



34ª EDIÇÃO

BAJA PORTALEGRE 2020 500

AUTOMÓVEL CLUB DE PORTUGAL

Supplementary Regulations BIKE



MOTO

QUAD

SSV

5 A 7 NOVEMBRO 2020

Taça do Mundo de Bajas FIM
Campeonato Nacional de Todo o Terreno Open FMP
Mini Baja

BAJAPORTALEGRE500.COM





SUPPLEMENTARY REGULATIONS

5th – 7th November 2020



FIM Bajas World Cup regulations can be found at:

http://www.fim-live.com/en/library/download/164801/no_cache/1/



AUTOMÓVEL
CLUB DE PORTUGAL

Rua General Humberto Delgado, 3
2685 - 340 PRIOR VELHO
Tel: 351 219 429 187 Fax: 351 219 429 192
acpmotorsport@acp.pt



INDEX

	Past Winners	3
Article 1	Introduction	6
Article 2	Organization	7
Article 3	Programme	9
Article 4	Regulations	11
Article 5	Categories	11
Article 6	Licences	11
Article 7	Entries	11
Article 8	Insurance	13
Article 9	Identification	13
Article 10	Advertising	14
Article 11	Training and Reconnaissance	14
Article 12	Itinerary	14
Article 13	Administrative Checks	14
Article 14	Scrutineering	15
Article 15	Service Areas and Refuelling	16
Article 16	Qualifying Stage (SS1) / Reconnaissance / Fixed Penalties	18
Article 17	Briefing	20
Article 18	Starting Order	20
Article 19	Time Controls	20
Article 20	Selective Sections	21
Article 21	Safety	24
Article 22	Means of Communication	25
Article 23	<i>Parc Fermé</i>	25
Article 24	Protests / Appeals	26
Article 25	Prize List	26
Article 26	Prize Giving Ceremony	26
Appendix I	Advertising Plan	27
Appendix II	Signposting of Controls	28
Appendix III	Equipment	29
Appendix IV	Itinerary	30
Appendix V	Security and Localisation Equipment GPS/GSM	31
Appendix VI	Service Park Layout	42

PAST WINNERS

BIKE

1987	1 st Paulo Marques / Marcos Carvalho – Aprila RX 250 2 nd António Lopes – Honda CR 250 3 rd João Lopes - Honda CR 250	1988	1 st António Lopes / João Lopes – Honda CR 250 2 nd José Projecto / Bernardo Villar – Yamaha YZ 250 3 rd Nuno Carido / Júlio Lopes – Honda CR 250
1989	1 st João Lopes – Honda CR 250 2 nd Gilles Lalay – Suzuki RMX 3 rd António Lopes – Honda CR 500	1990	1 st António Lopes – Honda CR 500 2 nd João Lopes – Honda CR 500 3 rd Thierry Magnaldi – Yamaha YZ 250
1991	1 st António Lopes – Honda CR 250 2 nd Bernardo Villar – Honda XR 600 3 rd David Castera – Yamaha YZ 250	1992	1 st António Lopes – Honda CR 250 2 nd Thierry Magnaldi – Yamaha YZ 250 3 rd Cyril Esquirol – Husqvarna WR 250
1993	1 st Carlos Crespo – Kawasaki KX250 2 nd Paulo Marques – Honda CR 250 3 rd António Lopes – Honda CR 250	1994	1 st Paulo Marques – Honda CR 250 2 nd Miguel Farrajota – TM Enduro 250 3 rd Alain Perez – Kawasaki KX 250
1995	1 st Richard Sainct – Honda CR 250 2 nd Paulo Marques – Honda CR 250 3 rd Mário Brás – KTM LC4 620	1996	1 st Alain Perez – Kawasaki KX 250 2 nd Paulo Marques – Honda CR 250 3 rd António Lopes – Husaberg FE 500
1997	1 st Miguel Farrajota – TM 250 2 nd Paulo Ascenso – Honda CR 250 3 rd Nuno Duarte – Yamaha YR 250	1998	1 st Rúben Faria – Yamaha WR 400 2 nd Pedro Afonso – Honda 250 3 rd Luís Serra – Yamaha YZ 250
1999	1 st Rúben Faria – Yamaha YZ 400F 2 nd Pedro Afonso – Kawasaki KX 3 rd Miguel Farrajota – TM Enduro 250	2000	1 st Luís Serra – Yamaha YZ 250 2 nd Victor Azevedo – Honda CRE 250 3 rd Pedro Afonso – Kawasaki KX 500
2001	1 st Paulo Gonçalves – Honda CR 250 2 nd Pedro Afonso – Yamaha WR426 3 rd Sandro Marcos – Honda CR 250	2002	1 st Luís Serra – KTM 520 EXC 2 nd Paulo Gonçalves – Honda CRF 450 3 rd Válder Martins – KTM 125 EXC
2003	1 st Sandro Marcos – Suzuki 250 2 nd Pedro Afonso – Yamaha WR 450 3 rd Pedro Barradas – Honda CRF 450	2004	1 st Mário Patrão – Yamaha WR 450 2 nd Paulo Cardoso – Yamaha WR 450 3 rd Joaquim Norte – KTM EXC 520
2005	1 st Mário Patrão – Yamaha YZ 450F 2 nd António Maio – Yamaha YZ 250 LC 3 rd Paulo Gonçalves – Honda CRF 450	2006	1 st Mário Patrão – Suzuki RMZ 450 2 nd Rúben Faria – Yamaha YZ 450 3 rd António Maio – Yamaha YZ 450
2007	1 st António Maio – Yamaha YZ 480F 2 nd Mário Patrão – Suzuki RMZ 450 3 rd Tomás Neves - Yamaha WR 250F	2008	1 st António Maio – Kawasaki KX 450 F 2 nd Mário Patrão – Suzuki RMZ 450 3 rd Fernando Ferreira – Yamaha YZ 450 F
2009	1 st Mário Patrão – Suzuki RMZi 450 2 nd António Maio – Kawasaki KXF 450 3 rd David Megre – KTM EXC.F 250	2010	1 st António Maio – Yamaha YZ 450 F 2 nd Mário Patrão – Suzuki RMX - Z 3 rd David Megre – KTM EXC 450 R
2011	1 st António Maio – Yamaha YZ 450 F 2 nd Luís Oliveira – Yamaha YZ 125 3 rd Fausto Mota – Yamaha YZ 250 F	2012	1 st António Maio – Yamaha YZ 450 F 2 nd Mário Patrão – Suzuki RMZ 450 3 rd Hélder Rodrigues – Honda CRF 450
2013	1 st Mário Patrão – Suzuki RMZ 450 2 nd António Maio – Yamaha YZ 450 F 3 rd Pedro Afonso – KTM 500 EXC 510	2014	1 st Mário Patrão – Suzuki RMZ 450 2 nd António Maio – Yamaha YZ 450 F 3 rd João Vivas – Suzuki RMZ 450
2015	1 st Luis Oliveira – Yamaha YZ 2 nd Mario Patrão – KTM 450 SXF 3 rd Sebastian Bühler – Yamaha YZ 250F	2016	1 st Luis Oliveira – Yamaha YZ 2 nd Sebastian Bühler – Yamaha WR 450 F 3 rd João Lourenço – Sherco SEF R
2017	1 st António Maio – Yamaha WR 2 nd Luís Oliveira – Honda RX 3 rd Mário Patrão – KTM 450 EXC Factory	2018	1 st Sebastian Buhler – Yamaha WR 450 F 2 nd Bruno Santos – KTM EXC F 3 rd Martim Ventura – Yamaha WR 250 F
2019	1 st Sebastian Buhler – Husqvarna FC 450 2 nd António Maio – Yamaha WR Rally 3 rd Bruno Santos – Husqvarna FE		

