap time given.

Race Time	Pit window – driver's change
40 minutes	Between 15° and 25° (never before 15m.00s.000 and never after 24m.59s.999)

15.2. During the race, each crew must make a pit stop. This stop must be made between the window indicated in the previous point, respecting the assigned Handicap, which is handed out during the Briefing.

15.3. The Handicap will be given during the drivers' briefing and is calculated as follows: Pit Lane time + Pit Stop time for changing drivers (60") + Time penalty depending on the tyres used.

Tyres	Time penalty
Toyo R888R	0" (no time penalty)
Hankook Ventus Slick ou Wet	55"

15.4. Solo driver handicap

During the compulsory pit stops, teams consisting of just one (1) driver a handicap of 5 seconds will be added to the compulsory Pit Stop.

15.5. During the driver changes, only the oil level and tyre pressure can be checked. Mechanical operations are allowed only inside the pits during the race, so as not to obstruct the Pit-Lane.

Art. 16 - Private Practice

16.1. To reduce the costs of participation and to increase sporting equality, it is forbidden the entered car make any type of private practice/testing on the circuit where a race/event is to be held, up to 8 calendar days before the start of the event practice sessions, except when the private practice/tests are official, open to all competitors and are approved by the Series Promoter. In case of non-compliance, the team will start from the end of the grid in both races.

16.2. The Jarama race will have a private practice session which will be registered directly with the Organising Committee and approved by the Royal Spanish Automobile Federation (RFEDA).

Article 17 - PENALTIES

17.1. 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 and GO" of 0 seconds.
- b.3)** third offense: "Stop and Go" of 10 or more seconds

17.2. 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 and GO" with the value corresponding to the difference between the stipulated time and the chrono time.

17.2.1. 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.

17.3. 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.

17.4. Decisions taken by the CCD regarding time lapse, grid loss, drive through application, STOP and GO, are not callable.

Art. 18 - 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:

- 1)** Category Touring Group 2 (GR2)
- 2)** Category Touring under 1400cc (T1400)
- 3)** Category Group A & Group N (GR1/N)
- 4)** Category Touring under 2000cc (T2000)
- 5)** Category Touring over 2000cc (TMAX)
- 6)** Category Touring GT Trophy (GTCOPA)

Art. 19 – CARRERA 80 “Spirit”

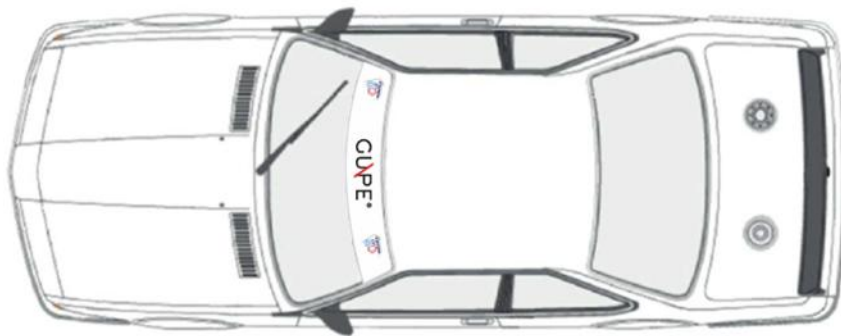
The CARRERA LOS 80 is Sport Event created to allow enthusiast's race their precious racing cars in a safe and enjoyable way. The sporting interest of any race ends in the end of the race. There is no relationship between the races and championship to gather points.

We use the “No **C**ontact – No **C**heating – No **C**omplaining” rules.

Please behave as a true Gentlemen Driver.

APPENDIX I

Mandatory advertising plan



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