27th – 29th October 2016

SUPPLEMENTARY REGULATIONS

Bike / Quad / SSV-UTV

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Past winners

BIKE

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

QUAD

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

SSV

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

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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 **30ª BAJA PORTALEGRE 500**, from October, 27th at October, 29th - 2016. 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. 83 km;
- The second Leg includes a selective section with a total extension of approx. 345 km.

The route shall be kept secret.

1.2.1 PROGRAMME

1. **Article 1.2.1 – Programme**

BEFORE THE RALLY WEEK

Monday, 22 August		
	Issuing of the Supplementary Regulations	website
09h00	Opening date for entries	Rally Office
Friday, 7 October		
18h00	Closing date for entries with reduced fees	Rally Office
Friday, 14 October		
18h00	Closing date for entries	Rally Office
Wednesday, 19 October		
17h00	Publication of the entry list	Rally Office
Tuesday, 25 October		
17h00	Closure of the Rally Office in Lisbon	Rally Office
Wednesday, 26 October		
10h00/20h00	Accreditation	Stadium
Thursday, 27 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
17h30	1st Jury Meeting	Nerpor
18h30	Publication of the start list and starting order for Leg 1	Nerpor
19h00	Briefing with the CoC and the organiser for the foreign riders	Nerpor
20h00/22h00	Cerimonial Start	Portalegre City
21h30	Rally Office closes	Nerpor

Friday, 28 October		
07h00	Rally Office opens	Nerpor
07h40	Start for Leg 1	Nerpor
08h00	Starting Ceremony / Start of SSS1	
08h05*	Arrival of SSS1	
11h45	Start SS2	
12h45*	Arrival SS2	
13h05*	Arrival of Leg 1	Nerpor
17h30	2nd Jury Meeting	
19h00	Publication of the results of Leg 1 and starting order for Leg 2	Nerpor
20h30	Rally Office closes	Nerpor
Saturday, 29 October		
08h00	Rally Office opens	Nerpor
08h55	Start for Leg 2	Nerpor
10h00	Start for SS3	
14h00*	Arrival of SS3	
14h30*	Arrival of Leg 2	Nerpor
17h00	Post-event Press Conference	Nerpor
17h30	Podium Cerimonial	Nerpor
19h00	3rd 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 WET (Portuguese time = GMT/UTC 0).

1.2.2 OFFICIAL NOTICE BOARD

October, 21th to October 24th	**At the Event's Secretariat** Pavilhões NERPOR Campo da Feira 7300 Portalegre

1.3 ORGANISING COMITTEE

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
Event's Logistics	Nuno Santos
Service Park Coordinator (NERPOR)	Nuno Vieira

1.4 OFFICIALS

FMP Jury President	José Rita	
FMP Jury Member	José Clemente	
FMP Technical Delegates	José Deitado	
	Jorge Martinho	
Clerk of the Course (CoC)	Orlando Romana	
Assistant Clerks of the Course	Nuno Caldeira	
Chief Security Officer	Jaime Santos	
FMP Environmental Steward	Jose Miranda	
Responsible for the Event's Logistics	Nuno Santos	
Chief Medical Officer (CMO)	Pedro Barradas	
Secretary of the meeting	Virginie Hargitai	
Event Secretary	Maribel Cascão	
Secretary	Vanda Marcelo	
Official Timekeepers	Mario Bandeira	
	Mª de Fátima Carvalho	
Technical Stewards	Nuno Caldeira	
	Pedro Corrula	
	Eduardo Botelho	
	Eduardo Rovisco	
	José Figueira	
Competitors' Relations Officer (CRO)	Nuno Caldeira	

1.5 SECRETARIAT

Up to October 20th	**Automóvel Cub 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, 27st up to October 29th	**Pavilhões NERPOR** Campo da Feira 7300 PORTALEGRE