QUAD

2000	1 st Paulo Barbosa – Yamaha YFZ 350 2 nd Jordi Saborit – Honda TRX 400 3 rd Paulo Nobre - Honda TRX 400	2001	1 st Mário Reis - Honda TRX 400 2 nd Paulo Nobre - Bombardier GS 650 3 rd Jorge Esperto - Bombardier GS 650
2002	1 st Vítor Santos – Suzuki LT 400 2 nd José Clemente - Honda TRX 400 3 rd Paulo Nobre – Bombardier GS 650	2003	1 st Jordi Saborit - Bombardier GS 650 2 nd Vítor Santos – Suzuki LTZ 400 3 rd Nelson Caxias – Polaris Predator 500
2004	1 st João Lopes – Suzuki LTZ 450 2 nd António Moreira – Polaris Predator 500 3 rd Pedro Costa – Honda TRX 450	2005	1 st Rui Fernandes – Honda TRX 450R 2 nd Pedro Costa – Suzuki LTZ 400 3 rd Alexandre Oliveira – Suzuki LTZ 400
2006	1 st Nelson Caxias – Yamaha YFZ 450 2 nd Luís Engeitado – Yamaha YFZ 450 3 rd Simão Correia – Suzuki LTZ 400	2007	1 st Vítor Santos – Suzuki LTR 450 2 nd Paulino Cruz – Suzuki LTR 450 3 rd João Lopes – Suzuki LTR 450
2008	1 st Rui Mendes – Suzuki LTR 450 2 nd João Peraboa – Suzuki LTR 450 3 rd João Batista – Suzuki LTR 480	2009	1 st Humberto Pinto – Suzuki LTR 450 2 nd Roberto Borrego – KTM 525 XC 3 rd João Lopes – Suzuki LTR 450
2010	1 st Roberto Borrego – KTM 525 XC 2 nd João Lopes – Suzuki LTR 450 Z 3 rd Humberto Pinto – Suzuki LTR 450	2011	1 st Roberto Borrego – YFZ 450 2 nd António Moreira – Polaris Outlaw 525 3 rd Vítor Santos – Kawasaki KFX 450
2012	1 st Roberto Borrego – Yamaha YFZ 450 R 2 nd Rui Cascalho – Yamaha YFZ 450 R 3 rd André Mendes – Suzuki LTR 450 B	2013	1 st André Carita – Suzuki LTR 450 2 nd Vítor Santos – Yamaha 450 R 3 rd Luís Engeitado – Polaris MXR 450
2014	1 st Luís Engeitado – Yamaha YFZ 450 2 nd Rui Cascalho – Yamaha YFZ 450 R 3 rd Ricardo “Antrax” Carvalho – Polaris MXR 450	2015	1 st Roberto Borrego – Yamaha YFZ 450R 2 nd André Carita – Suzuki LTR 450 3 rd Antonio Moreira – Yamaha YFZ 450R
2016	1 st Roberto Borrego – Yamaha YFZ 450R 2 nd Rodrigo Pagaime – Yamaha YFZ 450R 3 rd Vítor Caeiro – Yamaha YFZ	2017	1 st Roberto Borrego – Yamaha YFZ 450R 2 nd Filipe Fernandes – Kawasaki KFX 450R 3 rd Vítor Caeiro – Yamaha YFZ-R
2018	1 st Roberto Borrego – Yamaha YFZ 450R 2 nd Jacinto Lourenço – Moto Start TR 3 rd Pedro Silva – Yamaha YFZ	2019	1 st Roberto Borrego – Yamaha YFZ 450R 2 nd Ruben Alexandre – Yamaha YFZ 450 R 3 rd André Carita – Suzuki LTR

UTV

2008	1 st António Val – Dazon 1100 D 2 nd João Nascimento/Nuno Soares – Dazon 1100 D	2009	1 st Jorge Monteiro – Polaris RZR 800 2 nd Nuno V. Uden/Miguel Chaves – Polaris RZR 800 3 rd Rui Castanheira – FBF 1100
2010	1 st Carlos Esteves/Hélder Amado – Polaris RZR 756 2 nd Tiago Cunha – Rage R 140T 1049 3 rd José Vitória/Luís Vitória – Polaris RZR-S	2011	1 st Jorge Monteiro – Polaris RZR XP 850 2 nd Marco Grilo – Polaris RZR 900 3 rd Rui Serpa – Rage R140T 1050
2012	1 st David Além – IPS R7 2 nd João Lopes/Bruno Santos – IPS RZR 900 3 rd Teofilo Viñaras – Polaris RZR 900	2013	1 st Nuno Tavares – IPS RX 875 2 nd Aristides Mafra – Polaris RZR 900 XP 3 rd Roberto Viñaras/Cristobal H. – Polaris RZR 900
2014	1 st João Lopes/Bruno Santos – Polaris RZR 1000 2 nd Teofilo Viñarás – Polaris RZR 900 3 rd Carlos Miranda/Luís Gomes – Polaris RZR 900	2015	1 st João Dias/João Miranda – Polaris RZRXP1000 2 nd Pedro Santinho Mendes – Polaris RZR 3 rd João Lopes/Bruno Miguel – Polaris RZRXP
2016	1 st João Silva/Marco Silva – Yamaha YXZ 1000 2 nd Pedro Mendes – Polaris RZR 3 rd Stéphane Peterhansel/Andrea Peterhansel – Yamaha YXZ		

BUGGY

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

SSV

2017	1 st Rúben Faria/Pedro Velosa – Can-Am Maverick X3 RS 2 nd Stéphane Peterhansel/Andrea Peterhansel – Yamaha YXZ 1000S 3 rd Bruno Martins/Eurico Adão – Can-Am Maverick X3 RS	2018	1 st Marco Pereira/Eurico Adão – Can-Am Maverick X3 RS XRS 2 nd Vitor Santos/Gregório Pereira – Can-Am Maverick X3 XRS TURBO 18 3 rd Dirk Von Zitzewitz/Andrea Peterhansel – Can-Am Maverick
2019	1 st Pedro Carvalho/André Guerreiro – Can Am Maverick X3 2 nd Santinho Mendes - Can Am Maverick X3 3 rd João Monteiro/Manuel Pereira - Can Am Maverick X3 XRS		

ART.1 – INTRODUCTION

- 1.1. The Automóvel Club de Portugal (ACP) organizes the **34th BAJA PORTALEGRE 500**, from November 5 to November 7, 2020. This event is a part of the FIM Bajas World Cup, and the Portuguese Cross-Country Championship, and occurs simultaneously with a car event (FIA World Cup for Cross Country Bajas).

“Due to the public health situation resulting from the pandemic of the new Coronavirus, Covid-19, and its unpredictable evolution, mandatory measures or restrictions may be established, by the Portuguese authorities, which impose changes to the present Regulation. Any modification, as a result of the aforementioned, will be communicated to the competitors by means of a Bulletin to the Regulation or by information from the Organiser.”

