



Information to the crews # 1

Date: September 29th, 2017

Pages: 6

Attachments: 8

Attention:

This information is intended to provide some additional clarifications on situations that could be misinterpreted. It does not replace the supplementary regulations or any bulletins.

1. Emergency number

+351 912 201 545

2. Administrative Checks

Administrative checks will be divided into two phases:

Phase 1 & 2 (highly recommended)

Hotel Palácio – October 2nd, 2017 (16:30 / 23:00)

See detailed schedule on Bulletin no. 1.

Phase 3 (Only in case of force majeure)

Autódromo Fernanda Pires da Silva (Estoril Circuit) – October 3rd, 2017 (07:00 / 07:45)

At administrative checks, the crew will receive together with other materials and documents, a time card to be used at the controls installed:

- At the entrance of scrutineering
- At the entrance of the briefing room
- At the entrance of the starting area

3. Scrutineering / Briefing

Scrutineering will take place at the Estoril Circuit (See Attachment I).

Upon arrival at the site, crews must drive their competition vehicles and / or assistance cars to the service park.

A time control (TC) will be installed immediately before scrutineering.

For English speaking crews briefing will take place on Monday evening at Palácio Hotel.

The schedule for the briefing and the scrutineering is available in Bulletin no. 1.

4. Starting Area / Start

Vehicles that have been approved at scrutineering must enter Parc Fermé, located at the gardens of the Casino Estoril, between 12:00 and 13:00. Rally cars may be driven by a representative of the competitor (the time card given at administrative checks must accompany the vehicle, so it can be delivered to check-in at the entry to the starting area).

The list of participants, with the starting order and times will be posted on the Official Notice Board (location and time indicated in the event program).

An eventual late start (for the rally, for a leg or a section) will not be compensated and the scheduled time will be entered in the time card.

5. Distance measurements

The route was carefully measured with a *Terratrip* device using only the asphalt lane and trajectories mainly on the right side of the road. In the case of roads with two separated lanes, we tried to use only the right hand lane.

In the road book, the distances are usually presented with

- Road sections: two decimal cases,
- Special Stages: two decimal case, except
 - in the places where the average speed changes (three decimal cases)

Example of a road book page attached (Attachment II).

The position of the regularity controls was calculated using three decimal cases (meter).

6. Control Card

Example attached (Attachment III).

It is forbidden to make any entry in the team control card.

7. Time Control (TC)

7.1 According to the itinerary chart (see attachment to Bulletin 1), time controls will be set:

- At the start and the arrival of every section
- Before and after each Circuit PRS
- Before and after each Flexi-Service

7.2 At any time control, the check-in time corresponds to the moment where, the two members of the team and the car being in the control area and in the vicinity of the time control, one of the team members give the time card to the marshal in post.

7.3 To calculate the target check-in time at a time control (TC), the crew should add the time of passage in the previous TC (hours, minutes and seconds) and the time allowed to cover the distance between the previous TC and that TC (hours and minutes).

Example:

➤ *time of passage at TC «n-1»: 10H18M00S*

➤ *time allowed to cover the distance between TC «n-1» and TC «n»: 01H20M*

➤ *target check-in time at TC «n»: 11H38M00S*

the crew will not incur any penalty if he checks in at TC «n» during the 30 seconds after his target time (in the example, from 11H38M00S to 11H38M29S).

7.4 As an exception, the crew is allowed to check-in earlier than the target time without incurring any penalty in the following time controls:

- TC1D
- TC2D
- TC2F (Flexi-Service)
- TC3D
- TC3F
- TC4J.

8. Average speed at road sections / Refuelling

With the exception of road sections using highways, the average speed imposed is below 50 km/h (see attachment IV).

In almost every section of the rally there is a road section (chosen by the availability of a petrol station and the ease of access to service crews) in which it is granted additional 10 minutes time. These road sections are identified in Attachment IV and in the itinerary map (attachment in Bulletin no. 1) as «Pause/Service».

The petrol stations available along the route are described on Attachment V.

9. Police in the itinerary of the rally

The rally is run using roads open to the normal traffic; therefore crews must be extra careful and take all adequate precautions.

The presence of police officers at some intersections does not mean that the road is closed for the rally!

10. Regularity Tests (PRA)

10.1 Start of PRA

The target time to start each PRA is based on the information available at the time card (check-in time at the preceding time control + time given to start the stage in question).