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

ARTICLE 2

REGULATIONS

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

APPROVED BY FMP ON 24-08-2016

ARTICLE 3

VEHICLES

3.1 CLASSES

Motos

M 1	Motos 2T Motos 4T	from 50 cc to 175 cc (TT1 FMP) Up to 250 cc (TT1 FMP)
M 2	Motos 2T Motos 4T	+175cc up to 280cc (TT2 FMP) + 250cc up to 450cc (TT2 FMP)
M 3	Motos 2T Motos 4T	+ 280cc (TT3 FMP) + 450cc (TT3 FMP)
MTB	Moto Maxi Trail more than 150kg	

Quads

Q1 (4T)	

SSV / UTV-Buggy

U 2	

ARTICLE 4

RIDERS' LICENCES

4.1 According to Art. 082.6 of the FIM Regulations.

ARTICLE 5

ENTRIES

5.1 Anybody wishing to take part in the event must send the entry form, duly completed to the secretariat of the race along with the entry fees and accompanied by at least:

- full name, address, licence no. and driving licence no. of the rider(s)
- details of the vehicle
- class entered

5.2 ENTRY FEES

5.2.1 The entry fees for each vehicle (include the entry, the insurance premium with third-party civil liability cover, **LCS** security system and two service plates):

	Fee
Bike	500€
Quads	500€
SSV / UTV- Buggy	600€

Note: *from October 8th up to October 14th, the entry fees will be increased by 500€.*

- **LCS - Competitors Location System GPS/GSM**

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

1.2. The value of the Security Deposit is 250€ (EUROS). This Security Deposit can be made through a check of a Portuguese Bank or by EURO bills. Portuguese competitors are only allowed to use checks.

1.3. Usage charges to be supported by competitors are:

1.3.1. Usage Charge: 65€, included on the entry fee.

1.3.2. SMS's send or received (when used the emergency system): 0,31€ each.

1.3.3. Voice Call (when used the emergency system): 1,23€ each minute.

5.3 The organiser's advertisement **(CÂMARA MUNICIPAL DE PORTALEGRE / BP and ACP)** is compulsory for all teams and may not be negotiated.

5.4 Payments are to be made by wire transfer to:

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

5.5 Without payment the entry will not be considered, therefore ***it is necessary to send the proof of wire transfer*** *to the fax number +351 219 429 192 or by email to acpmotorsport@acp.pt*

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

5.7 The organizer will reimburse the entry fees, minus a variable part of 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 by registered mail. 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 10% (file fee).

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 all accidents that may occur during the race.

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 / ACP**.

ARTICLE 8

TRAINING AND RECONNAISSANCE

8.1 Start will be denied to all crews detected by members of the organising committee while training in the area of the rally, 30 days before the race. The race will take place in the district of Portalegre.

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 administrative checks 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.

ARTICLE 10

VEHICLE CIRCULATION

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, 27th. The exact location and schedule will be published in a bulletin.

11.2 <u>Original documents to be checked at the administrative checks</u>:

- Sporting Licence (FIM);
- National Federation Authorisation (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.
- **TAX ID** or **VAT ID** number (details for the mandatory (according to Portuguese law) receipt/invoice for entry fee)

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

11.4 After the checks, crews will be given a time to perform the liaison to the parc fermé.

11.5 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

11.6 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.

11.7 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.

11.8 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

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) During liaisons

- All liaisons

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

12.2 Refuelling outside the service areas is forbidden and must be carried out with the engine off, otherwise exclusion occurs.

12.3 Supplementary tanks must be firmly attached to the structure of the vehicle, otherwise exclusion occurs.

12.4 The exact location of the service areas will be disclosed during the briefing. The distance between two consecutive service areas will be less than 85 km. The distance remaining between each service area will be indicated on the road by plates.

12.5 Only the vehicles with a service sticker delivered by the organisation will be admitted at the service areas. This sticker 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.**

Not complying with this rule will incur into a **penalty of 30 min.**, in case of recurrence to exclusion.

ARTICLE 13

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

13.1 On the 27th of October 2016 will be held the **Cerimonial Start** at the Jardins do Tarro gardens, as per event programme. 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 28th, 2016, in form of a special stage with the length of 5, 52 km.