Compliance: The “34th Baja Portalegre 500” will be run in compliance with:

- 2020 FIM Sporting Code and its appendices (SC)
- 2020 FIM Baja’s World Cup Regulations (BWCR)
- National Regulations, which comply with the FIM Regulations
- These Supplementary Regulations (hereinafter the SR)

FIM titles for which the BAJA counts

- FIM Bajas World Cup – Bikes 450cc, for riders and manufacturers
- FIM Bajas World Cup – Quads, for riders
- FIM Bajas World Cup – Women, for riders
- FIM Bajas World Cup – Junior, for riders
- FIM Bajas World Cup – SSV (driver and Co-driver)
- FIM Bajas Trophy – Veterans, for riders

Others

- National Championship (FMP)
- Mini Baja FMP (national évent)

Visa details – FIM and FMP

FIM Approval No – [approved on 01/09/2020](#)

FMP Approval No – [approved on 01/09/2020](#)

Modification, amendments and/or changes to these Supplementary Regulations will be announced only by numbered and dated Bulletins issued by the Organizer or the Stewards of the Meeting (Jury) and approved by the FMN (FMP).

1.2. Description of the Event

- November 5, administrative and technical checks;
- November 6, the first Leg includes a Qualifying Stage (SS1) of approx. 5 km and SS2 of approx. 85 km
- November 7, the second Leg include the SS3, with an extension of approx. 350 km, non-stop. Every 85km, maximum, areas of refuelling or service will be placed.

The route shall be kept secret. Only SSV have a SS Road Book. The route is marked with arrows, plastic tape and some paints for the Bikes and Quads. For Bike and Quad roadbooks will be handed out just for liaison sections

Average altitude of the total distance of the SS's is 500 meters.

ART.2 – ORGANISATION

2.1 Organiser's name, address and contact details

Automóvel Club de Portugal

ACP Motorsport

Rua General Humberto Delgado, 3

2685-340 Prior Velho – Portugal

Tel.: + 351 219 429 187

Fax: + 351 219 429 192

E-mail: acpmotorsport@acp.pt

Website: www.acp.pt

2.2 Event Location

NERPOR

Campo da Feira

7300 Portalegre

Phone: +351 219 429 187

Fax: +351 219 429 192

E-mail: acpmotorsport@acp.pt

Website: www.bajaportalegre500.pt

GPS: N 39° 16. 394' – W 07° 25. 266'

2.3 Official Notice Board – Location

5th to 7th November: at the Event Secretariat, at NERPOR

2.4 Secretariat

- Until 3rd November at the ACP Motorsport offices in Prior Velho (Art. 2.1), from 09h00 to 18h00
- From the 4th to the 7th November at NERPOR (Art. 2.2)

2.5 Organising Committee

Chairman	Carlos Barbosa
Vice President	João Jordão
	Marta Barbosa
Route Director	Orlando Romana
Route Supervisor	Jaime Santos
Secretary of the Event	Vanda Marcelo

2.6 Stewards of the Meeting, Jury

President	Jean-François Wulveryck
FIM Member	Jean-Luc Maindron
FMP Member	José Rita
Secretary of the Stewards	Tânia Esteves

2.7 Observers and Delegates

FIM Technical Delegate	TBA
	TBA
FMP Technical Delegate	Jorge Martinho
	José Deitado

2.8 Senior Officials

Clerck of the Course (CoC)	Nuno Castel-Branco
Assistant Clerck of the Course	Eduardo Rovisco
Chief Security Officer	Jaime Santos
ACP Environmental Steward	Nelson Correia
Responsible for Event's Logistics	Nuno Vieira
Chief Medical Officer (CMO)	Dr. Pedro Barradas
Event Secretary	Vanda Marcelo
Media Relations	Miguel Fonseca
Results (Cronobandeira)	Mário Bandeira
	Fátima Bandeira
Timekeepers	João Cortez de Almeida
	Nuno Cunha
	Carlos Cruz
Technical Stewards	Tiago Carvalho
	Pedro Corrula

	Eduardo Botelho
	Eduardo Rovisco
	José Figueira
Competitors' Relations Officer	Eduardo Rovisco
	Pedro Lima
Service Park co-ordinator	Filipe Santos
Services of SS (ZA) Coordinator	Hugo Lourenço

2.9 Identification of the Officials and Marshals

Clerk of the Course	White Shirt
Timekeepers	Blue tabard
Safety Marshals	Yellow tabard
CRO	Red tabard
Scrutineers	Black tabard
Medical	Identified blue clothing
Media	Green tabard



ART.3 – PROGRAMME

BEFORE THE RALLY WEEK

Friday, August 7th		
09h00	Opening date for entries	Rally Office
	Issuing of the Rally Guide	website
	Issuing of the Supplementary Regulations	website

Friday, October 9th		
18h00	Closing date for entries with reduced fees	Rally Office

Friday, October 16th		
18h00	Closing date for entries	Rally Office

Friday, October 30th		
18h00	Publication of the entry list	website

Tuesday, November 3rd		
17h00	Closure of the Rally Office in Lisbon	Rally Office

RALLY WEEK

Wednesday, November 4th		
09h00/19h00	Accreditations	Near Stadium

Thursday, November 5th		
06h30/19h30	Rally Office opens	Nerpor
07h00/16h00	Accreditations and issuing of the road book for SS1 reconnaissance	Near Stadium
07h00/14h00	Administrative checks, issuing of the road book (SSV) for Section 1 & 2	Nerpor
08h00/15h00	Scrutineering	Nerpor
09h00/16h00	Qualifying Stage (SS1) reconnaissance	Coutadas
09h00/16h00	Media Accreditations	Near Stadium
09h00/19h30	Media Center opening hours	HQ (Nerpor)
16h30	1 st Jury Meeting	Nerpor
17h30	Publication of the start list for Leg 1	Nerpor

Friday, November 6th		
06h00/20h00	Rally Office opens	Nerpor
06h35	Start Leg 1	Nerpor
07h00	Start SS1	Coutadas
10h30	Start SS2	Alter do Chão
11h30*	Arrival SS2	Coutadas
12h00/19h30	Issuing of the road book for Section 3 (SSV)	Nerpor
15h30*	Arrival Leg 1	Nerpor
17h30	2 nd Jury Meeting	Nerpor
18h30	Publication of Leg 1 results and starting order for Leg 2	Nerpor

Saturday, November 7th		
07h00/21h00	Rally Office opens	Nerpor
08h25	Start Leg 2	Nerpor
09h30	Start SS3	Crato
13h40*	Arrival SS3	Coutadas
14h10*	Arrival Leg 2	Nerpor
18h00	3 rd Jury Meeting	Nerpor
19h00	Publication of the provisional final classification	Nerpor
19h30	Publication of the final classification	Nerpor

* Estimated time

Official time throughout the entire rally will be that of GPS (UTC time + offset to local time).

ART.4 – REGULATIONS

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

ART.5 – CATEGORIES

5.1. Vehicles - CATEGORY'S FIM BAJAS WORLD CUP

C1 FIM - Category 1 – Motorcycle up to 450cc (single or twin cylinder 2T or 4T)

C2 FIM - Category 2 – Quads (3-well vehicles are not allowed)

C3 FIM - Category 3 – SSV

C4 FIM - Category 4 – Women*

C5 FIM - Category 5 – Junior*

C6 FIM - Category – Veterans*

C7 FIM - Category 7 – Over 450cc, this not count towards FIM Bajas World Cup

*See article 82.7.1.(3), (4), (5) of the FIM Bajas World Cup Regulations

ART.6 – LICENCES

6.1. Rider's Licences

According to Art. 70.2.1 of FIM Sporting Code and ANN01 CRT Table of Validity.

