



## Frequent Asked Questions

**Q. Are competition licences needed?**

A. No. Competition licences are not needed for this historic rally.

**Q. Does the co-driver need to have a driving licence?**

A. Yes.

**Q. What is the minimum age of the co-driver?**

A. 18 years at the start day of the rally.

**Q. Is the use of a helmet compulsory?**

A. Helmets must be worn by both crew members on the Sector Regularity Tests (PRS), being optional during the rest of the rally.

**Q. What does technical scrutineering consist of?**

A. It consists of an evaluation about the vehicle's driving condition, conservation and appearance. Damaged or featureless vehicles may be prevented from competing by decision of the Stewards of the meeting.

**Q. Must the cars have a roll bar?**

A. No. It is not compulsory.

**Q. What is the average speed at the road sections?**

A. As a general rule, the average speed is 50 km/h and less due to heavy traffic and higher on motorways or highways.

**Q. Are there night legs or sections?**

A. Yes. There will be two night sections, at the 3<sup>rd</sup> and the 4<sup>th</sup> leg.

**Q. What is the average speed at the regularity tests?**

A. The average speed is always specified in the road book. Generally the average speed will be between 50 and 60 km/h, though it can be less in specific areas.

**Q. In which cases can the average speed be under 50 km/h?**

A. Whenever necessary, due to safety reasons and when crossing villages. In those cases, the organisation may install speed control radars. If the speed is higher than the limit established by the road book, the team can be subject to a penalty.

**Q. Is it necessary to make any deposit payment?**

A. The timing of the regularity tests (PRA) and sectors regularity tests (PRS) will be carried out by means of the Blunik system, which implies the fitting of a transponder in each participating vehicle. The crew will receive a voucher against a deposit payment of 200, 00 € (two hundred Euros) which will be used to receive the respective transponder.

**Q. Is it necessary any kind of electrical connection for the Blunik transponder?**

A. No, the transponder has its own power battery.

**Q. How is timing clocked during the regularity tests?**

A. Timing is calculated on a tenth of a second basis. At each regularity control there will be a tolerance of five tenths of a second for late or early passage.

**Q. How is the start given at the regularity tests?**

A. At the start of each section the crew will receive a time card containing the start time

of each regularity test (PRA). This time is obtained by adding the established time to the start time of the section. Approximately, 50-100 m before each start will be an informative board "SS-Pre-Start", the space between this the board and the start of the regularity test (PRA) being considered as the start area. Vehicles are only allowed to access the start area of a PRA within the 60 seconds preceding their start time.

**Q. Besides the traditional sector regularity tests (PRS) on closed circuit are there other tests of the same type on the road?**

A. Yes, there will be road PRS. During the running of the rally, the crews will have the chance to make one reconnaissance passage of each road PRS. This reconnaissance passage will be carried out according to the regulations for a PRA run at an average speed of 40 km/h. The starting procedures for the PRS are identical to the procedures for the PRA.

**Q. Is the start to the PRS rolling or standing?**

A. The start to a closed circuit PRS is standing and given by the instructions of the marshal. During a PRS on the road the crew must start at their given time without interference of the organisation. However, in both cases start will be timed at the moment in which the vehicle crosses the starting line (clearly shown by standardised FIA markings) for the first time.

**Q. Is there a maximum or minimum time on the PRS?**

A. There is only a maximum time. The time taken by the crew in the first sector of a PRS is deemed to be its reference time for the subsequent sectors of the same stage. Any difference between the time taken by the crew to complete any subsequent sector and its reference time will be penalised at a rate of 0,1 point per tenth of a second. The time taken by the crew to cover the entire test will be deducted from the time taken by the fastest crew and converted into points (0.05 points per tenth of a second).

**Q. How is timing carried out?**

A. Timing on PRS is calculated on a tenth of a second basis.

**Q. What happens if by any reason, for example after a breakdown, a team cannot carry out or finish a regularity test?**

A. They may continue (or rejoin) the rally, but will suffer a maximum penalty for the test which was not concluded.

**Q. Are there time controls before the start of the regularity tests?**

A. No. At the start of each section the crew receives a time card containing the start time of each regularity test of the section. This time is obtained by adding the established time to the start time of the section.

**Q. Are there time controls before the start of the PRS?**

A. The road PRS are not preceded by a time control. The same procedures of the PRA are here applied.

Nevertheless, the circuit PRS are preceded by a time control, the crews being neutralized between the time control and the start of the PRS.

**Q. Is it easy to refuel during the stage?**

A. The organization will provide a list of available / recommended filling stations. We recommend beginning each section with a full tank. Without prejudice, the time for the last part of each section or the first part of the following section will always be sufficiently extended to enable refuelling.

**Q. Is servicing allowed during the event?**

A. Yes, according to the regulations. The organisation will supply a Road Book for the service crews showing the location of recommended servicing locations and the itinerary to be followed.

**Q. Will there be a parc fermé?**

A. Yes. At the end of each section and each leg, the cars will remain in a parc fermé.

**Q. Is it possible to service the competition vehicles at the parc fermé?**

A. No, this is strictly forbidden by the regulations. At the end of each day it will be conceded a minimum period of 60 minutes for servicing and therefore the cars must be removed from the parc fermé.

**Note: Reading the above FAQ does not replace the reading of the event's regulations and any amendments that may be published.**