The reconnaissance of the SSS1, on October 27th, may be performed by foot or bicycle.

13.3 The exact time to start for Leg 1 (including the SSS1) will be published on the Official Board.

13.4 The Secretariat will provide a road book or sketch of the routes:

- All Liaisons

13.5 If a track exit should happen, the rider concerned should go back into the track at the exact same point of the exit. If the track is blocked, riders can go out of course in order 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 circuit. It will not be allowed to repeat the SSS1.

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

13.7 No start or abandon in the SSS1.
According to article 082.13.1 of the FIM Regulations.

13.8 The start for Leg 2 will be determined according to the classification obtained at the Leg 1 (SS1 + SS2).
The possible penalisations registered at the different controls at leg 1; do not influence the classification of the SSS1 or the start to leg 2.

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

13.11 The time set at the SSS1 will count for the classification.

13.12 In the event of a dead heat in the final classification, the rider that accomplished the best time for the SSS1 will be proclaimed winner.

ARTICLE 14

BRIEFING

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.

14.2 Briefing will take place according the programme

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.

ARTICLE 16

START FOR THE SELECTIVE SECTIONS

16.1 According to Art. 082.14.1 of the FIM Bajas Regulation.

ARTICLE 17

TIME CONTROLS

17.1 According to Art. 082.19 of the FIM Bajas Regulations

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:

Tn = To + Tm + 60 minutes

- **Tn**: Closing time of the control "n"
- **To**: Starting time of the last vehicle
- **Tm**: 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) In order 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 by all means 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 absolutely 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;
a) 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.
b) 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;
c) The last passage time control and the arrival time control at the end of the selective section.

18.7.2 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

18.7.3 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.

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

18.7.5 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 actually 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 actually 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.

18.7.6 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 other competitors.

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 CLOSURE 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.

ARTICLE 20

MEANS OF COMMUNICATION

20.1 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 According to Art. 082.32 of the FIM Bajas Regulations