ART.7 – ENTRIES

According to Art. 60.5 of FIM Sporting Code.

7.1. Entries procedures

Anybody wishing to take part in the event must register online at:
www.bajaportalegre500.com

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, registration plate)
- Competing category and class (vehicle and rider)
- VAT number and other invoice details
- FMN permission to take part in the event (for foreign entrants)
- Proof of payment
- Valid motorcycle insurance certificate to cover third party liability

7.2. Entry fees

	Fee	
	Until October 9 th	October 10 th 10 the 16 th
Bike / Quad	790€	1290€
SSV	1060€	1560€

Note: from October 10 to October 16, the entry fees will be increased by 500€. **Riders who refuse optional advertising, will pay an increase of 100% on the entry fee.**

Information regarding VAT

- Invoices issued to EU and foreign companies, are not subject to VAT (VAT- Reversed charge)
- Invoices issued to Portuguese entities, either companies or individuals resident in Portugal or abroad, are subject to VAT – tax rate of 23%.

Included in the entry fees
Anube, Stella III / Spica III (a deposit of 300€ is required during the administrative checks). All Competitors must use the location equipment according to the rules expressed in Appendix V
Vehicles plates kit
Service cars plates kit: 1 SERVICE MOTO NERPOR + 1 TEAM MANAGER (team only)
Service area (8mx6m)
Insurance (Art. 8, SR)

7.3 Without payment the entry will not be considered.

7.4 The date of reception of the entry fee will be considered to establish the entrant's list.
The organization reserves the right to refuse the entry to pilots or teams that have been disqualified in previous editions of the race for unsportsmanlike behaviour.

7.5 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.

ART.8 – INSURANCE

According to Art. 110.1.1 of the FIM Sporting Code.

- 8.1. 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.

Insurance Company:

Fidelidade-Mundial, SA

Largo Calhariz, 30

1249-001 Lisboa – PORTUGAL

Tel.: +351 213 237 000

Fax: +351 213 238 001

www.fidelidademundial.pt

- 8.2. 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.
- 8.3. Injuries to the riders themselves or damage to participating bikes or service cars are not covered by this insurance.
- 8.4. **The riders should have repatriation insurance.**
- 8.5. **Automóvel Club de Portugal, as well as the Organizing Committee, declines all responsibility for any accident that may occur during the 34th edition of the Baja Portalegre 500.**

ART.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.**

ART.10 – ADVERTISING

10.1. 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.

10.2 The compulsory advertisement is: **CÂMARA MUNICIPAL DE PORTALEGRE / CÂMARA MUNICIPAL DE PONTE DE SOR / BP**

ART.11 – TRAINING AND RECONNAISSANCE

11.1. Start will be denied to all crews detected by members of the Organizing Committee while training on the race tracks. The race will take place in the municipalities of: Alter do Chão, Arronches, Avis, Crato, Fronteira, Gavião, Monforte, Nisa, Ponte de Sor, Portalegre and Sousel.

ART.12 – ITINERARY

12.1. 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.

ART.13 – ADMINISTRATIVE CHECKS

13.1. Location

The Administrative checks will take place on November 5. The exact location and schedule will be published in a Bulletin.

13.2. Original documents to be presented

It is possible to speed up the administrative checks if the entry process and documents is complete. All documents must be attached up to October 2.

The FMNs which are not part of the FIM insurance program must guarantee their riders will be covered at all events (international, continental and FIM World Cup/Championship) in such a way as to meet the requirements set by the FIM/TSM, and for no less than the equivalent of the amounts shown.

- Sporting License;
- Driving License
- Rider's ID;

- Documents of the motorcycle;

13.3. Time controls

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

from 1 to 15 minutes	150 €
from 16 to 30 minutes	250 €
> 30 minutes	Start may be denied

ART.14 – SCRUTINEERING

14.1. Location

Scrutineering will take place on November 5. The exact location and schedule will be published in a Bulletin.

14.2. Timetable

According to the programme. The exact schedule will be published by means of a bulletin.

14.3. 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);

Noise control may occur.

14.4. 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, Hans and Fireproof Clothing

14.5. 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	150 €
from 16 to 30 minutes	250 €
> 30 minutes	Start may be denied

14.6. After completing scrutineering, vehicles must be driven by one of the drivers or a team representative to the ceremonial start holding area.

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

from 1 to 15 minutes	150 €
from 16 to 30 minutes	250 €
> 30 minutes	Start may be denied

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

14.9. 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.

14.10. 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.

ART.15 – SERVICE AREAS AND REFUELLING

THE MAXIMUM SPEED PERMITTED IN THE SERVICE AREAS (ZA) (including NERPOR) and GAS (refuelling only) is 30 km/H.

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

15.1 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 (ZA):
 - 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 a penalty defined by the Jury.

- 15.2** The use of eco-friendly mats during refuelling 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.**
- 15.3** 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, only the exchange of damaged tires, is permitted.
Any other intervention on the vehicle is authorized to the drivers without occurring in penalties. If the assistants' intervention is necessary, it is possible, but the team incurs a penalty of **15 minutes**.
- 15.4** There will a service with limited time before the end of Leg 1, Service A, after SS2 (3h00).
- 15.5** Only the vehicles with a service sticker 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 3 service plates free:
- **SERVICE NERPOR MOTO**, allows access to NERPOR, ZA and GAS to the SS.
 - **SERVICE ZA MOTO**, allows access only to the ZA and GAS of the SS.
 - **TEAM MANAGER (team only)**, allows access to NERPOR, ZA and GAS to the SS.

Additional service stickers will be supplied at 200€ each.

- 15.6** 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.
- 15.7** 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.

- 15.8** 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.
- 15.9** For the SSV, in any Service Area or GAS, located in the SS, it's required, the stop in a minimum period of 2 minutes. This time is controlled by Stella III system and this time is for the responsibility of the Rider. The 2 minutes starts when the vehicle is immobilized, in the service area, and this 2 minute stop, when the vehicle restart the march, in the same place.
- During refueling, no further intervention on the vehicle is permitted.
 - The Stella III equipment displays the countdown on the screen.
 - The engine must be Off when the vehicle is immobilized.
 - The non-compliance with this rule will incur into a penalty of 10 minutes for each infringement.

ART.16 – QUALIFYING STAGE (SS1) / RECONNAISSANCE / FIXED PENALTIES

16.1 The Qualifying Stage (SS1) will take place on November 6, in form of a special stage with the length of aprox. 5 km and SS2 with aprox. 80 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. The reconnaissance of the SS1 may be done according to the schedule on the **November 5, between 09h00 and 16h00, by foot or normal bicycle, or electric bicycle.** Riders must be identified with the bracelet placed at the Accreditations (next to the football stadium near Nerpor).

16.2 Penalties for entrance in advance or delayed at SSS1 entrance and ParcFermé:

Up to 30 minutes	1 minute each minute
More than 30 minutes	Disqualification

16.3 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 penalty will be awarded by the jury of the race. In the event of a run-off, riders shall return to the track at the same place.

16.4 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 SS1.

16.5 The maximum time to run the SS1 will be 30 minutes.

16.6 The time set at the SS1 will count for the final classification.

16.7 In the event of a dead heat, the riders with the same time in the SS1 shall start for SS2, according to the order of their numbers.

