



SUPPLEMENTARY REGULATIONS Bike / Quad / SSV

25th – 27th October 2018



Past winners

BIKE

1987	1º Paulo Marques / Marcos Carvalho – <i>Apríla RX 250</i> 2º António Lopes – <i>Honda CR 250</i> 3º João Lopes - <i>Honda CR 250</i>	1988	1º António Lopes / João Lopes – <i>Honda CR 250</i> 2º José Projecto / Bernardo Villar – <i>Yamaha YZ 250</i> 3º Nuno Carido / Júlio Lopes – <i>Honda CR 250</i>
1989	1º João Lopes – <i>Honda CR 250</i> 2º Gilles Lalay – <i>Suzuki RMX</i> 3º António Lopes – <i>Honda CR 500</i>	1990	1º António Lopes – <i>Honda CR 500</i> 2º João Lopes – <i>Honda CR 500</i> 3º Thierry Magnaldi – <i>Yamaha YZ 250</i>
1991	1º António Lopes – <i>Honda CR 250</i> 2º Bernardo Villar – <i>Honda XR 600</i> 3º David Castera – <i>Yamaha YZ 250</i>	1992	1º António Lopes – <i>Honda CR 250</i> 2º Thierry Magnaldi – <i>Yamaha YZ 250</i> 3º Cyril Esquirol – <i>Husqvarna WR 250</i>
1993	1º Carlos Crespo – <i>Kawasaki KX250</i> 2º Paulo Marques – <i>Honda CR 250</i> 3º António Lopes – <i>Honda CR 250</i>	1994	1º Paulo Marques – <i>Honda CR 250</i> 2º Miguel Farrajota – <i>TM Enduro 250</i> 3º Alain Perez – <i>Kawasaki KX 250</i>
1995	1º Richard Sainct – <i>Honda CR 250</i> 2º Paulo Marques – <i>Honda CR 250</i> 3º Mário Brás – <i>KTM LC4 620</i>	1996	1º Alain Perez – <i>Kawasaki KX 250</i> 2º Paulo Marques – <i>Honda CR 250</i> 3º António Lopes – <i>Husaberg FE 500</i>
1997	1º Miguel Farrajota – <i>TM 250</i> 2º Paulo Ascenso – <i>Honda CR 250</i> 3º Nuno Duarte – <i>Yamaha YR 250</i>	1998	1º Rúben Faria – <i>Yamaha WR 400</i> 2º Pedro Afonso – <i>Honda 250</i> 3º Luís Serra – <i>Yamaha YZ 250</i>
1999	1º Rúben Faria – <i>Yamaha YZ 400F</i> 2º Pedro Afonso – <i>Kawasaki KX</i> 3º Miguel Farrajota – <i>TM Enduro 250</i>	2000	1º Luís Serra – <i>Yamaha YZ 250</i> 2º Victor Azevedo – <i>Honda CRE 250</i> 3º Pedro Afonso – <i>Kawasaki KX 500</i>
2001	1º Paulo Gonçalves – <i>Honda CR 250</i> 2º Pedro Afonso – <i>Yamaha WR426</i> 3º Sandro Marcos – <i>Honda CR 250</i>	2002	1º Luís Serra – <i>KTM 520 EXC</i> 2º Paulo Gonçalves – <i>Honda CRF 450</i> 3º Válder Martins – <i>KTM 125 EXC</i>
2003	1º Sandro Marcos – <i>Suzuki 250</i> 2º Pedro Afonso – <i>Yamaha WR 450</i> 3º Pedro Barradas – <i>Honda CRF 450</i>	2004	1º Mário Patrão – <i>Yamaha WR 450</i> 2º Paulo Cardoso – <i>Yamaha WR 450</i> 3º Joaquim Norte – <i>KTM EXC 520</i>
2005	1º Mário Patrão – <i>Yamaha YZ 450F</i> 2º António Maio – <i>Yamaha YZ 250 LC</i> 3º Paulo Gonçalves – <i>Honda CRF 450</i>	2006	1º Mário Patrão – <i>Suzuki RMZ 450</i> 2º Rúben Faria – <i>Yamaha YZ 450</i> 3º António Maio – <i>Yamaha YZ 450</i>
2007	1º António Maio – <i>Yamaha YZ 480F</i> 2º Mário Patrão – <i>Suzuki RMZ 450</i> 3º Tomás Neves - <i>Yamaha WR 250F</i>	2008	1º António Maio – <i>Kawasaki KX 450 F</i> 2º Mário Patrão – <i>Suzuki RMZ 450</i> 3º Fernando Ferreira – <i>Yamaha YZ 450 F</i>
2009	1º Mário Patrão – <i>Suzuki RMZi 450</i> 2º António Maio – <i>Kawasaki KXF 450</i> 3º David Megre – <i>KTM EXC.F 250</i>	2010	1º António Maio – <i>Yamaha YZ 450 F</i> 2º Mário Patrão – <i>Suzuki RMX - Z</i> 3º David Megre – <i>KTM EXC 450 R</i>
2011	1º António Maio – <i>Yamaha YZ 450 F</i> 2º Luís Oliveira – <i>Yamaha YZ 125</i> 3º Fausto Mota – <i>Yamaha YZ 250 F</i>	2012	1º António Maio – <i>Yamaha YZ 450 F</i> 2º Mário Patrão – <i>Suzuki RMZ 450</i> 3º Hélder Rodrigues – <i>Honda CRF 450</i>
2013	1º Mário Patrão – <i>Suzuki RMZ 450</i> 2º António Maio – <i>Yamaha YZ 450 F</i> 3º Pedro Afonso – <i>KTM 500 EXC 510</i>	2014	1º Mário Patrão – <i>Suzuki RMZ 450</i> 2º António Maio – <i>Yamaha YZ 450 F</i> 3º João Vivas – <i>Suzuki RMZ 450</i>
2015	1º Luis Oliveira – <i>Yamaha YZ</i> 2º Mario Patrão – <i>KTM 450 SXF</i> 3º Sebastian Bühler – <i>Yamaha YZ 250F</i>	2016	1º Luis Oliveira – <i>Yamaha YZ</i> 2º Sebastian Bühler – <i>Yamaha WR 450 F</i> 3º João Lourenço – <i>Sherco SEF R</i>

2017 1º António Maio – Yamaha WR
2º Luís Oliveira – Honda RX
3º Mário Patrão – KTM 450 EXC Factory