Example:

- *Check in time at TC «n»: 14H10M30S*
- *SS «X» start time (as per time card): TC «n» + 01H10M*
- *SS «X» start target time: 15H20M30S*

Each team is responsible for starting the test at the right time.

10.2 Starting area of PRAs

30 to 100 meters before the start of each PRA there will be a warning sign (**SS – Pre-Start**). The area between this sign and the PRA start is considered as «Starting area».

The entry of a vehicle in the starting area of a PRA is only allowed during the 60 seconds prior to its start.

The crew must stop the vehicle immediately after the beginning of the «starting area» in order to allow a Marshall to check the condition of the transponder battery.

10.3 Average speed imposed in PRAs

As a general rule, the average speed imposed in the different PRA is between 50 and 60 km/h. For safety reasons, in some passages in villages the average speed is lower.

Average speeds imposed are indicated in the attachment (Attachment VI).

The exact locations where the average speed changes are clearly marked on the road book and, where possible, indicated on the side of the road by information signs.

In case of conflict between the various information about this subject (Attachment VI, road book, road signs), the road book should be the one considered as valid.

At the controls installed in the first 500 meters of any PRA and areas where average speed is less than 40 km/h only the penalties for early passage will be considered.

The organization may also install speed control radars in any area where the average speed is less than 40 km/h. In the case of the speed detected exceeds that indicated in the road book, the team will incur in a penalty.

11. Regularity Tests by Sector (PRS)

11.1 Helmets

The use of helmets by the two members of the team is compulsory in every PRS, otherwise the start will be refused. In SS1, the use of helmets is compulsory from the moment the car leaves the holding area after TC1B.

11.2 Reconnaissance of the Circuit PRSs

There will be no reconnaissance in any Circuit PRS (SS1 / SS32).

11.3 Chicanes in the Circuit PRSs

Circuit PRS timing points (end of sector) will be preceded by a chicane.

In the event of knocking down any of the elements of a chicane, Art. 19.3.6 of the regulations will apply.

11.4 Reconnaissance of the Road PRSs

Crews will have the opportunity to make a passage of reconnaissance through each Road PRS, during which the use of helmets is not compulsory.

This reconnaissance passage will be done in the form of a PRA at an average speed of 40 km/h.

11.5 Road PRS Start

The target time to start each road PRS is based on the information available at the time card (check-in time at the preceding time control + time given to start the test in question).

Example:

- Check in time at TC «n»: 14H10M30S
- SS «X» start time (as per time card): TC «n» + 01H10M
- SS «X» start target time: 15H20M30S

Each crew is responsible for starting the test at the right time.

The crew will not incur any penalty at the start control if they start the road PRS at their target start time or within the subsequent 5 seconds (*example: a team whose road PRS target start time is 15H20M30S is allowed to start without any penalty between 15H20M30S and 15H20M35S*).

11.6 Starting area of a road PRS

About 30 to 100 meters before the start of each road PRS there will be a warning sign (**SS – Pre-Start**). The area between this sign and the road PRS start is considered as «Starting area».

The entry of a vehicle in the starting area of a road PRS is only allowed during the 60 seconds prior to its start.

The crew must stop the vehicle immediately after the beginning of the «starting area» in order to allow a Marshall to check the condition of the transponder battery.

12. Interruption of a Special Stage

We recommend reading Article 17.4 of the Regulations on procedures in case of an interruption, temporary or definitive, of a special stage.

If the marshal in charge enters a neutralisation time in the time card (see example – Attachment III), this neutralisation time should be considered when calculating:

- The start time of every next special stage until the following time control,
- The target time to check in at the following time control

13. Termination of participation in the rally

13.1 The crew restarts during the same section

Any crew not running one or more special stages of one section will be allowed to re-enter the rally route of the same section at the beginning of a later special stage, respecting the starting time scheduled for that particular special stage.

If this is the case, the crew must stop the vehicle in the «start area» of the special stage where they are re-entering, in order to allow a marshal to check the transponder.

13.2 The crew restarts at the start of the following section of the same leg

A crew that does not complete one or more special stages of sections 2, 4, 5, 7 or 8 will be allowed to start the following section, provided that they check in at the final time control of the section they did not complete before the closure time of this time control. The crews concerned will start the next section, as all the other crews, in the order of their arrival to the last time control of the previous section

13.2 The crew restarts at the start of the following leg

A crew that does not complete a leg will be allowed to start the following leg under the conditions described in Article 20 of the supplementary regulations.