16.8 The possible penalties registered at the different controls at Leg 1; do not influence the classification of the SS1, or the start to SS2.

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

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 30 minutes**.

c) Nevertheless, and in any of the circumstances mentioned above, the rider will be authorized to leave for the SS2 provided that he presents himself in the Parc 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 SS2 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 SS1 or SS2 within the time limit, he will be assigned the maximum time set for the SS plus the planned liaison times plus a **fixed penalty of 30 minutes**.

e) If a rider does not participate in SS1 or SS2, he will be assigned the maximum time set for the SS, 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 Leg 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 Leg 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 2, or remove their vehicle from the Parc Fermé (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.

- 16.10** In the event of a dead heat, 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.

ART.17 – BRIEFING

- 17.1** The briefing will be written and delivered during administrative checks.

ART.18 – STARTING ORDER

- 18.1** The start for the Leg 1 and for the SS1, will be given in ascending order of the competition numbers.

The order of the starts is: Categories Bikes / Categories Quads / Categories SSV.
There will be a 5-minute interval between the 3 Categories (Bikes / Quads / SSV).

- 18.2** The start for SS2 will be given according to the classification obtained in SS1.

The order of the starts is: Bikes / Quads / SSV.

The intervals for the start of SS2 will be published by bulletin.

- 18.3** 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.

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

- 18.4** Liaisons and transport (see distances in Appendix IV):

All liaisons must be made using the competition vehicles, the use of trailers or vans is prohibited

- 18.5** 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 15 minutes will be allowed. The start will be refused to any rider who is delayed.

ART.19 – TIME CONTROLS

According to Art. 82.20 of the FIM Bajas Regulations 2020.

ART.20 –SELECTIVE SECTIONS / PASSAGE CONTROL

- 20.1** During a selective section, assistance is allowed as per article 15 of the present regulations.
- 20.2** 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.
- 20.3** 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.
- 20.4** 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.

20.5 Route Marking

Liaison section road books will be delivered to each competitor. The routes of SSS1, SS2 and SS3 will be indicated by arrows, tapes and paintings; there are no road book available (except SSV).

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, and one yellow plate with a X, for the close routes
- 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)

20.6 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 (plate on place, with the number of the cross road)**
- 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.

20.7 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) In the compulsory passage controls, will be applied the speed control of 30 km/h. This start in the beginning of the Passage control (warning sign on a yellow background), until the end (sign on a beige background with three black transverse stripes). **The presentation of the time card in these passage controls is the responsibility of the Rider. The same responsibility is applied for the fixation of the time card in the vehicle. If the Rider don't show the time card in a passage control, it will be applied 2 minutes' penalty for each control. If the Rider don't have the time card, the registration will be in his dorsal.** In any cases, the responsibility of the Rider is verifying the registration of the passage control of the timekeeper is correct in a visible place and permanent.
- e) The lack of a registration in the time card or non-passage at a time control will incur into disqualification of the rider.
- f) Any rider not stopping at a time passage control shall be given a penalty as laid out below:

First infringement	5 minutes
Following infringements	10 minutes for each offence

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

20.8 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:

20.9 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.

20.10 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

20.11 In the case foreseen in Art. 20.8 the Jury of the race 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.

20.12 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.

20.13 Should the Jury of the race, 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.

20.14 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 other competitors.

ART.21 - SAFETY

21.1. 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.

21.2. 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.

21.3. Competitor Localization System / SSV and Quads 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 include of the entry fees.

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, according to the program.

For Bikes will be used SPICA, for localization, speed and relevant dangers info.

SSV and Quads will use the STELLA III equipment.

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.

ART.22 – MEANS OF COMMUNICATION

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

ART.23 – PARC FERMÉ

- 23.1.** “Parc Fermé”: zone in which no repairs or intervention is possible, except in specific cases clearly determined by these regulations.
- 23.2.** Any infringement of the “Parc Fermé” rules shall result in a penalty of 1 hour to exclusion.
- 23.3.** 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.
- 23.4.** 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 15 minutes before his starting time.
- 23.5.** 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.
- 23.6.** 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.
- 23.7.** The surveillance of Parc Fermé will cease at 24h00, November 7.

ART.24 – PROTESTS / APPEALS

24.1 According to Art. 82.33 of the FIM Bajas Regulations 2020.

ART.25 – PRIZE LIST

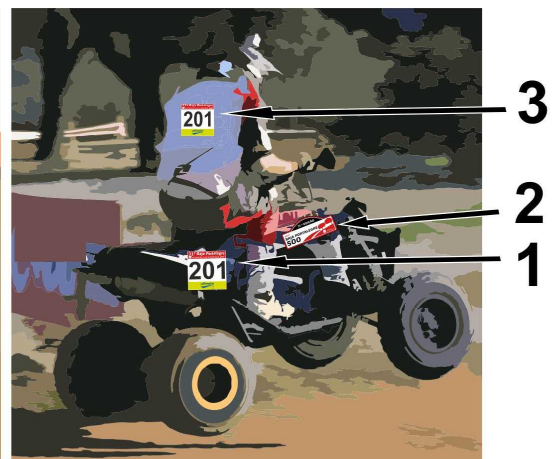
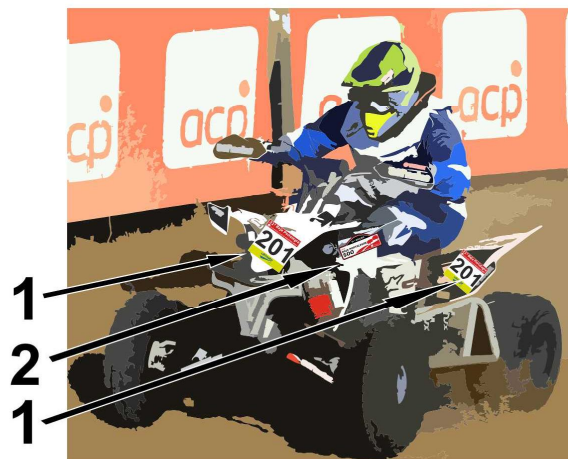
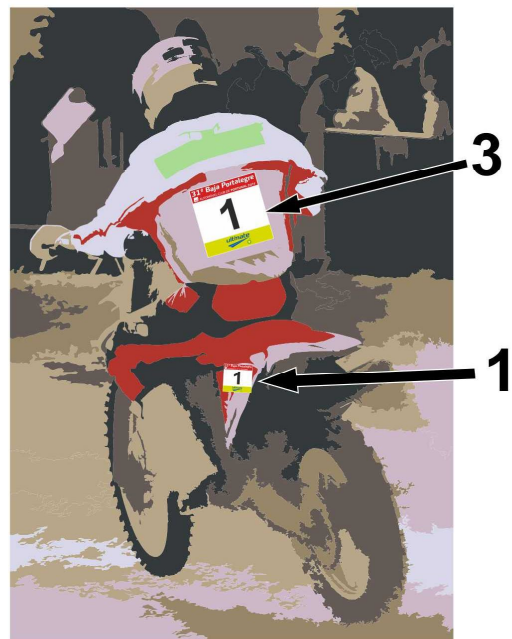
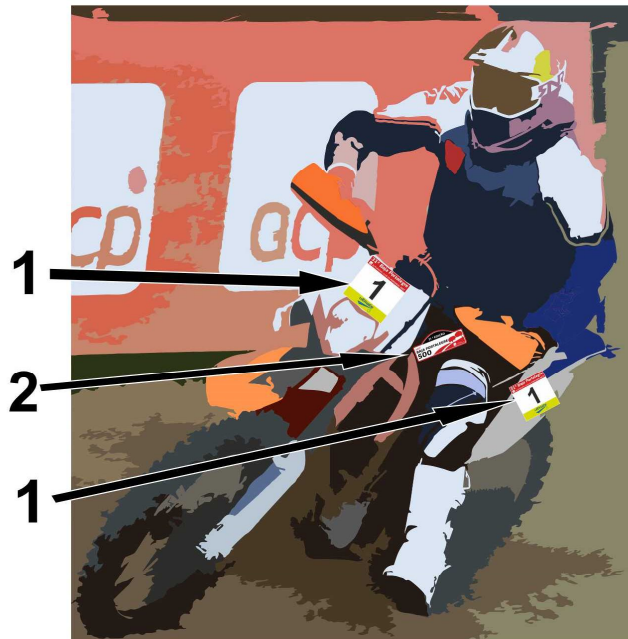
25.1 General Classification