QUAD

2000	1º Paulo Barbosa – Yamaha YFZ 350 2º Jordi Saborit – Honda TRX 400 3º Paulo Nobre - Honda TRX 400	2001	1º Mário Reis - Honda TRX 400 2º Paulo Nobre - Bombardier GS 650 3º Jorge Esperto - Bombardier GS 650
2002	1º Vítor Santos – Suzuki LT 400 2º José Clemente - Honda TRX 400 3º Paulo Nobre – Bombardier GS 650	2003	1º Jordi Saborit - Bombardier GS 650 2º Vítor Santos – Suzuki LTZ 400 3º Nelson Caxias – Polaris Predator 500
2004	1º João Lopes – Suzuki LTZ 450 2º António Moreira – Polaris Predator 500 3º Pedro Costa – Honda TRX 450	2005	1º Rui Fernandes – Honda TRX 450R 2º Pedro Costa – Suzuki LTZ 400 3º Alexandre Oliveira – Suzuki LTZ 400
2006	1º Nelson Caxias – Yamaha YFZ 450 2º Luís Enjeitado – Yamaha YFZ 450 3º Simão Correia – Suzuki LTZ 400	2007	1º Vítor Santos – Suzuki LTR 450 2º Paulino Cruz – Suzuki LTR 450 3º João Lopes – Suzuki LTR 450
2008	1º Rui Mendes – Suzuki LTR 450 2º João Peraboa – Suzuki LTR 450 3º João Batista – Suzuki LTR 480	2009	1º Humberto Pinto – Suzuki LTR 450 2º Roberto Borrego – KTM 525 XC 3º João Lopes – Suzuki LTR 450
2010	1º Roberto Borrego – KTM 525 XC 2º João Lopes – Suzuki LTR 450 Z 3º Humberto Pinto – Suzuki LTR 450	2011	1º Roberto Borrego – YFZ 450 2º António Moreira – Polaris Outlaw 525 3º Vítor Santos – Kawasaki KFX 450
2012	1º Roberto Borrego – Yamaha YFZ 450 R 2º Rui Cascalho – Yamaha YFZ 450 R 3º André Mendes – Suzuki LTR 450 B	2013	1º André Carita – Suzuki LTR 450 2º Vítor Santos – Yamaha 450 R 3º Luís Enjeitado – Polaris MXR 450
2014	1º Luís Enjeitado – Yamaha YFZ 450 2º Rui Cascalho – Yamaha YFZ 450 R 3º Ricardo “Antrax” Carvalho – Polaris MXR 450	2015	1º Roberto Borrego – Yamaha YFZ 450R 2º André Carita – Suzuki LTR 450 3º Antonio Moreira – Yamaha YFZ 450R
2016	1º Roberto Borrego – Yamaha YFZ 450R 2º Rodrigo Pagaime – Yamaha YFZ 450R 3º Vítor Caeiro – Yamaha YFZ	2017	1º Roberto Borrego – Yamaha YFZ 450R 2º Filipe Fernandes – Kawasaki KFX 450R 3º Vítor Caeiro – Yamaha YFZ-R

UTV

2008	1º António Val – Dazon 1100 D 2º João Nascimento/Nuno Soares – Dazon 1100 D	2009	1º Jorge Monteiro – Polaris RZR 800 2º Nuno V. Uden/Miguel Chaves – Polaris RZR 800 3º Rui Castanheira – FBF 1100
2010	1º Carlos Esteves/Hélder Amado – Polaris RZR 756 2º Tiago Cunha – Rage R 140T 1049 3º José Vitória/Luís Vitória – Polaris RZR-S	2011	1º Jorge Monteiro – Polaris RZR XP 850 2º Marco Grilo – Polaris RZR 900 3º Rui Serpa – Rage R140T 1050
2012	1º David Além – IPS R7 2º João Lopes/Bruno Santos – IPS RZR 900 3º Teofilo Viñaras – Polaris RZR 900	2013	1º Nuno Tavares – IPS RX 875 2º Aristides Mafra – Polaris RZR 900 XP 3º Roberto Viñaras/Cristobal H. – Polaris RZR 900

2014	1º João Lopes/Bruno Santos – <i>Polaris RZR 1000</i> 2º Teofilo Viñarás – <i>Polaris RZR 900</i> 3º Carlos Miranda/Luís Gomes – <i>Polaris RZR 900</i>	2015	1º João Dias/João Miranda – <i>Polaris RZRXP1000</i> 2º Pedro Santinho Mendes – <i>Polaris RZR</i> 3º João Lopes/Bruno Miguel – <i>Polaris RZRXP</i>
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2016	1º João Silva/Marco Silva – <i>Yamaha YXZ 1000</i> 2º Pedro Mendes – <i>Polaris RZR</i> 3º Stéphane Peterhansel/Andrea Peterhansel – <i>Yamaha YXZ</i>
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Buggy

2010	1º António Val/Cristina C. – <i>Dazon Re-1100D</i> 2º Pedro Ramilo/Alcides Calçada – <i>Semog 1100</i> 3º Rui Castanheira – <i>FBF Nani Ny 1100</i>	2011	1º Gonçalo Porêlo/Rui Porêlo – <i>Semog 1000</i> 2º Luís Ramalho – <i>Nanyi NY 1083</i> 3º António Brás – <i>FBF DS 1100</i>
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2012	1º João Guilherme - <i>IPS R7</i> 2º Luís Caseiro - <i>IPS R7</i>	2013	1º António Ferreira/Hélder B. – <i>Rage Sports 1300</i> 2º Daniel Russo/Luís Silva – <i>Nnyi NY 1100</i> 3º Deborah Almeida – <i>Dazon RE 1100</i>
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2014	1º Bruno Martins – <i>Rage Comet R 1400</i> 2º João Lota – <i>Dazon Jb Racing 1300</i> 3º Pedro Perino/Nuno M. – <i>Rage Comet R 1400</i>	2015	1º Daniel Russo – <i>PRT Nanyi NY</i>
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SSV

2017	1º Rúben Faria/Pedro Velosa – <i>Can-Am Maverick X3 RS</i> 2º Stéphane Peterhansel/Andrea Peterhansel – <i>Yamaha YXZ 1000S</i> 3º Bruno Martins/Eurico Adão – <i>Can-Am Maverick X3 RS</i>
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ARTICLE 1

DEFINITION

1.1 ORGANISATION

The Automóvel Club de Portugal (ACP) organizes a Cross-Country International Rally (Baja type) entitled **32nd BAJA PORTALEGRE 500**, from October 25th at October 27th 2018. The event will take place in accordance with the International Sporting Code and the present one. This event is a part of the Portuguese Cross-Country Championship and occurs simultaneously with a car event.

1.2 DESCRIPTION OF THE EVENT

The event consists of two legs:

- The first Leg includes a SSS1 of approx. 5 km and SS2 of approx. 95 km;
- The second Leg includes a selective section with a total extension of approx. 350 km.

The route shall be kept secret.

1.2.1 PROGRAMME

Monday, 27th August		
09h00	Opening date for entries	ACP
Monday, 1st October		
18h00	Closing date for entries with reduced fees	ACP
Friday, 12th October		
18h00	Closing date for entries	ACP
Friday, 19th October		
17h00	Publication of the entry list	Website
Tuesday, 23rd October		
17h00	Closure of the Rally Office in Lisbon	ACP
Wednesday, 24th October		
10h00/20h00	Accreditation	Stadium
Thursday, 25th October		
08h00	Rally Office opens	Nerpor
08h00/17h00	Accreditation	Stadium
09h00/15h00	Administrative checks	Nerpor
09h30/15h30	Scrutineering	Nerpor
13h00/16h30	Super Special Stage reconnaissance	Nerpor
17h00	1 st Jury Meeting	Nerpor
17h30	Publication of the start list and starting order for Leg 1	Nerpor
18h00	Briefing with the CoC and the organiser for the foreign riders	Nerpor
19h00/21h00	Ceremonial Start	City Centre
22h30	Rally Office closes	Nerpor
Friday, 26 October		
07h00	Rally Office opens	Nerpor
07h25	Start for Leg 1	Nerpor
07h50	Start of SSS1	Coutadas
07h55*	Arrival of SSS1	Coutadas
11h45	Start SS2	Ponte de Sôr
13h00*	Arrival SS2	Coutadas
15h00*	Arrival of Leg 1	Nerpor
18h30	2 nd Jury Meeting	Nerpor
19h30	Publication of the results of Leg 1 and starting order for Leg 2	Nerpor
20h30	Rally Office closes	Nerpor
Saturday, 27 October		
08h00	Rally Office opens	Nerpor
09h50	Start for Leg 2	Nerpor

10h15	Start for SS3	Nerpor
14h00*	Arrival of SS3	Coutadas
14h30*	Arrival of Leg 2	Nerpor
17h00	Post-event Press Conference	Nerpor
17h15	Podium Ceremonial	Nerpor
19h00	3 rd Jury Meeting	Nerpor
20h00	Publication of the provisional final classification	Nerpor
20h30	Prize Giving ceremony	Nerpor
22h00	Rally Office Closes	Nerpor

* *Estimated time*

The detailed schedule and the location of the checks, start, arrival and prize giving ceremony will be published in a bulletin.