ARTICLE 24

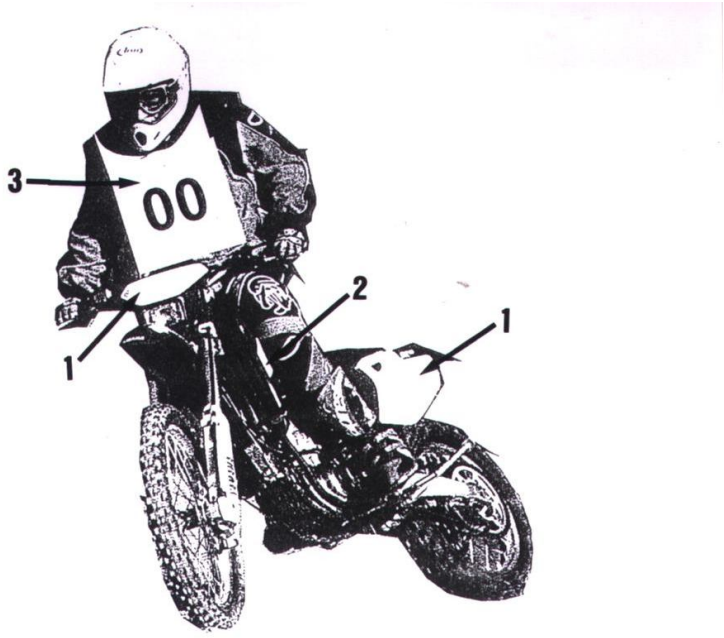
PRIZE GIVING CEREMONY

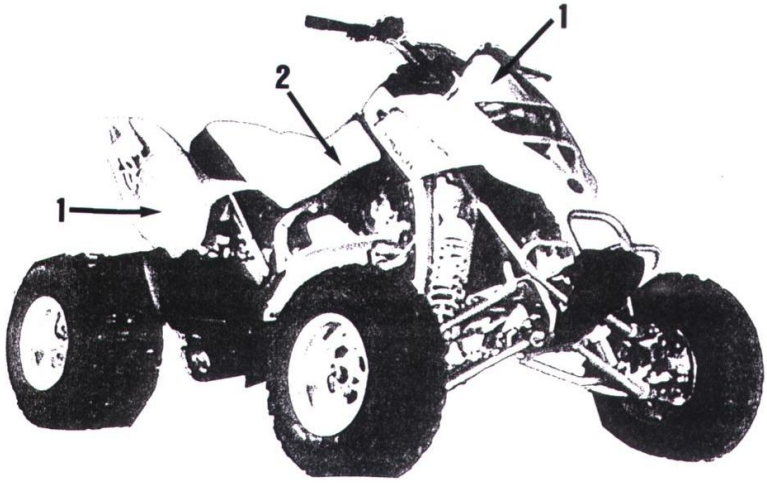
24.1 The prize giving ceremony will take place according to the program of the event.

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.

APPENDIX I

ADVERTISING PLAN



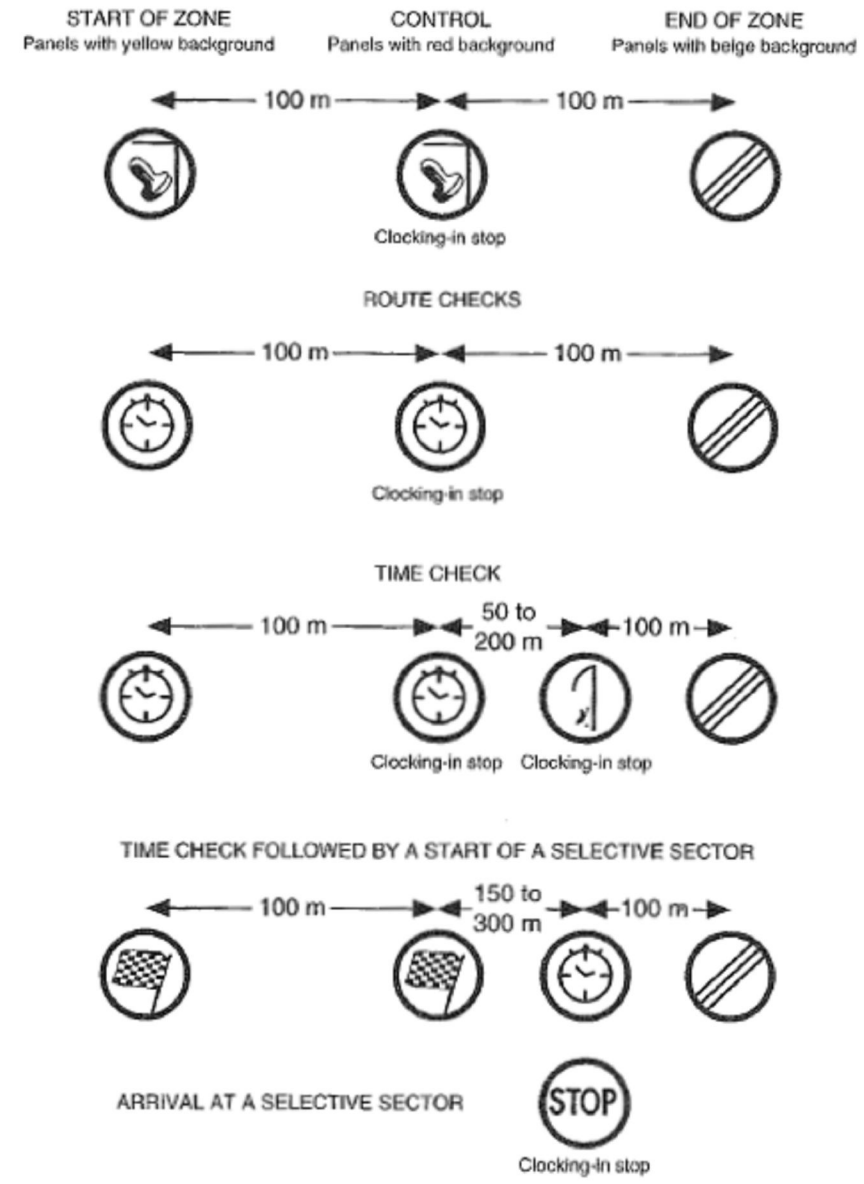


1 3 race number panels
2 2 advertising boards
3 Bib (on the back side)
4 SOS number (positioned on a visible place)