General Classification BIKE	1 st – 10 th	Trophy or cup
General Classification QUAD	1 st – 5 th	
General Classification SSV	1 st – 10 th	
Category 1, 2, 3, 4, 5, 6, 7	1 st	

ART.26 – PRIZE GIVING CEREMONY

26.1 For security reasons, related to the rules in force in Portugal resulting from the situation of Covid-19 Pandemic, the delivery of prizes in person will not take place. The new procedure will be informed by Bulletin.

APPENDIX I – ADVERTISING PLAN



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

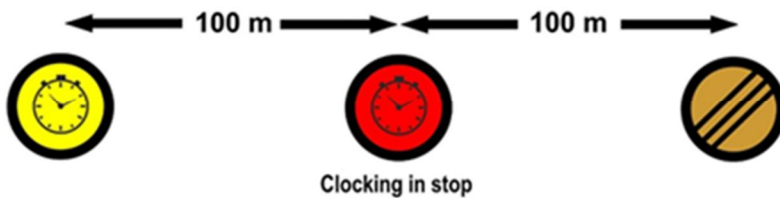
APPENDIX II – SIGNPOSTING OF CONTROLS

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

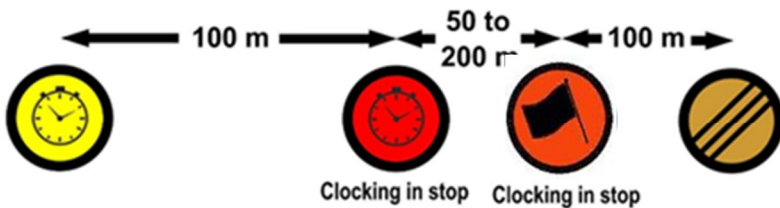
START OF ZONE Panels with yellow background **CONTROL** Panels with red background **END OF ZONE** Panels with beige background



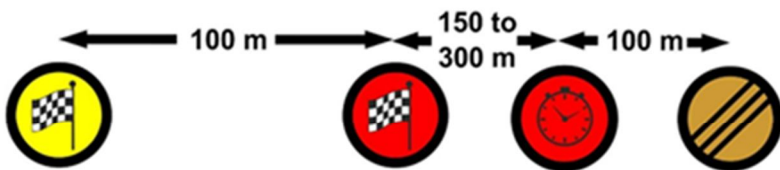
ROUTE CHECKS



TIME CHECK



TIME CHECK FOLLOWED BY A START OF A SELECTIVE SECTOR



ARRIVAL AT A SELECTIVE SECTOR



APPENDIX III – EQUIPMENT

1 All riders should be equipped with:

- a) FIM homologated helmet
- b) Protection wear of suitable resistant material and covering all members
- c) Gloves
- d) Competition boots
- e) Googles
- f) GPS (Anube)
- g) Hans and fireproof clothing (SSV only)

APPENDIX IV – ITINERARY

LEG 1							Friday, November 6	
<i>Sunrise - 07:04</i>							<i>Sunset - 17:21</i>	
TC	LOCATION	SS km	Liason km	Total km	Time	1st. Bike		
0	START Section 1 / Leg 1 - NERPOR					06:35	Section 1	
1	TC Start SSS1		7,11	7,11	00:20	06:55		
SS1 QUALIFYING STAGE		5,00				07:00		
1A	SS1 STOP			5,00		07:05		
<i>km 10 - Possible Refuelling (commercial filling stations indicated in the road book)</i>								
<i>km 68 - Possible Refuelling (commercial filling stations indicated in the road book)</i>								
1B	Regrouping IN Ponte de Sor		68,82	68,82	01:30 *	08:35	Section 2	
1C	Regrouping OUT - Start Section 2					10:10		
2	TC Start SS2		5,00	5,00	00:15	10:25		
SS2 SS2 START		85,00				10:30		
2A	SS2 Stop			85,00		11:30		
<i>km 5 - Possible Refuelling (commercial filling stations indicated in the road book)</i>								
2B	Service Nerpor IN		10,00	10,00	01:00 *	12:30		
SERVICE A (NERPOR)		90,00	90,93	180,93	03:00			
2C	ARRIVAL Leg 1 / Parc Ferme Nerpor				03:00 *	15:30		
Leg 1 totals		90,00	90,93	180,93				

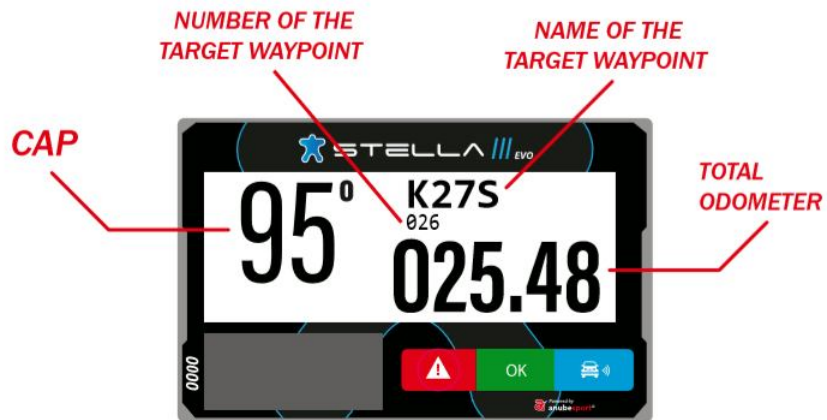
LEG 2							Saturday, November 7	
<i>Sunrise - 07:05</i>							<i>Sunset - 17:21</i>	
TC	LOCATION	SS km	Liason km	Total km	Time	1st. Bike		
2D	START Section 3 / Leg 2 - NERPOR					08:25	Section 3	
<i>km 29 - Possible Refuelling (commercial filling stations indicated in the road book)</i>								
3	TC Start SS3		29,17	29,17	01:00	09:25		
SS3 SS3 START		330,00				09:30		
3A	SS3 STOP			330,00		13:40		
3B	ARRIVAL Leg 2 / Parc Fermé Nerpor		6,08	6,08	00:30 *	14:10		
Leg 2 totals		330,00	35,25	365,25				

RALLY TOTALS				
	SS	Liason	Total	% SS
Leg 1 - SS1 / SS2	90,00	90,93	180,93	49,7%
Leg 2 - SS3	330,00	35,25	365,25	90,3%
Total	420,00	126,18	546,18	76,9%