The official time will be as UTC/GMT 0.

1.2.2 OFFICIAL NOTICE BOARD

October 25th to October 27th

At the Event Secretariat

NERPOR pavilions
Campo da Feira
7300 Portiere

1.3 ORGANISING COMMITTEE

Chairman	Carlos Barbosa
Vice President	Mario Martins da Silva
	João Jordão
Route Supervisor	Orlando Romana
Route Director	Jaime Santos
Secretary of the Event	Maribel Cascão

1.4 OFFICIALS

FMP Jury President	José Rita
FMP Jury Member	José Deitado
	Jorge Martinho
FMP Technical Delegates	José Deitado
Clerk of the Course (CoC)	Orlando Romana
Assistant Clerks of the Course	Nuno Caldeira
Chief Security Officer	Jaime Santos
FMP Environmental Steward	Vanda Marcelo
Responsible for the Event's Logistics	Diogo Nunes
Chief Medical Officer (CMO)	Dr. Pedro Barradas
Secretary of the meeting	Virginie Hargitai
Event Secretary	Maribel Cascão
Secretary	Vanda Marcelo
	Mario Bandeira
Official Timekeepers	Fátima Carvalho
	Rui Coelho
Technical Stewards	António Valério
	Pedro Corrula
	Eduardo Botelho

Competitors' Relations Officer (CRO)

Eduardo Rovisco
José Figueira
Nuno Caldeira
Eduardo Rovisco

Service Park Coordinator

Filipe Santos

1.5 SECRETARIAT

Up to October 23rd

**Automóvel Club de Portugal
ACP MOTORSPORT**

Monday to Friday, from 09h00 to 18h00
Rua General Humberto Delgado, 3
2685-340 Prior Velho – PORTUGAL

Tel.: +351 219 429 187

Fax: +351 219 429 192

Email: acpmotorsport@acp.pt

Site: www.bajaportalegre500.pt

From October 24th up to October 27th

NERPOR

Campo da Feira
7300 PORTALEGRE

Note: Definitive programme and timetable will be published in a bulletin.

APPROVAL OF THE SUPPLEMENTARY REGULATIONS

SUBJECT TO FMP APPROVAL

ARTICLE 2

REGULATIONS

In the event of difference in the interpretation of these regulations, only the Portuguese text will be considered as binding.

ARTICLE 3

VEHICLES

3.1 CLASSES

Bikes

M 1	Bikes 2 Stroke	50 cc to 125 cc
	Bikes 4 Stroke	Up to 250 cc
M 2	Bikes 2 Stroke	+ 125 cc
	Bikes 4 Stroke	250 cc to 450 cc
M 3	Bikes 2 Stroke	+ 250 cc
	Bikes 4 Stroke	+ 450 cc
M 4	Bikes more than 150 kg	Trail

Quads

Q1

SSV / UTV-Buggy

SSV T1

SSV T2

ARTICLE 4

RIDERS' LICENCES

4.1 According to Art. 70.2.1 of the FIM Sporting Code 2018.

ARTICLE 5

ENTRIES

5.1 Anybody wishing to take part in the event must register online at <http://provasdesportivas.acp.pt>.

There is a specific online form for *Foreign Riders*, called *Baja Bike/Quad/SSV Foreign Rider*. Please follow the steps of the online registration process.

An entry will only be considered valid after filled in and proof of payment attached. (Incomplete entries or mere intentions will not be considered.)

The online application is available on the website, <http://www.bajaportalegre500.com/content.aspx?menuid=20> and <https://provasdesportivas.acp.pt/>

The truth and legality of the documentation provided by riders is of his/her responsibility. The submission of false documentation will lead to the immediate exclusion of the rider and possible disciplinary proceedings by FMP.

The online entry form shall contain at least the following elements:

- Name and surname, address, email, sporting license, ID/passport no., driving licence no.
- Vehicle details (make, model, engine capacity, car plate)
- Competing category and class (vehicle and rider)
- VAT number and other invoice details
- Proof of payment

5.2 ENTRY FEES

5.2.1. The entry fees for each vehicle (including entry, insurance with third-party civil liability cover, CLS security system and two service plates). Foreign riders with Portuguese Sporting Licence pay different fees (please refer to Supplementary Regulations in Portuguese or to the online application).

	Fee
Bike	700€
Quad	700€
SSV	1000€

***Note:** from October 2nd up to October 12th, the entry fees will be increased by 500€.*

- **CLS - Competitors Location System ANUBE (Stella II / Spica)**

All Competitors must use the Location Equipment according to the rules expressed in Appendix V.

The value of the Security Deposit is 250€. This Security Deposit can be made through a check of a Portuguese Bank or in cash. Portuguese competitors are only allowed to use checks payable to “ACP-Automóvel Club de Portugal”.

Information regarding VAT

- Invoices issued to natural persons (private individuals) with tax address outside Portugal or to with head office outside Portugal are VAT-free;
- Invoices issued to natural persons (private individuals) with tax address in Portugal or to companies with head office in Portugal are subject to VAT; consequently, the amount will be increased by 23% (VAT rate in Portugal).

5.2.2. Payments are to be made by wire transfer to:

Account name: Automóvel Club de Portugal
Bank: BPI
SWIFT BBPIPTPL
IBAN PT50001000002673878001239

5.2.3. Without payment the entry will not be considered, therefore *it is necessary to attach the proof of wire transfer online.*

5.2.4. The date of reception of the entry fee will be considered to establish the entrant's list.

5.2.5. The organizer will reimburse the entry fee to those competitors who were unable to present themselves at the start of the Cross-Country Rally for reasons of "force majeure", subject to the application reaching the organizer per email. The deduction will be:

- 25 % of the entry fees for requests received until 30 days before the administrative checks
- 50 % of the entry fees for requests received until 8 days before the administrative checks

There will always be a deduction of 25% (file fee).

Other situations of *force majeure* not mentioned are subject to analysis and approval of the Organising Committee.

ARTICLE 6

INSURANCE

6.1 The entry fees include the insurance of civil liability towards third parties, in observance of the law. The maximum indemnity per accident is limited to 9.600.000 € or 4.800.000 € in physical or material damages, respectively.

The riders as well as the vehicle are not covered by this insurance policy.

Fidelidade-Mundial, SA
Largo Calhariz, 30
1249-001 Lisboa – PORTUGAL
Tel.: +351 213 237 000
Fax: +351 213 238 001
www.fidelidademundial.pt

6.2 This insurance covers will come into effect at the administrative checks and scrutineering and it will expire at the end of the event, retirement or exclusion from the event.

6.3 Injuries to the riders themselves or damage to participating bikes or service cars are not covered by this insurance.

6.4 The riders should have repatriation insurance.

6.5 Automóvel Club de Portugal, as well as the Organizing Committee, declines all responsibility for any accident that may occur during the 32nd edition of the Baja Portalegre 500.

ARTICLE 7

ADVERTISING

7.1 The spaces reserved to the organizer's compulsory advertising are:

- 3 plates (18 x 22 cm) with the competition numbers
- 1 bib (30x30, on the back side)
- 2 plates (10 x 21 cm)
- 1 SOS plate (10x3 cm)

The bib will have a space reserved for the riders' advertising.