14 GPS

Regarding the safety of the competitors, will be mounted on each vehicle a standalone GPS device – "tracking system", which allows the Organization to know permanently the location of competitors.

This equipment is self-contained, not requiring any prior installation, will be mounted on the dashboard of the vehicle with the "Velcro tape".

Another "back up" equipment will be mounted, also using "Velcro" tape, on the left side rear window.

These equipments will be placed on their sites by the technicians of firm "STELLA", during the technical checks at the Autódromo do Estoril.

15. Flexi-Service

After the end of leg 2, there will be a period of 60 minutes for servicing the competition vehicles.

As per article 21.1 of the regulations, servicing is not allowed at less than 100 m from the parc fermé entry/exit.

For more information on this subject, see Article 21.3 of the Regulations.

Note: By the end of legs 1 & 3, the time for service is encompassed in time given for the road section.

16. Service road book

The organization will provide each crew a Service road book with the following indications:

- Suggested service locations (with GPS coordinates)
- Estimated time of passage of the first competitor in each of these locations
- Suggested itinerary to be followed between consecutive service locations
- Alternative itineraries to access neutralisations between sections
- Global map with the service crew suggested itinerary

The road book will be made available to each team during the administrative check.

17. Automatic tolls in highways

Along the itinerary of the rally several sections of highway equipped with 'automatic tolls' will be used. For this purpose, cars must have installed a special tag which enables identifying the place and time of use of a given facility by establishing a connection with the antenna installed on the trackside.

The 'Via Verde Visitors' is a temporary electronic device designed for use on national soil in vehicles with foreign plates, which facilitates the payment of tolls on the nation's motorways.

This device can be rented at any Via Verde store or at the Via Verde desk at Administrative Checks (Hotel Palácio).

In order to take advantage of the 'Via Verde Visitors', all you need is an international credit Card issued by a foreign entity that is valid and recognized by Via Verde Portugal.

For further information concerning 'Via Verde Visitors' please consult www.viaverde.pt/Visitors

18. Breakdown services

In the event of a breakdown or accident during the Rally de Portugal Histórico particularly during a special stage, the rally organizer will do all his efforts to recover the rally car as soon as possible and bring it back to the closest main road or to the next village following the special stage. The recovery trucks and staff of the ACP will provide this service.

This recovery / assistance service will be free of charge for the competitor and will take place under the responsibility of the crew.

From the unloading point after being recovered if the team wishes the rally car to be brought to the end of the leg location or back to Estoril, the team may use the services of a towing car company that will be in stand by for that purpose.

This service shall be ordered directly to the supplier (Mr. Bruno Saudades) using the following mobile phone number: +351 914 662 076. The cost for this service will be **44,35 € + 23% VAT for each request plus a fee of 0,74 € + 23% TVA per km of transportation.**

The service shall be settled directly to the supplier when unloading the rally car.

The Automóvel Club de Portugal and the organizing committee of the Rally de Portugal Histórico decline all and any responsibility for eventual problems that may occur during this service.

19 Trailers park

It is not authorized the parking of trailers in the parking lots of the Hotel Palácio in Estoril between days 1 and 8 October 2017.

A check at the entrance of the hotel's parks will be installed, to prevent the entry of trailers.

During the period – 30 September to 8 October 2017, there are at the Autódromo do Estoril a park for parking trailers.

This park will run with the following schedule:

On the 30 September and 01 October 2017: from 09H00 to 18H00. – “Parque dos Comissários”

On the 02 October 2017: from 09H00 to 22H00 – “Parque dos Comissários”

On the 03 October 2017: from 07H00 to 13H00 – “Parque dos Comissários” ou Paddock

On the 07 October 2017: from 09H00 to 18H00 – “Parque dos Comissários” ou Paddock

Other information

- Due to forest fires that recently occurred in some areas where the Rally de Portugal Histórico 2017 will pass, we draw attention to a possible increase in timber transport vehicles traffic.

The Clerk of the Course

Attachments:

I – Autódromo Fernanda Pires da Silva

II – Example of a road book page

III – Example of a time card

IV – Average speed on the road sections

V – Fuel stations along the route – **(to be delivered when the Administrative Checks)**

VI – Average speed on PRAs

VII – Diagram SS1 (Circuit PRS)

VIII – Diagram SS35 (Circuit PRS)