* maximum time, check-in advance is authorized

APPENDIX V – SECURITY AND LOCALISATION EQUIPMENT GPS/GSM

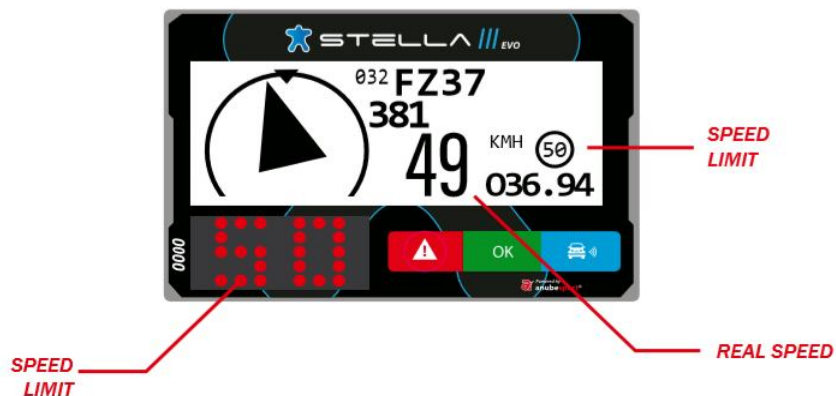
MAIN SCREEN



WAYPOINT PROXIMITY



SPEED ZONE



REQUEST MEDICAL ATTENTION IMMEDIATELY



SOS

1 sec.



CAUTION VEHICLE STATIONARY



3 sec. BREAKDOWN



DANGER 3 !!!



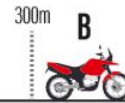
Notification 300m before an area marked in the roadbook as "Danger 3"