7.2 The compulsory advertisement is: **CÂMARA MUNICIPAL DE PORTALEGRE / BP**

ARTICLE 8

TRAINING AND RECONNAISSANCE

8.1 Start will be denied to all crews detected by members of the Organising Committee while training on the race tracks, 30 days before the race. The race will take place in the municipalities of: **Abrantes, Alter do Chão, Avis, Chamusca, Crato, Fronteira, Gavião, Monforte, Nisa, Ponte de Sor, Portalegre and Sousel.**

ARTICLE 9

IDENTIFICATION

9.1 The organizer will provide each rider with 3 plates with the competition numbers, 2 advertising plates and 1 bib with the starting number.

9.2 All plates must remain throughout the whole event according to Appendix 1. **The use of the bib during the whole event is compulsory.**

9.3 If at any moment of the event a bib and/or plate are missing or wrongly fixed the penalty will be:

First infringement	1-hour time penalty
Second infringement	Exclusion

9.4 Riders will be recognized by their bracelets. They will be placed at the accreditation centre, next to the stadium. Bracelets will only be put at place personally on the rider and must be kept until the end of the event or the moment of retirement or exclusion of the rider. If, at any moment of the event, the bracelet is missing, the rider will be excluded. **The use of the bracelet is mandatory for the reconnaissance.**

ARTICLE 10

ITINERARY

10.1 It is absolutely forbidden to ride out of the race's circuit, unless in the event of a track obstruction otherwise occurs exclusion. In such a case, the rider may pass around the obstacle and go back to the track immediately after.

ARTICLE 11

ADMINISTRATIVE CHECKS AND SCRUTINEERING

11.1 Administrative checks and scrutineering will take place on October 25th. The exact location and schedule will be published in a Bulletin.

11.2 It is possible to speed up the administrative checks if the entry process and documents is complete. All documents must be attached up to September 30th.

Original documents to be checked at the administrative checks:

- Sporting Licence;
- Start Permission of the national federation (only in case of an annual sporting licence);
- Driving Licence
- Rider's ID;
- Documents of the motorcycle;
- Insurance document;
- Owner's authorisation (if different from the rider(s)) for the use of the vehicle during the race.

All the entrants must present themselves with their vehicle according to the established timetable. Any delay at the presentation will result in the following fines:

from 1 to 15 minutes	100€
from 16 to 30 minutes	150€
More than 30 minutes	Start denied

11.3 Technical scrutineering for bikes and quads include:

- Placing of advertising;
- Number plates;
- Front lights and stop with fixed and final installation (must be nourished always by an alternator powered by motorcycle engine);
- Plate number;
- Frame number (must match the registration);
- Protective Sponge on the wheel (motorcycle and quad);
- Helmet.

Noise control may occur.

11.4 Technical scrutineering for SSV include:

- Placing of advertising;
- Number plates (should be placed in a "quad type flag" which should be fixed at the highest point of the vehicle structure or on the back);
- Front lights and stop with fixed and final installation;
- Battery switch operation;
- Fitting of safety-belts;
- Placement of the lateral protection nets;
- Plate number;
- Frame number (must match the registration);
- Helmet.

11.5 The use of tyres with E marking and/or DOT approval (US Department of Transportation), as per Technical Regulations for FIM Bajas (article 01.47). Tires approved by European Standard for the Quads.

11.6 Any delay in the time scheduled for the checks will result in the following fines:

from 1 to 15 minutes	100€
from 16 to 30 minutes	150€
More than 30 minutes	Start denied

11.7 After finishing the checks, riders will have a specific time to perform the liaison to the Parc Fermé.

11.8 Any delay at the entrance of the Parc Fermé will result in the following fines:

from 1 to 15 minutes	100€
from 16 to 30 minutes	150€
More than 30 minutes	Start denied

11.9 Additional checking of the vehicles may be carried out at any time during the race. Any rider refusing his vehicle to be checked will be subject to a penalty, which can lead to exclusion, after decision of the Jury.

11.10 The rider is the only responsible for the posting of any identification mark on the vehicle and it's his/her only responsibility to guarantee his/her protection until the end of the event. Should it be missing, the vehicle will be immediately excluded from the race.

11.11 A complete scrutineering involving the dismantling of the vehicles in the first places of the general classification and/or each class, may be carried out at the absolute discretion of the Jury of the meeting or following a protest or upon the decision of the clerk of the course.

ARTICLE 12

SERVICE AND REFUELLING

ASSISTÊNCIA:

THE MAXIMUM SPEED PERMITTED IN THE SERVICE AREAS (including NERPOR) and GAS (refuelling only) is 30 km/H, as per FMP Regulations, Art.º 13.7.

Speed control will be performed by the Stella III (SSV and Quad) and Spica II (Moto) devices, Appendix V.

SSV must use original fuel deposit.

12.1 Repairs are free on the road sections and permitted on the selective sections under the following conditions:

- a) At any point of the circuit:
 - By the rider concerned
 - By any other rider in normal racing conditions
- b) At the service areas:
 - By the rider concerned;
 - By any other rider in normal racing conditions;
 - By any other person identified as Service by the stickers supplied by the organization.
- c) At Nerpor and during liaisons (from Parc Fermé to the SS start and SS finish to Parc Fermé).

Any violation of the above rules will incur into the exclusion of the crew.

12.2 The use of eco-friendly mats during refuelling (Article 13.2 RCNTT Open 2018) is mandatory, as well as have a fire extinguisher of at least 5 kg. Non-usage of an eco-friendly mat implies into a penalty of 30 seconds. **The use of these mats at Parc Fermé is mandatory.**

12.3 The exact location of the service areas (ZA) and/or refuelling areas (GAS) will be a maximum of 85 km from each other and informed during the Briefing or by information distributed at the checks. The distance for each Service Area will be marked along the way by means of plates, every 10 km, indicating the number of kilometres – decreasing - to the nearest assistance. At GAS zones intervention on the mechanical parts of the vehicle or the exchange of tires is not permitted.

12.4 There will be a service with limited time at the end of Leg 1, after SS2 (2h00 from finish up to entrance to Parc Fermé).

12.5 Only the vehicles with a service sticker **SERVICE MOTO NERPOR** or **SERVICE MOTO ZA** delivered by the organisation will be admitted at the service areas. These stickers should be visibly placed on the front windscreen. Each crew will receive two service plates free. Additional service stickers will be supplied at 100€ each.

12.6 It is expressly forbidden to refuel with running engine. The non-compliance with this rule will incur into a **penalty of 30 min.**, in case of recurrence to exclusion.

12.7 It is expressly forbidden to refuel outside the service areas, ZA or GAS. The observance by members of the Organization of the non-compliance of this article implies into disqualification.

12.8 The fuel transport in tanks that are not fixed to the structure of the vehicle is prohibited, resulting in a penalty of 30 minutes and in case of repetition to the disqualification.

ARTICLE 13

CERIMONIAL START / SUPER SPECIAL STAGE (SSS1) and STARTING ORDER FOR SS2

13.1 On October 25, 2018 will be held the **Ceremonial Start** at the Jardins do Tarro gardens, as per event schedule. After the technical scrutineering, the vehicles must enter the Parc Fermé situated next to the Jardins do Tarro gardens.

From 20h00 on the teams will be presented to the public and to the entities at the ceremony. The participation of the drivers adequately dressed (boots, trousers/suit, shirt or jacket and helmet) is mandatory. After the presentation, competitors will drive to de Parc Fermé at NERPOR.

13.2 The prologue will take place on October 26, 2018, in form of a special stage with the length of aprox. 6 km and SS2 with aprox. 98 km. The time obtained at SS1 will serve to set the starting order for SS2.

The starts for SS1 will be given in ascending order. Bikes first, followed by Quads and finally SSV. All start individually every thirty seconds. There will be 5 minutes intervals between the groups.