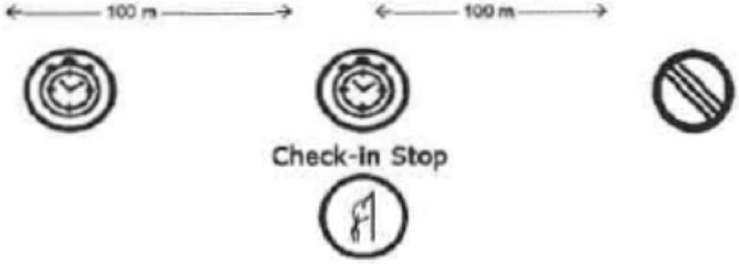
APPENDIX II

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 A SELECTIVE SECTION COINCIDING WITH THE START OF A LEG



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 light should be in good working condition, under penalty of denied start.

APPENDIX IV

ITINERARY

Day 1 - Friday, October 28							
TC	LOCATION	SS km	Liason km	Total km	Time	1st. Moto	
0	**START Leg 1 - NERPOR**					**07:40**	Section 1
1	**TC Start SSS1**		**7,07**	**7,07**	**00:15**	**07:55**	
SS1	***SS1 START***	***5,62***				**08:00**	
1A	SS1 STOP			5,62		*08:05*	
1B	Regrouping IN		68,59	68,59	01:30 *	*09:35*	
1C	Regrouping OUT					*11:25*	Section 2
1D	TC Start SS2		2,80	2,80	00:15	*11:40*	
SS2	***SS2 START***	**83,15**				***11:45***	
2A	SS2 Stop			83,15		*12:45*	
2B	ARRIVAL Leg 1 / Parc Fermé IN		6,71	6,71	02:00 *	*14:45*	
	Leg 1 totals	**88,77**	**85,17**	**173,94**			

Day 2 - Saturday, October 29							
TC	LOCATION	SS km	Liason km	Total km	Time	1st. Moto	
2C	**START Leg 2 - NERPOR**					**08:55**	Section 3
3	**TC Start SS3**		**26,10**	**26,10**	**01:00**	**09:55**	
SS3	***SS3 START***	***345,00***				**10:00**	
3A	SS3 STOP			345,00		*14:00*	
3B	ARRIVAL Leg 2 / Parc Fermé		5,86	5,86	00:30 *	*14:30*	
	Leg 2 totals	**345,00**	**31,96**	**376,96**			

RALLY TOTALS				
	SS	**Liason**	**Total**	**% SS**
Leg 1 - SSS1 / SS2	88,77	85,17	173,94	51,0%
Leg 2 - SS3	345,00	31,96	376,96	91,5%
Total	**433,77**	**117,13**	**550,90**	**78,7%**

* **maximum time, check-in advance is autorized**

APPENDIX V

SLC – User Manual

1. Power Button. Cannot be used by competitors.

This button can only be used by members of Cronobandeira.
It is the competitor's responsibility to ensure that this button is not under pressure when in the pocket.

2. Volume buttons.

When on a call can be used to increase or decrease the volume of speaker.

3. 'Everything OK' button.

This button can be used to inform the organization that all is well.
Press the button until you feel the vibration. No call will be made.

4. SOS button.

In case of emergency you must press this button until you feel the vibration.

The equipment makes an immediate phone call to the base.

At this time you should use the equipment as a mobile phone.

The use of the SOS system **without justification** implies **penalties** described in the regulations of the event.