OVERTAKING / BLUE FLAG



FLASHING

OVERTAKE REQUEST



OVERTAKING / BLUE FLAG



STEADY



FLASHING



OVERTAKING / BLUE FLAG



FREE TO OVERTAKE



STEADY

PRESS THE BLUE BUTTON TO CONFIRM

0m

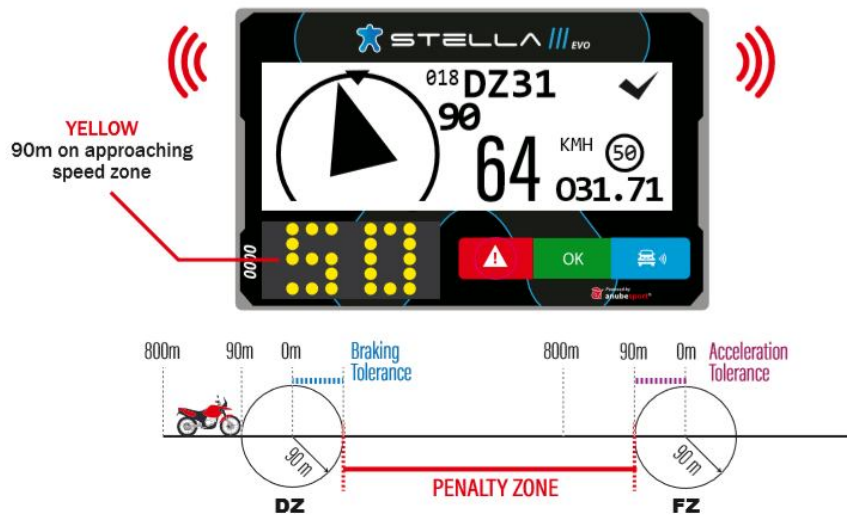


300m

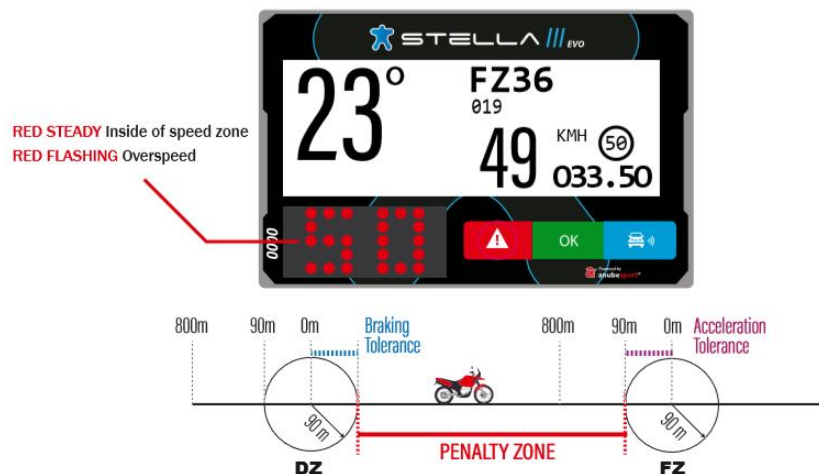
SPEED LIMIT



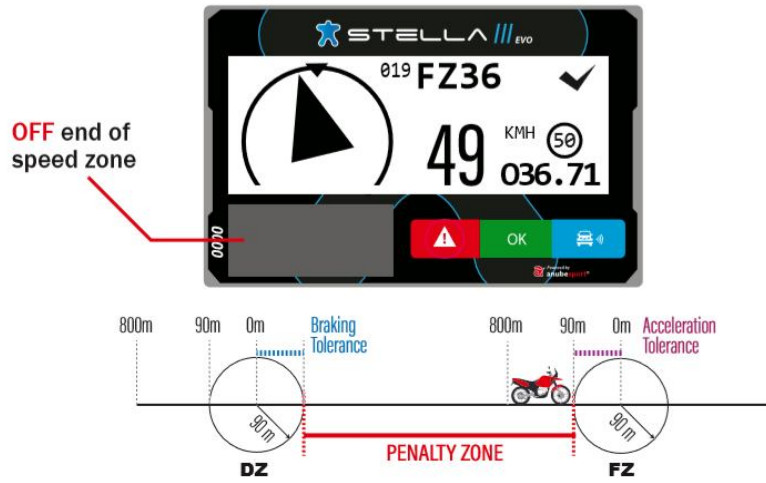
SPEED LIMIT



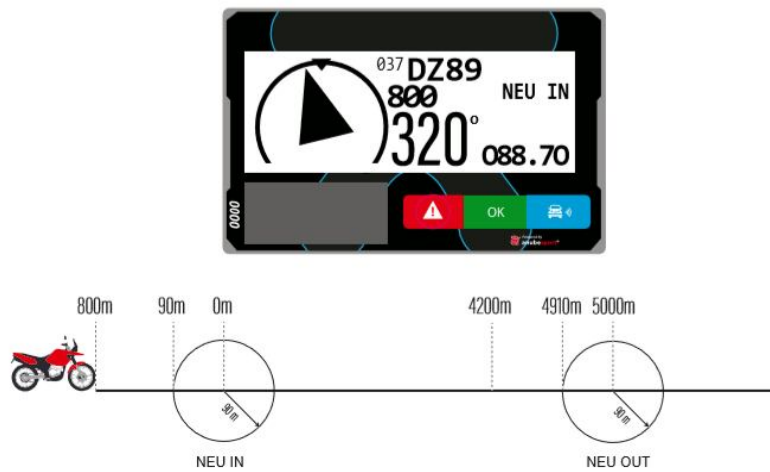
SPEED LIMIT



SPEED LIMIT



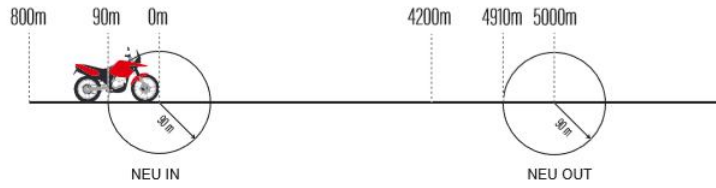
NEUTRALIZATION ZONE



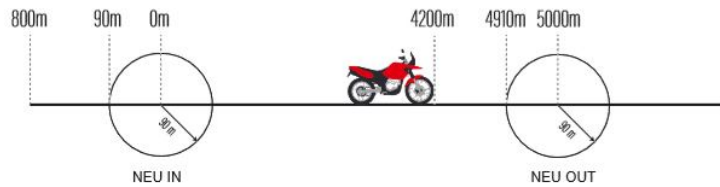
NEUTRALIZATION ZONE



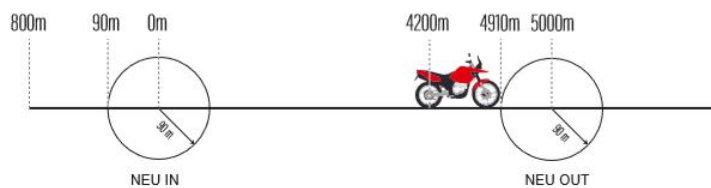
NEUTRALIZATION ZONE



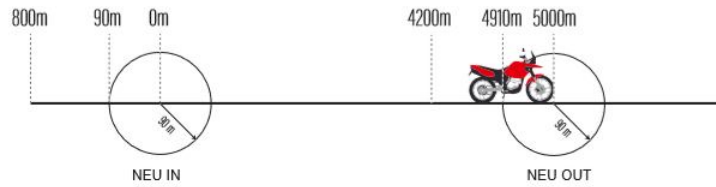
NEUTRALIZATION ZONE



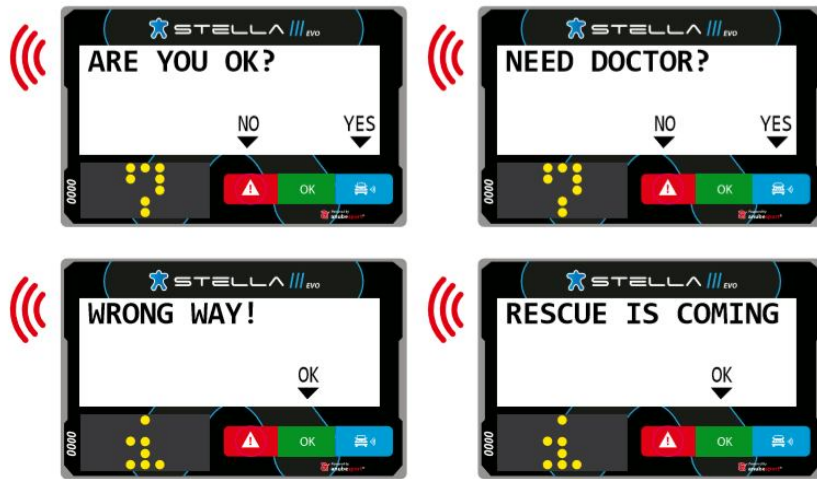
NEUTRALIZATION ZONE



NEUTRALIZATION ZONE



MESSAGES



WAYPOINTS LIST



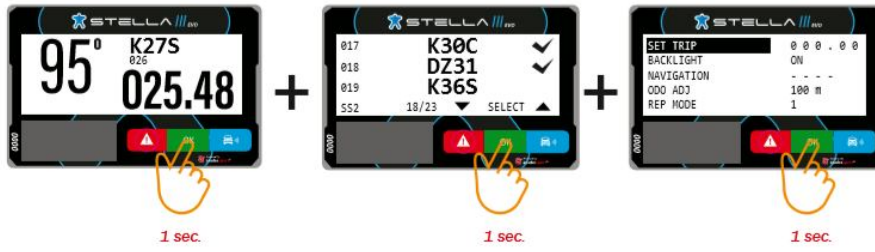
OK



TOTAL ODOMETER RESET TO ZERO



OK



INSTALL AND USER MANUAL



1 – Iridium Antenna / 2 – Power Cord / 3 – RF Cord / 4 – RF Antenna/ 5 – Base/Mount
6 – GPS Antenna / 7 – Adhesive / 8 – Straps / 9 – User Manual

IMPORTANT

For the functional test and verification, all vehicles must have through the installation of the mount, power cord, and antennas.

1. POWER CORD

- Connect the red wire to the positive end of battery 12V (+), and the grey wire to the negative (GRD). The power cord must be connected directly to the battery (without interruptions and without contact in the power supply).

- A 3A fuse (not included) should be connected to the red wire.

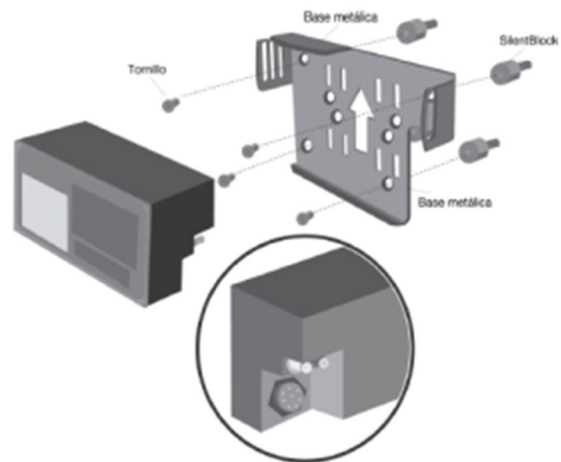
- Take the cord to the location in which the STELLA III EVO is to be installed. All other wires must be insulated, they cannot touch



2. BASE / MOUNT

ATV: The mount can be attached to the handle bar or to a metal plaque close to the navigation system.

- Car and SSV: The mount can be attached to the panel, or to the roll cage bars. STELLA III EVO buttons, must be visible and accessible to the participant (pilot/navigator) even when they are sitting and with the seatbelts buckled.



IMPORTANTE

Leave the cords (antenna and battery) in place with at least 10 cm to spare for easy handling.

At least 5 cm of space behind the mount (bottom right corner) to allow space for power cord/connections.

3. GPS ANTENNA

- The GPS antenna must be installed horizontally and without obstructions toward the sky. In cars and SSV, it can be mounted on the roof, the hood, or the dashboard. In ATV, attach to the mudguard. For additional firmness, it is recommended to cover it with adhesive tape (nonmetallic when mounting it to a metallic surface) and pull-up (when attached to soft or plastic parts).



4. IRIDIUM ANTENNA

The Iridium antenna must be installed horizontally and without obstructions toward the sky. In cars and SSV, it can be mounted on the roof, the hood, or the dashboard. In ATV, attach to the mudguard. For additional firmness, it is recommended to cover it with adhesive tape (no metallic when mounting it to a metallic surface) and pull-up (when attached to soft or plastic parts).



5. GPS ANTENNA

The radio-frequency antenna must be installed vertically to the roll cage bars (cars and SSV) and the forks (ATV). It is mandatory to use separators (included in the kit) to avoid contact with metallic parts and the carbon fiber that surrounds it.

Once the antennas are mounted, take the SMA connection cords to the base/mount where the STELLA III EVO will be installed.