13.3 Penalties for entrance in advance or delayed at Prologue entrance and Parc Fermé:

Up to 30 minutes

1 minute each minute

More than 30 minutes

Disqualification

13.4 It is absolutely forbidden to cut or short cut, and the riders must follow the route indicated by the arrows and plastic bands. Non-compliance with this rule will be punished with the worst time.

In the event of a run-off, riders shall return to the track at the same place.

13.5 If the track is blocked, riders can leave the track to go around the obstacle and must return to it immediately after.

In no case whatsoever shall there be neutralization or a deduction concerning the time spent to do the itinerary. It will not be allowed to repeat the SSS1.

13.6 The maximum time to run the SSS1 will be 30 minutes.

13.7 a) If a rider does not complete SS1 within 30 minutes, the maximum time for the SS1 (30 minutes) will be given.

b) If a rider does not participate in SS1, he will be given the maximum time to complete it (30 minutes), plus a fixed penalty of 20 minutes.

c) Nevertheless, and in any of the circumstances mentioned above, the rider will be authorized to leave for the next SS provided that he presents himself in the Park Fermé that precedes it, until 10 minutes before the scheduled time and since the organizer is informed (CROs) of the intention to participate in the next SS up to 30 minutes before the scheduled time for publication of the start list (as per schedule).

This rule applies also to breakdowns in binding sectors provided the mentioned procedures are followed.

d) If a rider does not complete SS2 within the time limit, he will be assigned the maximum time set for the SS2 plus the planned liaison times plus a fixed penalty of **30 minutes**.

e) If a rider does not participate in SS2, he will be assigned the maximum time set for the SS2, plus the times of the connections not made, plus a fixed penalty of **60 minutes**.

f) Nevertheless, and in any of the above circumstances, will be authorized from Stage 2, provided that the respective motorcycle enters the Parc Fermé (Nerpor), at the normal time of operation of the same, or in the 10 minutes before the time of the first competitor (bike/quad or SSV) to the start of Stage 2 and provided that he informs the organizer (CRO) of his intention to participate in the next stage up to 30 minutes before the scheduled time for publication of the list with the starting times for the start of the stage.

g) In all situations the riders must start Leg 1, or remove their vehicle from the Parc Fermé on the 26th (Nerpor)

Should this not be possible, the competitor must submit a request to the Jury, requesting participation in Leg 2, even if not taking the bike out of the Parc Fermé at Leg 1. If accepted, a penalty to be defined by the Jury will be applied, which will always be higher than those for the cases mentioned above.

The riders covered by this rule will go to the respective selective sector or step after the classified riders, in ascending order of their competition numbers.

13.8 The possible penalties registered at the different controls at Leg 1; do not influence the classification of the SSS1 or the start to leg 2.

13.9 In the event of a tie, the riders with the same time in the SSS1 shall start for SS2, according to the order of their numbers.

13.10 The time set at the SSS1 will count for the final classification.

13.11 In the event of a tie, at the end of the race will be decided in favour of the competitor who has achieved the best time on SS1. If it prevails, it will favour the first rider to get the best time on SS1.

13.12 The recognition of the Prologue may be done according to the schedule on the 25th October, between 13h00 and 17h00, by foot or bicycle (without electrical or mechanical assistance). Riders must be identified with the bracelet placed at the Accreditations (next to the football stadium near Nerpor).

ARTICLE 14

BRIEFING AND SAFETY EQUIPMENT

14.1 The presence at the briefing, which may be presented under a written form, is compulsory for all riders. The absence at the briefing will be subject to a penalty, which can lead to exclusion.

ARTICLE 15

START FOR SS2 and LEG2 (SS3)

15.1 Starts for SS2 and Leg 2 (SS3) shall be given to groups of 4 vehicles every minute, according to the schedule of the event.

Quads shall start immediately after the bikes, with a 30 second interval, one by one.
Between the last bike and the first quad there will be a 10-minute interval.
SSV shall start immediately after the quads, with a 30 second interval, one by one.
Between the last quad and the first SSV there will be a 15-minute interval.

- 15.2** Any vehicle reported late for the start of a leg shall be penalized at a rate of one minute for every minute of delay. Any crew arriving with a delay over 30 minutes, are not allowed to start and shall be excluded immediately.
- 15.3** The start for Leg 2 will be given according to the classification obtained with the sum of the results obtained in SS1 and SS2 plus the hypothetical sports penalties.
Bikes first, followed by Quads and finally SSV. Penalties recorded in the Time Controls installed during Stage 1 will not influence the start order of Stage 2.
The first 10 Bikes will start individually every minute, the next 10 individually every 30 seconds and the remaining 4 to 4 each minute.
The first 5 Quads will start individually every minute and the rest individually every 30 seconds.
The first 10 SSV will start individually every minute, and the rest individually every 30 seconds.
There will be a 15 minutes interval between Categories.
The Promo Baja and Hobby Classes will start according to the schedule and time set, in a system to be defined and will do a sector with about 200 km.

The Clerk of the Course may, for reasons of force majeure, change the order provided.

15.4 Liaisons and transport (see distances in Appendix IV):

25th October

Checks at NERPOR → Jardins do Tarro (Ceremonial Start) – By own means

Ceremonial Start → Parc Fermé (NERPOR) – By own means

26th Stage1:

- Parc Fermé (NERPOR) → SS1 (prologue) – By own means
- Finish SS1 → Ponte de Sor (Parc Fermé) – Free (by own means, trailers or vans). If competitors opt for trailers or vans, loading can only be done on asphalt (IP2), being our suggestion the Industrial Zone. It is expressly forbidden to load on the itinerary between the end of SS1 and IP2. In case of non-compliance the penalty may lead to disqualification.
- Ponte de Sor (Parc Fermé) → Start SS2 – Free (By own means, on trailer or van).
- Finish SS2 → Parc Fermé (NERPOR) – By own means
- 27th, Stage 2:
- Parc Fermé (NERPOR) → Start SS3 – Free
- Finish SS3 → Parc Fermé (NERPOR) – By own means

- 15.5** Any delay in the presentation at the start of any of the Stages (leaving the Parc Fermé) will be penalized with one minute for each minute of delay. A maximum delay of 30 minutes will be allowed. The start will be refused to any rider who is delayed.

ARTICLE 16

START FOR THE SELECTIVE SECTIONS

- 16.1** According to Art. 082.14.1 of the FIM Bajas Regulation 2017.

ARTICLE 17

TIME CONTROLS

17.1 According to Art. 082.17 of the FIM Bajas Regulations 2017.

ARTICLE 18

SELECTIVE SECTIONS

18.1 During a selective section, assistance is allowed as per article 12 of the present regulations.

18.2 Any rider refusing to start in a selective section at the time and in the position allocated to him/her shall be given a penalty which can lead to exclusion.

18.3 A maximum time will be given to run every selective section. This time will be published by bulletin and must not be exceeded; otherwise it can lead to exclusion.

18.4 The closing time of the different controls of the selective section will be calculated as follows:

$$T_n = T_o + T_m + 60 \text{ minutes}$$

- **T_n**: Closing time of the control "n"
- **T_o**: Starting time of the last vehicle
- **T_m**: Maximum time at control "n" calculated according to the distance from the starting point and the minimum speed average established for the selective section.

18.5 ROUTE MARKING

Liaison section road books will be delivered to each competitor. The routes of SSS1 and SS2 will be indicated by arrows, tapes and paintings; there is no road book available.

The arrows will be placed as follows:

- Placement of **red plates with white arrow, 100 m before crossroads** (pre-indication of direction change)
- Placement of **yellow plates with black arrow** on the location of a change of direction
- Placement of plastic tapes (red and white ACP) **on the right side of the route**, normally every 400 m (should a competitor get lost, it will be easier to identify the correct direction, when returning to the route)
- Placement of plastic tapes to close the routes which are not to be used.
- Placement of plastic tapes "red and white" at dangerous places.
- Placement of plates with diverse information concerning possible danger (holes, wired fences, jumps, rivers, stones, etc.)
- Placement of plates with different information (CC, radios of the organisation, CP, distance to the next ZA)

18.6 CROSS ROADS CONTROLS

- a) Controls will be set up in the intersection with asphalt roads or heavy traffic ways.
- b) these controls will be signalized as follows:
 - CC (at 200 m)
 - CC (on place)
- c) Riders must respect the signs, namely the stop signs shown by the marshals, can result in exclusion. The vehicle must stop at these controls, unless otherwise indicated by the marshal.
- d) All the drivers, who present themselves at one intersection control in a direction different from the one defined by the itinerary, will suffer the same penalties as at a CC.

18.7 PASSAGE CONTROL (PC)

- a) To check that the crews are respecting the circuit, passage controls will be set up along the course. The riders must stop at these controls.
- b) The control zone will be indicated by means of standardized signals:
 - warning sign on a yellow background (beginning of the control area)
 - sign on a red background (position of the control post)
 - final sign on a beige background with three black transverse stripes (end of the control area)
- c) At the PC, riders may present themselves at any moment (within the limits ruled by article 18.4). The passage time will be registered on a plastic time card. Even in case of lack of the card, it is mandatory to stop at the control.
- d) The lack of a registration in the time card or non-passage at a time control will incur into disqualification of the rider.
- e) Any rider not stopping at a time passage control shall be given a penalty as laid out below:

First infringement	5 minutes
Following infringement	10 minutes for each offence

- f) The number, location and closing time of the passage controls will be published by an amendment.

18.8 INTERRUPTION OF A SELECTIVE SECTION

According to the spirit of this kind of event, crews are subject to unforeseen factors, which will have to be overcome by each one. Especially in the case of partial or total road obstruction by any kind of obstacle (for example: a car, a stream with too much water) it is up to the crews presenting themselves at such a point to try to clear the track and help the crews in trouble.

There will be no deductions regarding the time spent to run the circuit due to such conditions.

Nevertheless, bearing in mind the special conditions of this kind of event, and in rare occasions as a serious accident or a deep change of the weather conditions or any other case of exceptional nature, the rally may be interrupted.

Should this happen, the following procedures will be taken:

18.8.1 In a selective section the course between two successive time controls shall be defined as a "sub-section". A sub-section will be any part of the circuit of the selective section between:

- a) The starting time control and the first passage time control;
- b) Two successive passage time controls;
- c) Any time control (start or passage) and an eventual passage time control (emergency) set up as per decision of the clerk of the course for regrouping or neutralization.
- d) A new starting time control (emergency) resulting from the race's neutralization (as per the previous item) and the time control (passage or arrival) immediately after;
- e) The last passage time control and the arrival time control at the end of the selective section.

18.8.2 The interruption of a selective section may affect:

- a) The whole selective section if there are no passage time controls
- b) A single sub-section

18.8.3 In the case foreseen in 2 b) the Jury of the meeting will determine that the classification in the selective section for those competitors who could not run the sub-section in normal racing conditions will be the sum of the times registered:

- between the start time control of the selective section and the time control where the race was interrupted;
- between the new start time control and the arrival time control at the end of the selective section and the imaginary time attributed to the sub-section that was not entirely covered by all competitors.

18.8.4 To the competitors having covered the whole of the selective section (without interruption) the time considered will be the time set between the start time control and the arrival time control of the selective section.

18.8.5 Should the Jury of the meeting, by reasons of force majeure (superior force), decide to withdraw a sub-section in which the sporting truth was not respected, the classification in the selective section will be equal to the sum of the times set:

- between the start time control and the passage time control immediately before the point where the race was interrupted;
- and between the passage time control immediately after the point where the race was interrupted and the arrival time control of the selective section.

In this case, a new start of the selective section should be given at the passage time control immediately after the point where the interruption took place.

To those competitors having covered the whole of the circuit without any interruptions, the time set by each one, between the passage time controls immediately before and after the point of interruption, shall be deducted from their total time set.

18.8.6 These procedures can be adopted besides the number of competitors that have done the passage in race conditions or that have been affected by the interruption of the race, this means, that have or haven't passed the obstacle or alteration of track that motivated the lock in of the

ARTICLE 19

SAFETY

19.1 RETIREMENT/EXCLUSION

- a) In case of retirement, the rider must compulsory give notice to the organising committee, as soon as possible.
- b) A retired rider or one that has been excluded must compulsorily leave the circuit and remove the plates with the race numbers from the vehicle, delivering the letter of withdrawal to the first official.
- c) Whatever the reason may be and namely in case of retirement of the crew it is absolutely forbidden to the service crews to enter the circuit before it has been opened to traffic.

19.2 OPENING OF THE TRACK

The organiser's sweeper vehicles will close the circuit after all the competitors have passed. They will provide transport for the riders whose vehicles may be damaged, but they will in no case be responsible for repairing or towing the damaged vehicles.

The riders, who refuse to accept this transport, will be responsible for their own transportation.

19.3 COMPETITOR LOCALIZATION SYSTEM / SSV OVERTAKING SYSTEM AND SPEED CONTROL

The use of the ANUBE localization system is mandatory.

This system allows checking the position of each rider on the course. The equipment has a rental cost and a security deposit that will be returned to the rider after delivery of the equipment in perfect working conditions (Art. 5.2).

The equipment also allows to check the time a rider stopped next to another rider for assistance. The time will be taken off at the end of the event. Therefore, the concerned rider shall request the correction of the time in written to the Clerk of the Course, which will be decided by the Jury. This stopping time will only be recovered if the reason for stopping is accident assistance and justified by the means of the organization that occurs to the place.

A presentation of the equipment and procedures in case of emergency will be made during the Briefing on the 26th, according to the program.

For Bikes/Quads will be used 2 equipment, one for localization and the other, SPICA, also for localization, speed and relevant dangers info.

SSV will use the STELLA III equipment. This equipment also allows safe overtaking between the SSV competitors. Cars will also be equipped with this system, which also allows safe overtaking, should cars and SSV meet during the course.

The usage guidelines are those described in the FMP regulation (Appendix 3) and Appendix V of the same regulation.

ARTICLE 20

MEANS OF COMMUNICATION

- a) The use of a mobile phone may be permitted to contact the organising committee in case of accident or emergency.

ARTICLE 21

PARC FERMÉ

21.1 “Parc Fermé”: zone in which no repairs or intervention is possible, except in specific cases clearly determined by these regulations.

21.2 The vehicles shall be subject to “Parc Fermé” rules:

- from the moment they enter the parc after the conclusion of scrutineering until their start for the 1st leg;
- from the moment they enter a regrouping zone or an end of leg until they leave one of these;
- from the moment they enter a control area until they leave it;
- from as soon as they reach the end of the rally and at least until the time for lodging protest has expired.

21.3 Any infringement of the “Parc Fermé” rules shall result in a penalty of 1 hour to exclusion.

21.4 As soon as the rider has parked his vehicle in the Parc Fermé, he/she must leave the Parc Fermé immediately and will not be allowed to re-enter it.

21.5 In order to remove his/her vehicle from a Parc Fermé for the start of a leg or regrouping halt, the rider shall be allowed to enter the Parc Fermé 10 minutes before his starting time.

21.6 Quads can only be moved with engine on inside the Parc Fermé under respect of a speed lower than 10 km/h and guaranteeing the security of third parties.

21.7 After the conclusion of the rally, riders may remove their vehicles from Parc Fermé 30 minutes after the arrival of leg 2 control closing time. To remove the vehicle, the rider or his/her representative must present the identification bracelet.

21.8 The surveillance of Parc Fermé will cease at 00h00, October 30th.

ARTICLE 22

PROTESTS/APPEALS

22.1 According to Art. 082.31 of the FIM Bajas Regulations

ARTICLE 23

PRIZE LIST

23.1 General Classification

General Classification BIKE	1st – 10th	
General Classification QUAD	1st – 5th	Trophy or cup
General Classification SSV	1st – 10th	

ARTICLE 24

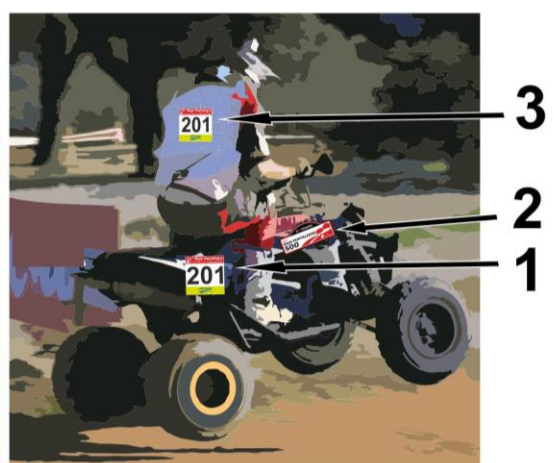
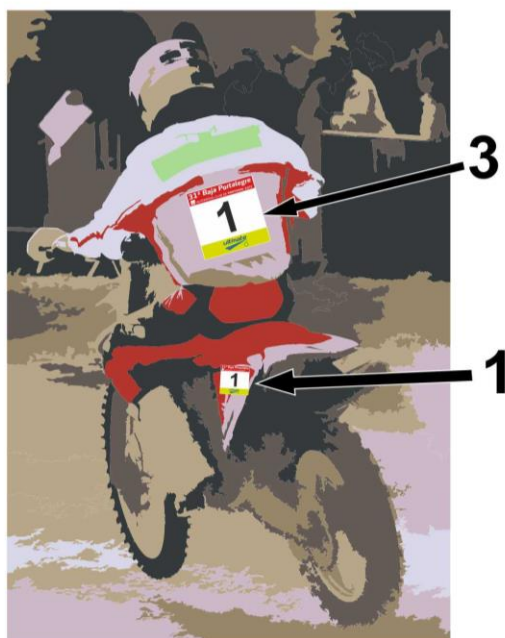
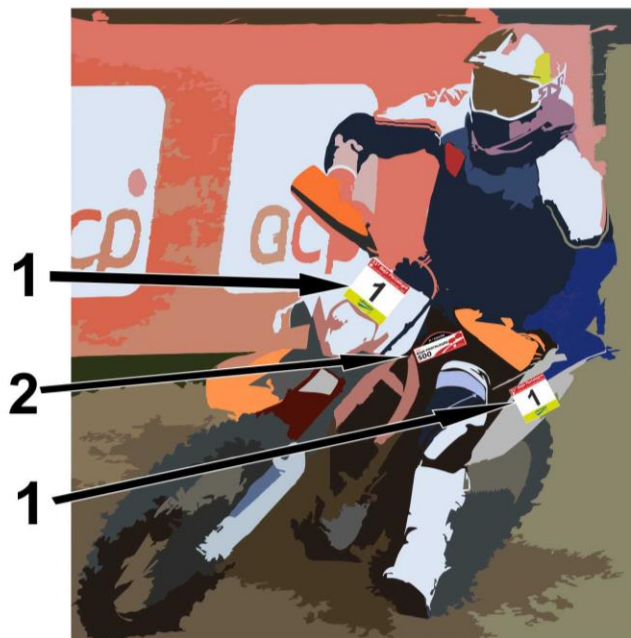
PRIZE GIVING CEREMONY

- 24.1** The prize giving ceremony will take place according to the program of the event.
- 24.2** Prizes will only be awarded to crews presenting themselves at the ceremony. Absent crews will lose the right to the prizes without change of classification or awarded prize.

APPENDIXES

APPENDIX I

ADVERTISING PLAN



- 1- 3 race number panels
- 2- 2 advertising panels
- 3- 2 SOS numbers (positioned on a visible place)

APPENDIX II

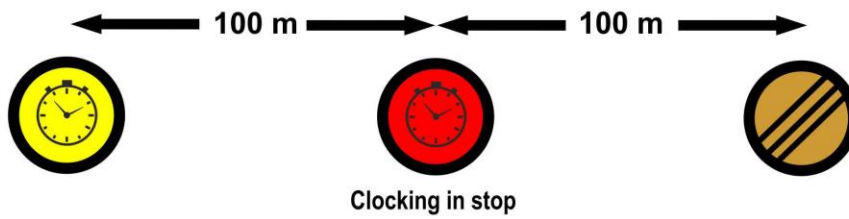
SIGNPOSTING OF CONTROLS

All controls, i.e. time checks, start and finish of Selective Sections, Passage Control, will be indicated by means of standardised panels as follows:

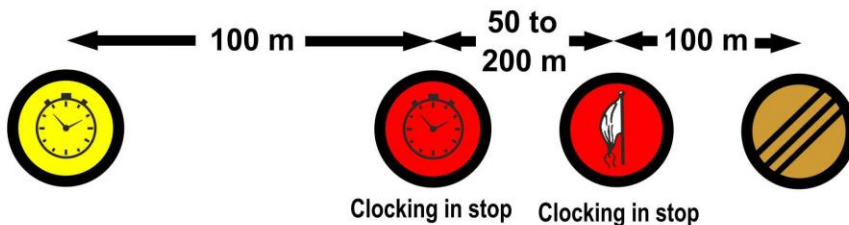
START OF ZONE Panels with yellow background **CONTROL** Panels with red background **END OF ZONE** Panels with beige background



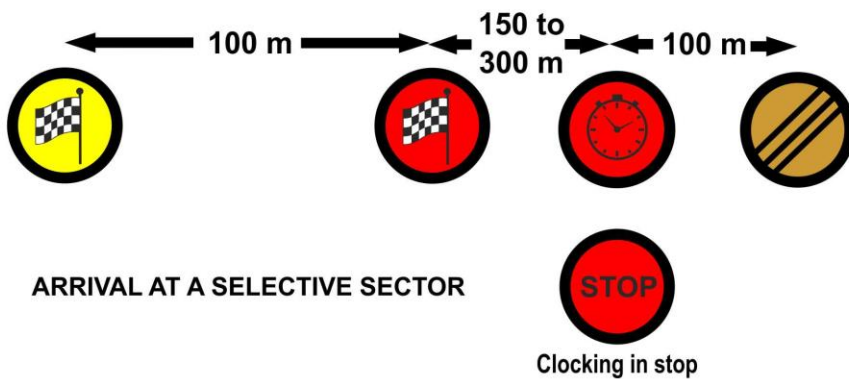
ROUTE CHECKS



TIME CHECK



TIME CHECK FOLLOWED BY A START OF A SELECTIVE SECTOR



APPENDIX III

EQUIPMENT

- 1.** All riders should be equipped with:
 - a) Homologated helmet approved by the FIM
 - b) Racing pants and jersey
 - c) Gloves
 - d) Competition boots
 - e) Googles

- 2.** The bike's lights should be in good working condition, under penalty of denied start.

APPENDIX IV

ITINERARY

1ª ETAPA - Sexta, 27 de Outubro						
CH	LOCALIZAÇÃO	SS km	Ligação km	Total km	Tempo	1ª Moto
0	PARTIDA 1ª Etapa					07:40
1	CH Partida SSS1		7,07	7,07	00:15	07:55
SS1	SSS1 PARTIDA	5,62				08:00
1A	SSS1 STOP			5,62	-	08:05
1B	Reagrupamento IN		68,59	68,59	01:30	09:35
1C	Reagrupamento OUT					11:10
2	CH Partida SS2		40,00	40,00	00:30	11:40
SS2	SS2 PARTIDA	83,94				11:45
2A	SS2 STOP			93,94	*	12:45
2B	CHEGADA 1ª Etapa		6,71	6,71	02:00	14:45
1ª Etapa totais		89,56	122,37	211,93		

Secção 1

Secção 2

2ª ETAPA - Sábado, 28 de Outubro						
CH	LOCALIZAÇÃO	SS km	Ligação km	Total km	Tempo	1ª Moto
2C	PARTIDA 2ª Etapa					09:40
3	CH Partida SS3		7,07	7,07	00:15	09:55
SS3	SS3 PARTIDA	350,00				10:00
3A	SS3 STOP			350,00	- *	14:10
3B	CHEGADA 2ª Etapa		5,86	5,86	00:30	14:40
2ª Etapa totais		350,00	12,93	362,93		

Secção 3

TOTAIS				
	SS	Ligação	Total	% SS
1ª Etapa - SSS1 / SS2	89,56	122,37	211,93	44,4%
2ª Etapa - SS3	350,00	12,93	362,93	96,4%
Total	439,56	135,30	574,86	77,8%

*

Tempo Máximo, entrada por avanço autorizada

APPENDIX V

SECURITY AND LOCALISATION EQUIPMENT GPS/GSM

	<p>SOS Request medical attention immediately</p> <p> + </p>
	<p>CAUTION Vehicle stopped</p> <p> 3 seconds</p>
	<p>SPEED LIMIT YELLOW – 100m on approaching speed zone RED STEADY – Inside of speed zone RED FLASHING – Overspeed OFF – End of speed zone</p>
	<p>DANGER 3 Notification 200 meters before an area marked on the roadbook as "Danger 3"</p>
	<p>OK ? Clerk of the course asks for confirmation of the current status of the participant</p> <p> <i>NO medical attention is required</i></p> <p> +  <i>Activate SOS buttons to request medical attention immediately</i></p>
	<p>BLUE FLAG Your vehicle has been reached by another one</p> <p></p> <p>Free to overtake</p>

Control devices and functions

STELLA III is equipped with two small monitors:

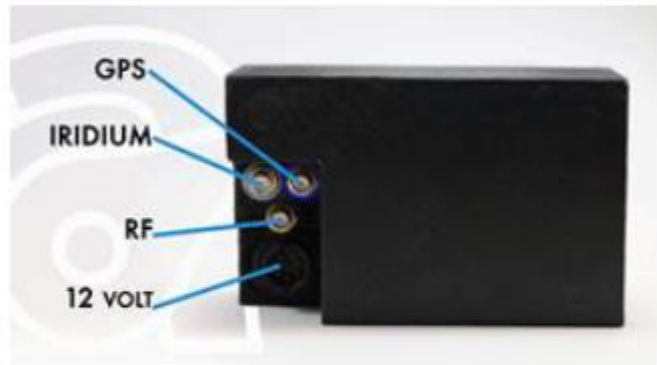
- LED'S Array
- LCD Monitor

STELLA III doesn't have an ON – OFF switch. This action is only performed by the Control Center. The device must be installed in such way that the buttons can be reached by crew members, even wearing seat belts.



On the rear panel, you will find 4 connectors.

- White: IRIDIUM
- Blue: GPS
- No color: RF
- 12 volt (+-)



The LED monitor indicates alerts such as breakdown, speed zone, overtaking and emergencies (SOS). On the LCD monitor, you will find an Odometer, Speed, Cap, warnings and validation of virtual check points.



Safety instructions

1. Mechanical Failures

In case of a mechanical failure or risk situation, you must press the red button for 3 seconds at your STELLA III. A triangle with flashing yellow light will appear at your led monitor.



Competitors approaching your vehicle with mechanical failure will receive an alert on their led monitor, a symbol in the shape of flashing red triangle and an alert sound or a beep when they are within 300m of the damaged vehicle.



These alerts will inform the competitors that they are approaching a vehicle with some mechanical failure or rollover inside or outside of the track, to take all the necessary precautions while driving to prevent any accident.

In case your vehicle gets repaired, you can deactivate the alert by pressing the green button at your STELLA III. If you happen to forget this action, the alert will turn off when your vehicle reaches 20 km/h.

All vehicles passing through breakdown vehicle area will turn off the alert on their monitor.

2. Speed Zone

When vehicles approach to a speed zone, STELLA III will show them the maximum speed on the LEDS monitor in flashing yellow. This warning system will be activated 100m before approaching the speed zone.



Upon entering the speed zone, the speed limit will change from flashing yellow to steady red color on your LEDS monitor.



If you exceed the speed limit of that area, the number in red color will begin to flash. Once you are out of that speed zone, the number will disappear from your monitor.

STELLA III generates reports of speed violations, these reports are sent immediately to the control center and delivered to the race management, who will apply the corresponding penalizations.

3. Overtaking

When approaching another vehicle at an average distance of 200m with a chance of passing, you must press the blue button at your stella III to ask for the pass.



Your LEDS monitor will flash in yellow color to indicate that the vehicle you are attempting to pass has not received your request for passing. When the yellow monitor stops flashing, it indicates that the vehicle ahead has already received your request for passing.



Your request has sent an alert to the vehicle ahead and his LEDS monitor will start flashing blue, followed by an alert sound or beep. This condition will continue until the competitor ahead authorizes the pass.



When the competitor ahead considers passing is appropriate and safe. He must press the blue button. This action will turn off the alert sound and his LEDS monitor in blue color will change from being flashing to steady.



This will indicate that your request for passing has been accepted and the word "GO" in green color will appear on your LEDS monitor.



At the moment you will be able to pass in a safe way. This generates immediate reports and, in case of block that impedes passing, the race management will be informed. It is not recommended to overtake or pass if the word "GO" doesn't appear on your monitor.

4. SOS Alert

STELLA III has a very useful tool for emergency cases of participants or spectators. You can activate this tool by pressing the red and blue buttons at the same time. An SOS signal will appear in the LEDS monitor immediately.



If you press the green button "OK", we will assume that everything is ok and we won't send rescue service. All the participants approaching 300m of a competitor who injured and asked for medical assistance, will see on their LEDS monitor an "SOS" symbol.



If another racer stops next to the vehicle with SOS to help the injured person, in case of life or death and activate the SOS buttons at his STELLA III, we will understand that he is providing assistance and the time spent helping will be deducted from their race time.

Let's remember that human life is first, and we value life so much.

5. OK?

Clerk of the course may ask you the current status of the participant. Green "OK" appears on the monitor with the acoustic signal.



Press the green button in case that there is no injury or activate SOS (pressing RED + BLUE) to request medical attention immediately.

6. Danger Zone

When approaching a danger zone in the track, at a distance of 200m, STELLA III will send you an alert on your LEDS monitor with a !!!3 symbol in red color, flashing followed by an alert sound or beep.



7. VCP (virtual check points)

STELLA III will inform you on the LCD monitor when you are passing through a VCP, it will display the VCP number, a check mark symbol and an alert sound, validating the VCP that your vehicle has already passed. STELLA III will show you that you are in the correct way.



Any kind of alteration or reduction in the transmission's capacity of the monitoring system that is duly proved, will be penalized by the race management. Remember you can put yourself and others at risk.



SPICA

SSV vehicles in the Portuguese TT National Championship will have installed the STELLA III device.

BIKES will have installed the SPICA device. On the led screen will be displayed the same warnings and notices as well as Stella III.

The Spica device do not have a LCD monitor and overtaking system